

SEAFARERS LOG

Volume 55, Number 3

March 1993

Ship Revival Tops Issues At MTD Board Sessions

Studds, Moynihan, Gephardt Stress Need For Speed in Setting Maritime Policy

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Sen. Daniel Patrick Moynihan

Speaking before the MTD executive board, the Senate Finance Committee chairman blasted runaway flags, saying "this Liberian and Panamanian business has got to come to an end!"



Rep. Gerry Studds

The new chairman of the House Merchant Marine and Fisheries Committee declared, "We have got to operate U.S.-flag vessels and have got to operate more of them! We need new tonnage under the U.S. flag."



Rep. Richard Gephardt

Concerned about the nation's economic future, the House Majority Leader announced, "We need an industrial and technological policy that includes a maritime and shipbuilding policy!"



New Facility Opened

SIU Upgrades Training For Culinary Skills

A new state-of-the-art steward department located on the grounds of the Paul Hall Center for Maritime Training and Education is designed to provide greater emphasis on individual training and more one-on-one instruction for students seeking to improve their steward department skills.

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President's Report

The Maritime Trades Department

This issue of the *LOG* reports on the speakers and actions of the AFL-CIO Maritime Trades Department's recent executive board meeting. It might be a good idea to remind Seafarers of the kind of organization the MTD is and what it does.



Michael Sacco

The MTD operates for the mutual benefit of all of its 42 affiliated unions and their members and families. From the SIU standpoint, this means that when legislation or other matters come up that affect the welfare of Seafarers, we are able to call upon the other affiliates of the MTD to join our cause. It also means that Seafarers reciprocate by assisting the other affiliated unions in their times of need.

At last month's board meeting in which the affiliated unions had a chance to catch up on each other's objectives for the coming year and to exchange views, one of the speakers summed up how important this mutually beneficial relationship is for the workers represented by unions in the MTD. Lenore Miller, president of the Retail, Wholesale and Department Store Union, talked about how the support of the MTD made a big difference. There were times, she said, when her union "would not have been successful were it not for the maritime trades unions." Citing examples, Sister Miller talked about how the underpaid juice processing workers represented by her union at one company won a good contract because that firm was owned by a shipping company, and the maritime unions with contracts in its ship operation section went to bat for the juice workers.

It should be noted that this kind of grassroots support activity is really at the heart and soul of what the MTD is all about. And, while the MTD's executive board meeting is important as it provides a framework in which the organization can map out strategies and priorities for the year, these meetings are but the surface level of the work the department carries out. The real guts of the organization is its activities on the grassroots level, through its port councils in various cities throughout the United States and Canada.

Often, Seafarers participate in these grassroots activities. Whether it means joining fellow trade unionists in a picket line, providing hot coffee and sandwiches to striking workers, or calling on legislators on an important issue to all working people, Seafarers have been a part of the MTD's grassroots action.

For Seafarers, the MTD is an opportunity to work with the rest of the labor movement, to lend a hand when we can, and, when it's needed, to call on fellow trade unionists to weigh in on our fights.

Training for the Galley Crew

Once again, we take pride in our record of constantly seeking to improve the quality of our training programs. Evidence of this is in the new facility at the Lundeberg School at the Paul Hall Center for our steward department crewmembers. This facility allows for an expanded and more detailed course of instruction for galley Seafarers. But it does not only benefit steward department members. Because mealtime is so important to all seamen, the benefits of the new facility ultimately benefit every Seafarer aboard ship.

I urge all to take advantage of these improvements and developments in the course of instruction at the school. These changes are made available with the welfare of all Seafarers in mind. Consequently, it makes sense for every Seafarer who wishes to become a better seaman to take advantage of the opportunities that these programs offer.

Any Seafarer interested in upgrading should talk to their port agents or boarding patrolmen about enrolling in the school's courses.

Applying for a Scholarship

April 15 marks the deadline for Seafarers and members of Seafarers' families to apply for the seven SIU scholarships. Four of those are earmarked for children and spouses of Seafarers and three go to SIU members.

I urge any Seafarer or Seafarer family member who seeks to expand his or her education to take advantage of this opportunity and apply. Do it quickly as there is only a month or so to take care of all the paperwork.

DOT's Pena Meets with Maritime To Understand Industry Problems

In an evident attempt to get a sense of the problems within maritime, Secretary of Transportation Federico Pena met on March 2 with representatives of the vessel operating industry, shipbuilding companies and maritime labor. Michael Sacco represented the SIU at the two-hour meeting.

The session was called at the request of Secretary Pena in order to develop an understanding about the views of the individual industry components as well as explain where the Clinton administration stands on the subject.

Reports from the meeting said Pena proposes to unveil between mid-April and early May the administration's legislative package to revive the U.S.-flag mer-

chant fleet. He told the group that the administration plans to place the same energy into helping maritime that it is using to fight foreign subsidies within the airline industry.

The secretary announced he would create an industry-government committee on U.S.-flag maritime revival. The committee would be made up of three officials from the Department of Transportation and two representatives each from maritime labor, shipbuilding, liner operators and bulk operators. The group will be asked to have a legislative proposal ready for Pena's review by the April/May deadline he announced.

During the meeting, several executives representing U.S.-flag

shipping companies renewed their threats to go foreign flag if a program is not passed by 1995. (The Bush administration, led by former Transportation Secretary Andrew Card, proposed a maritime revival package last summer after executives from Sea-Land and American President Lines threatened to go foreign flag.)

Those who attended the meeting stated Pena was well versed about maritime and asked many questions. They said they were impressed by how quickly Pena plans to act on the problem.

A spokesperson at the department said there was "a consensus among all parties that the goal is a sound and revitalized U.S. maritime industry."

AFL-CIO Announces Its Support Of Clinton Economic Package

The executive council of the AFL-CIO has endorsed President Clinton's economic package "in most of its details."

In a prepared statement issued February 18, the day after Clinton addressed a joint session of Congress, the national trade labor federation stated, "The president has provided the leadership the nation desperately needs."

Clinton outlined four major components within the economic

package he is presenting to Congress: a short-term spending stimulus to be used on infrastructure and job creation; long-term deficit reduction; long-term investment strategy; and health care cost containment.

"The Clinton plan has the great virtues of stimulating a depressed economy, of putting people back to work and of investing in the nation's future," the AFL-CIO statement read.

It also noted that America's working people are willing to contribute their fair share to make the plan work. However, the AFL-CIO asked the president to reconsider his proposal of placing a wage freeze as well as other burdens on federal workers.

The labor federation pledged to "help see [the package] through the legislative process, while making certain that workers' concerns are properly addressed."

Hauge Reports on Somalia Mission

For SIU crewmembers aboard the *Cpl. Louis Hauge Jr.*, their job in Somalia is far from over. The repositioning vessel is one of 3 SIU-crewed vessels still involved in the combined U.S./United Nations effort to feed Somali citizens that began in December.

The *Hauge* is one of several vessels responsible for the shipment of food and materiel to American forces stationed in the East African nation.

In a letter to the *Seafarers LOG*, Chief Steward William Justi wrote that galley gang members are following a normal schedule. Despite the turmoil around them, the steward depart-

ment continues to prepare excellent meals for the crew aboard the Maersk-operated vessel.

Justi (who provided the photos accompanying this article) reported that the food prepared by Chief Cook Victorino Vince Cruz and Assistant Cook Larry Griffin has helped keep morale up for the crewmembers and troops stationed on the *Hauge*.

The ship is based out of Diego Garcia and is assisting approximately 17,000 U.S. troops as well as almost 15,000 soldiers from 20 U.N.-member nations. U.S. vessels have been docking at the Indian Ocean ports of Mogadishu and Kismaayo since forces started going ashore December 9.

An upsurge of violence in Somalia in late February has prompted U.S. military planners to consider slowing the withdrawal of U.S. troops and leaving a larger number of combat troops in Somalia than originally planned. The increased activity by warlords who rule various parts of Somalia has been associated with a March 15 conference to determine the political future of the nation.

Until this recent outbreak of fighting and rioting, the Pentagon had expected to begin a full-scale withdrawal in a matter of weeks, leaving behind as many as 5,000 U.S. troops, mainly in support of a larger U.N.-led force.



Peeling fresh garlic for a stir-fry dinner is Chief Cook Victorino Vince Cruz.



Chief Steward William Justi (second from right) informed the *Seafarers LOG* that the galley gang on the *Cpl. Louis J. Hauge Jr.* is doing a great job. From the left are Chief Cook Victorino Vince Cruz, SA Clive Steward, SA Esther Wilks, Assistant Cook Larry Griffin, Chief Steward Justi and SA Thabet Alsaedi.

Volume 55, Number 3

March 1993

The *Seafarers LOG* (ISSN 0160-2047) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way; Camp Springs, Md. 20746. Telephone (301) 899-0675. Second-class postage paid at MSC Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, Md. 20746.

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Congressional Leaders Tell MTD Board Of Support for U.S.-Flag Ship Program

Three key members of Congress, addressing the AFL-CIO Maritime Trades Department (MTD) executive board meeting last month, urged adoption of a U.S.-flag shipping program.

Senate Finance Committee Chairman Daniel Patrick Moynihan (D-N.Y.), House Merchant Marine and Fisheries Committee Chairman Gerry Studds (D-Mass.) and House Majority Leader Richard Gephardt (D-Mo.) all noted the need to pass a U.S.-flag maritime revival package during this session of Congress.

Rebuilding the U.S. merchant fleet became the theme of the two-day meeting of the MTD, which is made up of 42 autonomous unions containing 8.5 million members. The board passed a number of resolutions of concern to the maritime industry on the Jones Act, workplace safety and cargo preference.

Another of those resolutions called on President Bill Clinton to issue "an executive order that underlines the nation's historical needs for and its legal mandate to maintain an adequate American-flag merchant fleet and a domestic shipyard mobilization base." The board also called on all sections within the industry—organized

labor, business and government—to meet to develop a consensus approach to new legislation to aid maritime.

AFL-CIO President Lane Kirkland added the support of the national organized trade labor movement to the cause.

"The Persian Gulf served as a stark reminder of what our merchant fleet means," Kirkland told the body. "We pledge our support as you try to enact a sensible maritime policy under Bill Clinton."

New Technology

Speaking to the group on February 11, Moynihan noted a recent visit he had made aboard the Aegis-class missile cruiser *Valley Forge*. He described how the engine room looked more like an operating room and talked about the changes associated with it. "At 25 knots, [the vessel] can stop in three ship's lengths and reverse," the chairman of the Senate Finance Committee said.

"We need to put that kind of technology into merchant shipbuilding. If we can do it on cruisers, then we can do it on containerships."

Moynihan also pointed out that while the United States "has



Representative Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee, tells the executive board of the Maritime Trades Department that he will work to enact a maritime revival program during this session of Congress.

the largest Navy in the world, we have one of the smallest merchant marines. It is time we tended to this issue. Revision of the American merchant marine must be part of the national economic policy."

The chairman of the Senate Finance Committee called on the Clinton administration to include a rollback on foreign countries subsidizing new shipping which puts the U.S. fleet at a disadvantage when the U.S. Trade

Representative asks European Community representatives to reduce its subsidized airline program, Airbus.

"What's fair is fair," Moynihan added. "We cannot compete against shipping that has been subsidized by their governments. Shipbuilding subsidies will be part of the negotiations."

When he addressed the MTD on February 12, Studds recounted meeting with President Clinton to discuss the priorities for his con-

gressional committee for this session.

"I told him two things: clean water and the American merchant marine," the 11-term representative said. "We need to re-establish the merchant marine for national security, trade and to produce jobs. He told me, 'I didn't come [to Washington] to veto bills. I want to make things happen.'"

Studds noted it was too soon to discuss details about any maritime revival package. However, any plan must include building vessels within the United States, he stated.

"Our skilled shipbuilders can build vessels for the same cost as in Europe," he told the audience. "We don't have the management or engineering experience. There is nothing wrong with our labor, but we have to import our engineers. There is no excuse for that."

(The district Studds represents includes Quincy, Mass., which had been a major shipbuilding area until the facility closed six years ago.)

Maritime Policy Needed

While outlining the four components of Clinton's proposed economic plan, Representative Gephardt noted the need for a nationwide industry and technology policy.

"As long as other nations are playing the game a certain way in electronics and maritime, we better do the same," the long-time maritime proponent said. "We need a shipbuilding and maritime policy."

As an example of how such a policy should be crafted, Gephardt described how the U.S. was almost out of the semiconductor business eight years ago. Semiconductors are used in computers and were invented in this country. When the Pentagon discovered it had to go overseas for semiconductors for its weapons, the military began a joint research effort with Congress to revitalize the industry.

"We're making progress," the St. Louis congressman noted. "Foreign countries are buying more [semiconductors] and dumping less. Today, we have 53 percent of the market in semiconductors."

New Administration's 'Mood for Change' Seen as Bringing Hope for U.S. Workers

Officials representing the 42 autonomous unions of the Maritime Trades Department (MTD) agreed the time is now to begin enactment of economic changes needed in this country to help the working people of America.

The representatives to the meeting passed several resolutions calling on the Clinton administration and Congress to enact health care reform, a national industrial policy, workplace safety legislation and an international trade policy. Labor officials addressed the group's concern about changing the direction of the federal government.

In opening the two-day meeting of the MTD executive board last month, MTD President Michael Sacco stated, "We meet at a time of change. We talked change last year during the elections. Now it is time to bring about change."

'Time of Change'

He pointed out that the unions belonging to the MTD must work "to turn this mood for change into something beneficial for our members and for America's working people."

Sacco, who also serves as president of the SIU,

continued, "A true, meaningful and long-term recovery of the U.S. economy only is possible if working people and their unions are part of the solution. The people who know what this country needs are the people who have suffered the most."

Lane Kirkland, president of the AFL-CIO, noted the change in the make-up of the government when he told the MTD executive board, "We look ahead to a new era in the White House. Bill Clinton and Al Gore were elected into office with the support of a unified trade union movement."

"I know you will continue to do what you do best, building solidarity and support for your programs across a wide spectrum of interest within the labor movement itself," he continued.

Kirkland listed maritime revival, national health care reform, striker replacement and international trade agreements among issues needing attention from the administration. "There is no issue under the sun in which we do not have an interest and seek a voice," Kirkland added.

Labor Included in Talks

Highlighting one of the changes already taking place, Owen Bieber, president of the United

Automobile Workers (UAW), told the board how has been included in meetings between the new president and the heads of the three American automobile companies.

He called the meetings historic as Clinton would not meet with the chairmen of General Motors, Ford and Chrysler without labor

being at the table. "This meant a great deal to me and the trade unionists," Bieber said. Under the Reagan and Bush administrations, labor was excluded from the gatherings.

The UAW president also pointed out that Clinton had told him he will meet with the representatives of import automobile companies when their economic and political leaders meet with the representatives from Detroit.

Work for Solution

Making sure that labor's voice will be heard, Jack Otero, the international vice president of the Transportation • Communications Union, described how he is working with the Clinton administration to recommend individuals for government service who understand the issues facing working Americans.

"Our objective is far loftier



Jack Otero

than just getting a job," said Otero, who is working as a volunteer with the Office of Personnel Management. "Our country needed a major change in direction. Enough trickle down economics is enough."

Otero stated the president had started to fill some of the 7,400 positions available for his appointment. He added that Clinton's staff is sorting through more than 115,000 resumes for those jobs.

There is hope within organized labor that some of the positions will be filled by people affiliated with the trade union movement. Otero noted the AFL-CIO is following appointments within all federal departments.

More MTD meeting coverage on legislative issues and trade union solidarity is on page 4. Additional coverage about runaway-flag vessels and health care reform is on page 24.



Lane Kirkland



Owen Bieber



Michael Sacco

SIU-Crewed Ferries Pressed Into Service

SIU crewed ferries were called into service to transport thousands of people from Manhattan across the Hudson River on the afternoon of February 26 following the explosion which rocked the World Trade Center. The ferries, which traditionally operate between Manhattan and New Jersey, quickly increased the number of runs and pick-up locations.

The blast, which resulted in at least five deaths and thousands of injuries, also severely disrupted local subway, train and bus service. But 10 SIU-manned passenger ferries, operated by ARCOP of New Jersey, quickly started an emergency schedule that afternoon and relieved the overcrowding for the city's stranded commuters.

"We had our usual riders, plus

a lot of people who normally take the subway or the train," ferry Captain Rick Thornton told a reporter for the *Seafarers LOG*. "Every boat was packed, although none were close to being overloaded. With everybody working together, things went fairly smooth."

The SIU represents the men and women who crew the ferries, most of which have capacities of up to 400 passengers. Some of the boats operate within a mile of the World Trade Center.

One secretary who works in the World Trade Center was trapped in an elevator for an hour on the 91st floor. Eventually she got to the stairs, but, "All the way down, I kept wondering how I'd get home. Then somebody said not to worry, the ferry would be here," she told the *Newark (N.J.)*

Star-Ledger.

The ferries stayed on an extended schedule throughout the weekend and the early part of the next week. But by March 2, Thornton reported, "Things had pretty much gotten back to normal, which is kind of amazing."

The explosion took place shortly after noon, in a parking garage beneath the two buildings. It created an underground crater almost the length of a football field, tore a hole down three

levels of the garage, caved in the ceiling of the commuter railroad station and started fires in one of the building's lower levels. The blast also destroyed the port authority's underground command center, rendering the complex's evacuation plan useless.

The ferry workers first heard about the incident around 12:30 p.m., Thornton said, although none heard the explosion. "It was overcast and hazy that day, so we

really couldn't see any smoke," he added. "The first reports were sketchy. . . . I remember a deckhand from another boat came out and told us about it, and one of our deckhands thought he was kidding. It just seemed impossible."

But they soon saw rescue helicopters heading for the twin towers, and within a half-hour after the explosion, other captains and crews arrived to start an early rush-hour schedule.

'More Bread' Is Goal For Labor in Congress

Although the occupant of the White House has changed, labor will continue its fight to enact legislation that will help the working people of America, the AFL-CIO's legislative director told the Maritime Trades Department (MTD) executive board last month.

Robert McGlotten, director of the national labor federation's



Robert McGlotten

legislative department, advised the board that the unions will have to "make sure that [President Bill Clinton] does the job so that we can bring some

bread to the table of our members and ensure that they are going to have the kinds of programs that we so desperately need.

"For the first time in 12 years, we are able to take our issues to the White House," he added. "But we have a lot of enemies who are upset that we have access."

Health Care Struggle

McGlotten pointed out that national health care reform—a plan proposed for years by the AFL-CIO—faces strong opposition in Washington, despite the fact that the labor-supported family leave bill was passed and signed into law during the first month of the new administration.

He mentioned some proposals circulating around the Capitol include taxing health care benefits. "Our members have the best health care programs in the country built through collective bargaining. Taxation of benefits will destroy collective bargaining as we know it today. It would be very destructive."

Union members already are paying extra into the nation's health care systems because "we are the only ones with health care," McGlotten said. "The system is broke. We didn't break it, but we are willing to help fix it. We should not have to pay for what has been done to the system."

McGlotten stated trade unions

will be able to work with the new secretary of labor, Robert Reich, because "he understands the economy and what it means to have a good-paying job. We haven't had a secretary [recently] who knew what a job was, let alone a good-paying job. Besides [Reich] is very, very close to the president."

The legislative director predicted the North American Free Trade Agreement (NAFTA) among the U.S., Canada and Mexico "will go down like a dud" if it comes to the floor of the House of Representatives in its present form. Labor has opposed the legislation because—among other things—the pact makes no provisions for raising the working, safety, environmental and living standards within Mexico to levels equal to those in the U.S. and Canada in order to prevent a mass exodus of jobs to south of the border.

President Would Sign

Striker replacement legislation already has 113 sponsors in the House of Representatives. The bill, which would prevent scabs from being hired permanently when workers go on strike, may be debated in Congress in the spring, he said.

"If striker replacement gets to his desk, the president has indicated he will sign it," McGlotten noted. Similar legislation passed the House of Representatives in the last session of Congress but failed to garner enough votes in the Senate. President Bush had stated he would have vetoed the bill had it made its way through Congress.

Angelo Fosco, Laborers President, Dies

Angelo Fosco, president of the Laborers International Union, passed away February 11 after a brief illness. He was 71 years old.

Brother Fosco was a senior member of the AFL-CIO Executive Council, having been elected to it in 1976.

A native of Chicago, Fosco began his labor career there as a member of the union's Sewer and Tunnel Miners Local Union 2. He became an international representative for the Laborers in the early 1950s.



SIU-manned ARCOP ferries like the one pictured above transported thousands of commuters from New York across the Hudson River after an explosion disrupted local train service.

MTD Reminded of Solidarity's Strength

Members of the Maritime Trades Department (MTD) executive board received a reminder



Lenore Miller

from one of their own about what union solidarity has meant and still means when they met last month.

Lenore Miller, president of the Retail, Wholesale and Department Store Union (RWDSU), informed the group that her organization would not exist if it had not been for the efforts made on its behalf by other trade unions.

"There were initiatives in (my) union which would not have been successful were it not for the maritime trades unions," she said. "I think we forget to take pride in that. I think we forget how much

we cooperated with each other and we have to continue to cooperate with each other."

Miller began her presentation with a thank you to all of the unions who have stood with her members during beefs. She recalled how the late Teddy Gleason, former president of the Longshoremen's Union, threatened to close the port of Charleston, S.C. if unionized hospital workers were not recognized. She noted how juice processing workers were able to get a contract because the firm was owned by a shipping company and maritime unions applied pressure.

The union president also recounted the role Seafarers have played to assist the RWDSU. "We would not have been successful in organizing Macy's if Paul Hall had not provided the manpower and the pickets. Our efforts at Macy's would not have been successful."

"Of all the unions that don't have maritime or seafarers in its name, it is that kind of relationship that makes us join, belong and be proud to be part of this department," Miller said.

"We need to continue to do that kind of work, because it is only that kind of solidarity that makes us successful."

MTD Sec'y Jean Ingrao Announces Retirement

The executive secretary-treasurer of the Maritime Trades Department (MTD) announced she would be retiring from the position effective May 31.

Jean Ingrao made her intentions known at the opening of the MTD's executive board meeting last month. She has served with the organization since being appointed by Paul Hall in 1979 when he was president of the MTD.

Immediately after her announcement, the executive board elected Frank Pecquex as acting executive secretary-treasurer until the full MTD convention meets this fall. Pecquex had been serving as administrator.

Tributes for Ingrao and her



Jean Ingrao

43-year career with the AFL-CIO began immediately. MTD President Michael Sacco said, "Your years of loyalty

and kindness are treasured by all of us who have had a chance to work with you."

AFL-CIO President Lane Kirkland noted that Ingrao was "part of my original AFL family. You have worked tirelessly for solidarity."



Angelo Fosco

Laborers in 1975.

Fosco held various positions within the union, including international vice president, before he assumed the presidency of the

Ignored by Foreign-Flag Ship

Ranger Saves Five from Sinking Schooner

Five people aboard a foundering schooner were grateful a U.S.-flag tanker responded to their distress call after watching a foreign-flag tanker steam past them without even acknowledging their request for help.

The SIU-contracted *Ranger* picked up a distress call from the twin-masted *Topaz* around 5 a.m. on January 11. The OMI-operated tanker was off the coast of Venezuela sailing from San Nicholas, Aruba when it changed course to answer the call.

The *Topaz*, one day out of Las Piedras, Venezuela, was taking on water. The engine of the New Zealand-registered vessel would not run, and the three bilge pumps on board were broken. The sailboat had been in Venezuela for more than four months for a hull overhaul.

After consulting with the captain, Second Mate Ben Tidwell, an SIU hawsepiper, called all hands at 5:20 a.m. to assist in the rescue, according to AB Casey Downing, who wrote the



Members of the *Ranger's* deck gang pose with the crew of the *Topaz*. From the left are (kneeling) ABs Jonathan Weaver, Norm Haddad and Joe Mieluchowski, (standing) *Topaz* crewmembers Neil Rooney, Anastasia Ledwon, Jim Baldwin, Steve Sheeling and Mike Kelly and Bosun Michael Moore.

Seafarers LOG about the operation.

As crewmembers arrived at

their stations, they noticed the foreign-flag tanker within three miles of the *Topaz*. Following the

rescue, the crew of the schooner said they tried to raise the vessel but were not successful. The *Ranger* spotted the *Topaz* on radar around 5:30 a.m. and began maneuvering operations. Weather conditions were posted as 17- to 21-knot winds, moderate waves of about seven feet and white caps with some spray. After reporting the schooner was filling with water, the captain of the *Topaz* ordered the

crew to abandon ship. Joining the human crew was an eight-week-old dog. However, the *Topaz* crew realized it had more problems when the members found the life raft would not hold air. It had been serviced last in 1981.

At daybreak, the *Ranger* was beside the life raft. The rescue operation proceeded normally until, according to Downing, "one of [the *Topaz*] crew fired a flare across our deck giving us all a good scare."

Downing continued with a description of the rescue, "Bosun Mike Moore got a line on the raft and positioned it below our pilot ladder. ABs Jonathan Weaver, Joe Mieluchowski, Norm Haddad, Tom Lasater and I started helping the crew and their dog aboard and pulling up their gear. That was the last we saw of the *Topaz*."

The rescue was completed by 7:40 a.m. No injuries were reported by members of either crew. The *Ranger* resumed its voyage to Port Everglades, Fla. Once ashore, the *Topaz* crew again thanked the mariners aboard the *Ranger*. As he was talking with Third Mate Sam McBean, also an SIU hawsepiper, and AB Downing, the captain of the *Topaz* told them, "Thank God for American merchant ships and union crews."

Capella Crew Rescues Boaters In Rough Seas, High Winds

Seafarers aboard the *USNS Capella* recently helped save the lives of three people manning a 37-foot catamaran who were rendered helpless by severe weather approximately 300 miles north of Bermuda.

The rescue took place around 9 a.m. the day after Christmas, despite 20-foot seas and winds of 30-40 knots. No one was injured, although the sailboat capsized and broke apart after its crewmembers were safely aboard the *Capella*.

The *Capella*, operated by Bay Tankers, was en route to Somalia as part of the U.N. relief effort when the vessel received a Mayday from the catamaran. The *Cat Hull*, approximately 18 miles northeast of the *Capella* and headed to Bermuda from Newport, R.I., had endured four days of rough weather. Its captain and crew, all citizens of France, were drifting with a sea anchor out, in hopes of outlasting the foul weather. But it appeared the small craft was in imminent danger of capsizing or coming apart. (The boaters were scheduled to make a

yacht delivery from Bermuda to the Caribbean.)

With the *Capella* heading toward the unnavigable boat, Radio Officer Ashley Vail contacted a weather center in Norfolk, Va. and learned that the storms were expected to worsen during the next 48 hours.

All hands reported topside to search for the boat, which would have been easy to miss because of the waves. Also, the only flares aboard the sailboat were nearly impossible to reach, as they were in an enclosed life raft.

Bosun Michael Shappo and other members of the deck department readied two rope ladders on the *Capella's* port side. Since it would have been difficult or impossible to properly recover one of the *Capella's* lifeboats in the dangerous weather, Captain David Kelly planned to maneuver the vessel close to the sailboat and have the stranded crewmembers climb the ladders.

One of the lookouts spotted the drifting craft from about four miles. "Waves were crashing over the boat and the three crew-

members were huddling inside the cockpit," Kelly said in a letter recounting the rescue.

Utilizing the strong wind, members of the engine department stopped the *Capella's* engines while the captain let the fast sealift vessel drift toward the sailboat. The catamaran also tried to maneuver into rescue position.

After one failed attempt, the three boaters reached the ladders and safely climbed aboard the *Capella*, where members of the steward department provided blankets and hot coffee. The ship's medical officer examined the boaters and found them exhausted but otherwise unharmed.

The unmanned catamaran subsequently capsized.

"The crew was elated," wrote Kelly, who commended the crewmembers for their "heroism" and "skillful performance."

The thankful boaters were discharged in Gibraltar on January 1 and returned to France via arrangements made through their employer.

The SIU members who took part in this rescue are: Bosun Shappo, ABs Gino Whitehead, Joseph Bryan, Kaare O'Hara, William Sieggreen, Joseph Conlin and Gregory Gorenflo; OSs Glenn Baker, Denis Picciolo and Mark Weaver; DEU Jeffrey Hailstone; Electrician Lawrence French; UJEs Phillip Burke, Terry Harmon, Glenn Kenyon and Richard Presson. Also assisting in the operation are: FOWTs Ronnie Micklos, C. Davis and Paul Pagano; Wiper Randell Porter; Chief Steward Sergio Castellanos; Chief Cook Jimmie Reddick; Assistant Cook James Jordan; and GSUs Dayna Roger, Gerald Williams and Leon Gonzales.



Among the *Ranger* deck gang members who participated in the rescue were (left to right) ABs Casey Downing, Jonathan Weaver and Tom Lasater and Bosun Michael Moore, who provided the *Seafarers LOG* with the photographs for this story.



The *USNS Capella* was en route to Somalia as part of the U.N. relief effort when it received a distress call from a 37-foot catamaran.

A Valuable Asset to the Harkness



"Brother Jose Martinez has been aboard the *USNS Harkness* for over one year and has consistently performed above expectations in both the steward department and deck department." These were words in praise of Steward Assistant Jose Martinez, written by Chief Steward Ben Henderson and echoed in other letters of commendation from the master, chief mate and crewmembers aboard the Mar Ship vessel. "Brother Martinez sets one of the best examples of a merchant seaman and SIU member—one in which we can all be proud." In photo above, Martinez poses on the deck of the *USNS Harkness* in Dubai, UAE.

Benzene Regs Top Concerns at Safety Team Meeting

Seeking to promote safety practices in benzene-associated environments, the Seafarers Harry Lundeberg School of Seamanship safety team met last month to review the Coast Guard-issued regulations related to the petroleum-based chemical.

Several wrinkles have come up in the way regulations covering benzene are being imple-



Dr. Kenneth Miller, medical director of the Seafarers Welfare Plan, reviews the benzene regulations.

mented, specifically concerning facial hair.

The safety team is composed of representatives who work out of SIU halls around the country. They meet with crewmembers aboard SIU-contracted vessels to keep them updated on safety-related items and information.

Team members stated many of the tanker crewmembers with whom they have talked still have questions regarding the restrictions on facial hair stipulated by the benzene regulations.

Dr. Kenneth Miller, director of the Seafarers Welfare Plan's medical department, reviewed the Coast Guard directive which states facial hairs cannot impede the snug fit of any breathing apparatus required on a crewmember when working around the petroleum-based chemical.

"A snug fit between the respirator and face is vital to the safety of our members working with or around benzene," Miller stated. "Facial hair has become an



Listening to an answer regarding benzene regulations during the safety team meeting are Bobby Clinton III of Norfolk, J.J. Arnold of Honolulu, Ken Conklin of the Lundeberg School, Tony McQuay of Jacksonville and Steve Judd of New Orleans.

issue in this process. The SIU's concern is to make sure our members are as safe as they possibly can be.

"Today's respirators will only work if they are not impeded by facial hair. We are looking for new technology concerning respirators. But for now, the safety of our members is the most important thing," he added.

Miller reminded safety team members to verify that tankers, barges and tank vessels, as desig-

nated by the Coast Guard in the benzene regulations, carry both positive and negative pressure

respirators on board as well as other safety gear required for working around the chemical.

Former Seafarers Port Agent 'Scottie' Aubusson Dies at 72

Former SIU official Ernest Frank "Scottie" Aubusson died of natural causes Feb. 10 in Miami. Brother Aubusson, who passed away in his sleep, was 72.

The former bosun and SIU port agent was in Florida to attend the Maritime Trades Department executive board meeting—an example of how Brother Aubusson stayed in touch with his union and the industry even though he officially retired in January 1977.

Brother Aubusson was born in Middlesex County, England, just outside London.

He sailed as a merchant mariner aboard British ships from 1940 to 1942, then joined the SIU under unusual circumstances. As Brother Aubusson once said, "I came into the SIU on a torpedo!"

The British ship on which he sailed during World War II was torpedoed by Germans at Murmansk, Russia, and Aubusson (then 22) was wounded. He was picked up by a hospital ship which berthed in Loch Ewe, Scotland. But when he heard that a convoy of U.S. ships was forming nearby, he snuck away from the hospital and signed on an SIU ship, the *Gateway City*. He was so anxious to get to America, he did not care that the *Gateway City* was going to Murmansk. And it was aboard that vessel where Aubusson was dubbed Scottie (because he had signed on in Scotland).

For the next 10 years, Brother Aubusson sailed as AB or bosun. In 1949, he became a U.S. citizen.

Aubusson came ashore in 1952 and began working his way up through the union. In 1955 he became a patrolman in the port of New York. Four years later he became port agent of the port of Chicago.

Brother Aubusson spent more than a dozen years working in Chicago, then finished his SIU career as port agent in St. Louis from 1973 to late 1976.

Throughout his years with the Seafarers, Brother Aubusson gained a reputation as someone who had a great sense of humor. "Scottie was much loved by the membership," noted SIU President Michael Sacco. "He always had a grin on his face and a story to tell."

Aubusson participated in many of the epic beefs involving the SIU beginning with the Wall



"Scottie" Aubusson

Street beef of 1946 and the Isthmian strike of '47. He also participated in organizing drives for the SIU-affiliated United Industrial Workers and facilitated the building of a large and active Maritime Trades Department Port Council in Chicago.

After he retired, Brother Aubusson did extensive work with charities and with handicapped children in the Chicago area. A close friend of retired SIU official Ed Mooney, he also stayed abreast of SIU matters, and attended the SIUNA convention last summer.

"He was a great guy to work with," said Ed Pulver, an SIU vice president who had stood with Aubusson in many beefs over the years. "And he definitely was one of the funniest people I ever met. The day he died, he was passing around cartoons he had drawn."

George McCartney, SIU vice president West Coast who also had known and worked with Aubusson for many years, described Brother Aubusson as "very popular. He had many yarns to spin, but he also did a lot for the union."

Brother Aubusson often referred to himself as A-8, which was his SIU book number.

When he retired, he told the *Seafarers LOG* that his greatest accomplishment was obtaining his high school diploma at the Lundeberg School in 1974. He is believed to be the first SIU official to complete the GED program at the school.

"Sure, I was afraid of failing," Brother Aubusson told the *LOG* in January 1977. "But I was determined to show the trainees that if a guy who dropped out of school 40 years ago at age 14 could make it, anybody could."

Seafarers Crew Sea-Land's Shining Star

SIU members are manning the Sea-Land *Shining Star*, a 637-foot containership which Sea-Land Service chartered beginning last month.

Seafarers crewed the *Shining Star* in the port of Wilmington, Calif., although the vessel will operate from the East Coast. The *Shining Star* is "filling in" for four other Sea-Land ships (the *Challenger*, *Crusader*, *Discovery* and *Expedition*) as they "cycle through shipyard periods," said a company spokesperson. The *Shining Star* will go on a run known as the America's Service, which includes stops in the Gulf of Mexico, Puerto Rico and the Caribbean.

"The members are excited about it," said SIU Patrolman Rob Scrivens, who sent the accompanying photos to the *Seafarers LOG*. "The ship had been laid up for a while, and it looks like there will be a lot of OT available while the guys get it back in shape."

Crewmembers will have individual quarters aboard the vessel, which will transport a variety of dry cargo.

During the last five years, the vessel was on charter to Lykes Bros. and sailed by the name *Almeria Lykes*. Before that, it was an American President Lines ship known as the *President McKinley*.

The *Shining Star* has a breadth of 82 feet and a depth of 30.8 feet.



Chief Steward Curtus Phillips and Chief Cook Allan Sim are at work in the ship's galley.



Posing at the console in the engine room of the *Shining Star* are, from left, OMU Jesse Manard, Engine Utility William Gordon, OMU Victor Bermudez and OMU Gary Mitchell.



The passenger area of the *Shining Star* is aft of the house. The *Shining Star* takes on cargo at Nasco shipyard in San Diego.



Bosun Bobby Garcia (lower right) and Mike Charben (seated left) draw cards with other deck department crewmembers for watches.

Great Lakes Boatmen Complete Special Courses

Seafarers employed by Great Lakes Towing Company recently completed special courses covering AB and engineroom skills at the Paul Hall Center for Maritime Training and Education.

Early last month, 10 SIU members who sail for Great Lakes Towing finished the training programs which were developed for the company due to



Opening a water valve prior to engine start is Tony Willoughby.

new tonnage regulations affecting tugboats. The Lundeberg School modified its AB course and created the engine training in order to accommodate both the company's and the members' needs and schedules.

The Seafarers, most of whom previously sailed as deckhand/engineers, got plenty of hands-on training in areas such as valve maintenance, back and hearing safety, pumps, repair techniques for broken bolts and studs, starting a boat's main engines, cutting and threading pipes, lifeboat operation and many other skills. (Four of the men already were ABs and took only the engine course. The others took both courses.) They also took written tests and kept training manuals which were produced specifically for them by Lundeberg School instructors.

Lonnee Aakeberg, who sails from the port of Duluth, Minn., said he found the classes "very



Seafarers who completed the special courses are (from left, kneeling) Lonnee Aakeberg, Greg Stamatelakys, Ray Smith, Tony Willoughby, (second row) Timothy McKenna, Cliff Stockman, A.K. Horner, Mike McCormick, Mike Lock and Mike Kornmaier. Instructor Joe Kurley is at far right.

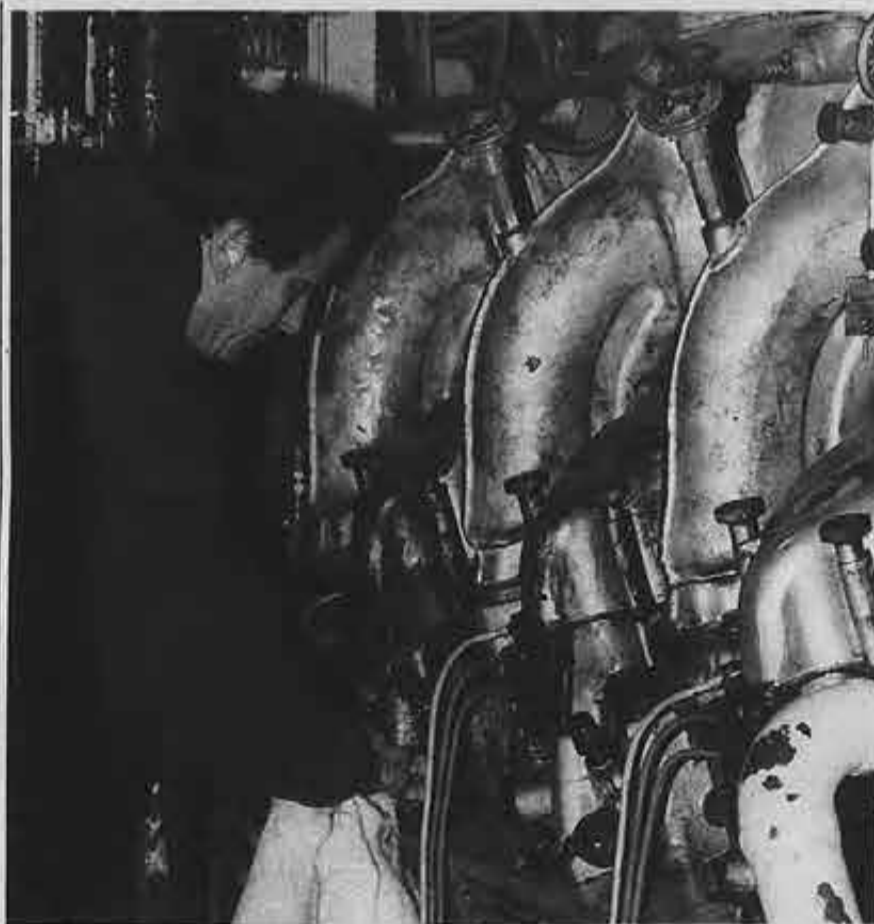
informative. When you learn on the job, you usually don't have time to find out why things are done certain ways. But in these courses, everything seems to come together for you."

Aakeberg added that instructors Joe Kurley (engine department) and Jim Brown (deck) "are highly skilled in relating to our questions and giving answers we understand."

Similarly, Mike McCormick,



Before starting the engine, Cliff Stockman gives it a pre-lube.



A.K. Horner wipes up oil on the Bull Shepard's starboard main engine.

who sails from the ports of Toledo, Ohio and Detroit, said he gained a lot from the courses. "In fact, I'm considering coming back to the school so I can learn more."

While discussing the frequently changing needs of the industry, Tim McKenna said he recognized the importance of the training available at the Lundeberg School. "We have to be sure we have qualified employees."

For Cliff Stockman, who has been a Seafarer since 1978, this was his first trip to the SIU education facility in Piney Point, Md. "I'm impressed with the staff and the facilities," he said. "It's much larger than I realized."

Like several of his fellow classmates, Ray Smith, who works in Cleveland, said he appreciated the instructors' willingness "to go out of their way to help us. That really helped, and I feel like everyone benefitted from the courses."

A Great Lakes employee for more than 23 years, Mike Kornmaier described the courses as "well-handled. The facilities were better than we expected, and we picked up some important things that apply to our

jobs." Kornmaier also said the scheduling allowed the Seafarers to make the most of their time at the school.

A.K. Horner has been a member of the SIU since 1971. He

sailed exclusively in the deck department until recently, when he also started working in the engineroom. "As you can imagine, I learned a lot from this engine course," Horner said.

One of the Seafarers who took both courses is Tony Willoughby. He summed up the experience when he stated, "They were good courses and I got a lot out of them."

Greg Stamatelakys, another first-time visitor to the Paul Hall Center, said, "It was great to see another part of the union, and I think the school is a very progressive idea."

Mark Rohn, director-fleet operations for Great Lakes Towing, said in a letter to the Lundeberg School, "... from the enthusiasm and response shown by our employees, [the courses] should prove to be a success and beneficial to both the individuals and the company by insuring that the equipment is being operated and maintained properly." Rohn also expressed appreciation about the school's willingness to provide the special training.

While all of the formal teaching was handled by instructors, Kurley noted the "wide variety of background and experience" among the students, who also taught each other. "The exchange of information among them was fabulous," Kurley said. "The interaction helped everyone, including me. I learned from them, and I think that proves once again the caliber of people in the SIU."



Timothy McKenna reviews the pre-engine start-up checklist.



Checking the schematic to ensure proper lubrication for the Bull Shepard's main engine are Mike McCormick (left) and Ray Smith.



The Alaska and the Missouri are two of Great Lakes Towing's tugs.

Charter Member Eloris Tart Finds Relaxation on Links Retired Steward Still Keeps Up with SIU

After a long, distinguished career with the SIU that included serving in World War II and later taking part in a dramatic rescue at sea, SIU pensioner **Eloris Tart** has settled into a comfortable routine which includes plenty of his favorite sport: golf.

Many people find the game maddening, but Tart, a charter member of the Seafarers, says, "I've always liked it. I used to be a caddy when I was young, and I never lost my interest in the sport."

He plays at least nine holes on most days, weather permitting. Assessing his skills, he says, "I still need to brush up!"

Last month, Tart celebrated his 80th birthday. The former recertified steward retired from the SIU in 1975, settling in Mobile, Ala.

It requires some cajoling to get Tart to reminisce, but his memories of the union are plentiful.

Started in 1933

Brother Tart was born in Baldwin County, Ala. in 1913, near Mobile. He first went to sea at age 20, mostly because "80 percent of the people from my community did it. You have to realize, those were different times."

He started with the old International Seamen's Union, but became a Seafarer in 1939 in the port of Mobile. In fact, his SIU membership began on his birthday, February 14.

"There wouldn't have been an SIU if we hadn't resisted the (attempted) takeovers by the NMU," Tart declares. "A lot of good men helped keep the SIU going, naturally including Paul Hall (who headed the SIU from 1947 until his death in 1980), whom I knew for a long time. I also sailed with his brother, Bill."

Brother Tart participated in many of the union's beefs. He also sailed extensively during World War II, including trips on the bauxite run. "Those were very dangerous, hard voyages," he recalls. "But we had to get the bauxite for aluminum for airplanes and other war materials."

Tart remembers one trip when his ship ran out of stores. He also recalls sailing with all of the ship's lights out so the merchant vessels would not be easily spotted by enemy submarines.

An occasional contributor to the *Seafarers LOG*, Brother Tart also served in the Coast Guard during WWII.

But he returned to the SIU before the war's end, and in 1964 he graduated from the chief steward recertification course in New York. Brother Tart was a member of the ninth recertification class.

Rescue at Sea

One of the most dramatic events of Tart's career took place in May 1972, 30 miles off the coast of Florida. He was sailing aboard the *Sea-Land Warrior* when he and his fellow crewmembers rescued all 104 passengers who had been forced from their fire-ravaged vessel, the Liberian-registered *Oriental Warrior*.

The *Sea-Land Warrior's* crew later received a prestigious safety award from the National Safety Council and the American Institute of Merchant Shipping (AIMS). At the awards ceremony, the president of AIMS singled out Brother Tart, describing him as "a credit to his vessel and to the U.S. merchant marine" for the fine care he and the steward department extended to the rescued passengers and crewmembers of the *Oriental Warrior*.

At the time, Tart said the burning ship reminded him of the many vessels he saw go down in flames during WWII. "There was no chance for rescue in those days," he said in 1972.

But, according to an article in June 1972 *Seafarers LOG*, Brother Tart also said he had no qualms about taking risks to help save lives. Under similar circumstances, he said, "I would do the exact same thing — just like any other Seafarer."

Helpful Suggestions

Just before he retired, Tart played a big part in having some of the steward department ratings restructured. Based partly on his recommendations, the steward/cook position was re-rated to steward/baker, while chief cooks retained their old ratings. This resulted in fair pay and distinctive job descriptions for those who sailed with those ratings.

Since then, Tart, who has two sons, has enjoyed his time on the links. But he also has stayed abreast of the union's activities. He still regularly reads the *LOG* and occasionally drops in at the Mobile union hall.

In fact, Brother Tart says he is hopeful that this year the cutoff date for WWII veterans' status for merchant mariners will be extended to include those who sailed during the first year of the war. "I know a lot of people have written their congressmen about this issue," he says. "From experience, I can tell you there were a lot of deadly mines and other hazards out there."

(Brother Tart recently sent his original membership records to the *LOG*. He included dues receipts and discharges, copies of which appear on this page.)



Captain John Edwards (second from right), standing in for Captain Richard Cahill, holds safety award presented to the *Warrior's* crew. The others present at the ceremonies are, from left; Samuel A. Clauss, safety director of the NSC; Chief Steward Eloris Tart; Radio Officer W. Ridout; Chief Engineer P. Braunz; and James J. Reynolds, president of AIMS.

Warrior Crew Presented with Safety Award



STEWARDS TRAINING AND RECERTIFICATION

Graduation time in the Maritime Advancement Program, finds Class No. 9 of the Stewards Training and Recertification Program lined up after receiving their new certificates. In the photo are (front-l-r) Walter Newberg, Orville Payne, Eloris Tart, Juan Oquendo, Jr. and Terrill York. At rear are instructor Tony Goncalves, Angel Seda, SIU President Paul Hall, who presented the certificates, Juan Reinoso, Rex O'Connor, Frank J. Meggie, and instructor Eric Kingwell. Brother William McNelly was not present when the photo was taken. (See Page 2.)

Guarantee Exchange

from the Armed Forces of the United States of America
This is to certify that
ELORIS BONNER TART
was Honorably Discharged from the
United States Coast Guard
on August 15, 1945
This certificate is awarded
in recognition of his faithful service
as a member of the United States Coast Guard
from August 15, 1941, to August 15, 1945.
Captain, U.S. Coast Guard

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD
CG-723 (Rev. 3-67)
CERTIFICATE OF SEAMAN'S SERVICE
TO WHOM IT MAY CONCERN:
I CERTIFY that the records of this office show that the below-identified man has served on the vessels indicated.
NAME (First, middle, last): Eloris Bonner Tart
NAME OF VESSEL: [blank]
DATE: 30 January 1968
PLACE OF BIRTH: Alabama
DATE OF BIRTH: 2-14-13
TRIP NUMBER: 2-112 950
CAPACITY IN WHICH EMPLOYED: [blank]

SEAFARERS INTERNATIONAL
of North America
2697
Date: July 30, 1968
THIS CERTIFICATE that I, the authorized Secretary, Treasurer or other officer of this organization, have signed and stamped upon this day in accordance with the bylaws of the organization, and that the member named herein is entitled to the same, is hereby issued to the member named herein.
Give this receipt to the member named herein, who should preserve same and see that the amount paid is also stamped upon his book.

Efforts Begin to Pass WWII Mariner Veterans Extension

Grassroots efforts already are being organized to seek congressional support for legislation that would extend the cutoff date for World War II-era merchant mariners.

The Merchant Mariners Fairness Act of 1993 has been submitted for the third straight session of Congress by Representative Jack Fields (R-Texas). It seeks to extend World War II veterans status to U.S. merchant mariners who sailed between August 15, 1945 and December 31, 1946, the date President Harry Truman declared an end to the hostilities.

In just one month, the bill (also known as HR 44) has acquired more than 130 sponsors. This is as many as the bill acquired in the first year of the previous session of Congress. Before the session adjourned last fall, 227 members of Congress (more than half) had signed on as sponsors.

However, the bill still faces opposition from the chairman of the House Veterans' Affairs Committee, G.V. "Sonny" Montgomery (D-Miss.).

Writing Campaign Starts

"We have started letter-writing campaigns by members of our organization who live in a district where the representative is not a sponsor or serves on the committee where the bill is hung up,"

noted Joseph Katusa, vice chairman of the Merchant Mariners Fairness Committee of the American Merchant Marine Veterans.

Katusa and George Searle, chairman of the committee, have organized a data base of the American Merchant Marine Veterans to know which veterans live in which districts. "We want our members to contact the district offices or the Washington offices to let the Congress know of our support," Katusa noted.

Already letters are being received in Montgomery's office as well as in the office of Jim Slattery (D-Kansas), who is chairman of the House Veterans Affairs' Compensation, Pension and Insurance Subcommittee. To date, no hearing on HR 44 has been scheduled.

Bill supporters received a boost last month when the Sunday newspaper magazine *Parade* ran a story about HR 44. "It was tremendous to see that article appear at the beginning of Congress," Searle stated. "That brought more national attention to our cause."

Changes 1988 Ruling

Both Searle and Katusa received their veterans status in 1988 when the secretary of the Air Force (the branch of the Department of Defense that over-

sees veterans affairs) declared merchant mariners who sailed between December 7, 1941 and August 15, 1945 as World War II vets. However, all other branches of the service use December 31, 1946 as the cutoff date for World War II veterans status.

"The members of the merchant marine who were in training as of August 15 had no idea

that the atomic bomb existed or would end the war," Katusa explained. "They were in training to prepare for the invasion of Japan."

Like many other merchant mariners from the war, Katusa and Searle sought to join the Navy to fight for their country, but ended up in the merchant fleet.

Write to Congress to Express Support for HR 44

Seafarers and their families are urged to voice their support for the Merchant Mariners Fairness Bill of 1993 (HR 44) by writing to their member of Congress or to the House Committee on Veterans' Affairs. The names of the committee members appear below. Letters for all members of the House of Representatives should be addressed to: The Honorable _____, U.S. House of Representatives, Washington, DC 20515.

Democrats

- G.V. "Sonny" Montgomery, Miss.
- Don Edwards, Calif.
- Douglas Applegate, Ohio
- Lane Evans, Ill.
- Timothy J. Penny, Minn.
- J. Roy Rowland, Ga.
- Jim Slattery, Kan.
- Joseph P. Kennedy II, Mass.
- George E. Sangmeister, Ill.
- Jill Long, Ind.
- Chet Edwards, Texas
- Maxine Waters, Calif.
- Bob Clement, Tenn.
- Bob Filner, Calif.
- Frank Tejeda, Texas

Republicans

- Luis V. Guterrez, Ill.
- Scotty Baesler, Ky.
- Sanford Bishop, Ga.
- James E. Clyburn, S.C.
- Mike Kreidler, Wash.
- Corrine Brown, Fla.
- Bob Stump, Ariz.
- Christopher H. Smith, N.J.
- Dan Burton, Ind.
- Michael Bilirakis, Fla.
- Tom Ridge, Pa.
- Floyd Spence, S.C.
- Tim Hutchinson, Ark.
- Terry Everett, Ala.
- Steve Buyer, Ind.
- Jack Quinn, N.Y.

"I went to enlist in the Navy with a friend," Katusa recalled. "We were shoved into the maritime service. The trappings were military and we wanted to serve our country."

Searle became a merchant mariner when "the Navy turned me down because of my eyes. It was on my 17th birthday and I had dropped out of 10th grade. They told me if I wanted to join a service, go into the maritime service. I wouldn't have left high school if I thought I was going to be a civilian."

Outside Support

Besides congressional support, the bill has been endorsed by the Veterans of Foreign Wars, Disabled American Veterans and American Legion posts around the country as well as by nationally syndicated columnist James J. Kilpatrick.

If passed, the bill would allow the merchant mariners it covers to receive a military burial, medical care at Veterans Administration (VA) hospitals and VA home-loan guarantees. Harry Burroughs, the minority staff director for the House Merchant Marine and Fisheries Committee, pointed out that most of those affected already have their own doctors and homes so the cost to the government would be minimal.

SIU Pensioner Wadlington Helps Honor All Veterans of War

World War II veteran seaman and SIU pensioner Maxwell Wadlington wants to make sure his fellow merchant mariners are not forgotten.

Brother Wadlington noticed an advertisement in his local Eustis, Fla. newspaper requesting community contributions toward



SIU pensioner Maxwell Wadlington placed a wreath at the new war memorial in Florida.

tend the dedication ceremony on November 11 where he could place his own special wreath of remembrance on the memorial.

Wearing his Seafarers jacket, Brother Wadlington attended the ceremony and proudly placed a wreath on the monument. Its inscription read, "The U.S. Merchant Marine - WWII."

"I was anxious for people to know about the seamen of World War II. I wanted to remind them that soldiers and aviators weren't out there fighting alone. There were seamen too," Wadlington said.

"I am proud to have sailed as a merchant mariner. The problem is that hardly anyone knows about the merchant marine and what they did in World War II. That is the purpose of my wreath, to make people remember that we were there too." His is still the only wreath to date on display at the site, but he said he expects

there will be more once other area veterans visit the memorial.

A native of Hopkinsville, Ky. Brother Wadlington joined the merchant marine in 1943 in Sheepshead Bay, N.Y. He sailed the Mediterranean throughout World War II.

In 1943, Wadlington sailed on his first ship, the *Sebastian Vizcarno*, a Liberty ship. The vessel's mission was to transport six locomotives to London. But the locomotives were too heavy of a load, and the vessel began to crack. The ship had to detour into Newfoundland for repairs before delivering its cargo safely.

Once in London, the *Sebastian Vizcarno* tied up at the Royal Albert docks. Wadlington recalled there were Nazi bombers overhead every night. The target was the Woolwich Arsenal across the Thames River.

"Bomb sites were not so ac-



The memorial in Ferran Park stands as a tribute to all veterans of war.

curate in those times. Some came close to us, very close. Search lights, bombs exploding, tracers and star shells made the most spectacular sight this kid had ever witnessed," Wadlington observed.

During World War II he was aboard the *Robert Dale Owen*, a Liberty ship which participated in the invasion of Southern France.

The vessel then took 400 German prisoners to Oran, Algeria in North Africa. Brother Wadlington also sailed in Korea.

He joined the SIU in 1950 and finished his career as an AB in 1980. Brother Wadlington still loves to be on the water and currently owns and sails boats on the lakes of Lake County.



Brother Wadlington had this wreath specially made to honor fellow merchant seamen who served in World War II.

Russian Medals Presented in San Francisco



A group of 26 WWII merchant mariners who sailed the Murmansk Run, among them retired SIU member James Fuller, received medals of heroism from the Russian government at a commemoration ceremony held aboard the Liberty Ship *SS Jeremiah O'Brien* on January 30 in San Francisco. During the war, Fuller (who sailed with the SIU from 1946 to 1990) was in the Armed Guard crew aboard the American Mail Line *SS Gilbert Stuart* which went from Manchester, England to Murmansk and then down to Molotovsk beyond Archangel on the White Sea and then back to Murmansk. Pensioner Fuller lives in Sebastopol, Calif.

the building of a veterans memorial. He quickly researched the project and discovered the memorial was being built to honor all veterans of war—not just a particular branch of the military. Wadlington provided a donation. "I contributed because I have a deep love and affection for the merchant seaman," he told a reporter for the *Seafarers LOG*.

His donation, along with other community contributions, helped pay for a monument honoring the veterans of Lake County. The memorial was built in the city's Ferran Park on Lake Eustis. Brother Wadlington received a letter thanking him for his contribution and inviting him to at-

55 Years of SIU Membership Come to an End

When Boatman J.F. "Jake" Kelley announced his retirement as an active member of the Seafarers earlier this year, it marked the first time since 1938 when the SIU was founded that neither he nor any of his four brothers were sailing for the union.



J.F. "Jake" Kelley

Last month, Kelley ended a 29-year career as an engineer with G&H Towing of Houston. He began sailing as a deep sea member in 1947, then switched to inland in 1964.

"It was after the war [World War II] and I couldn't find anything else to do," he told a reporter for the *Seafarers LOG*. "My oldest brother was sailing so I thought I'd make one trip to see what it was like.

"That turned out to be the

longest one trip anyone has made because I kept going and didn't quit until now," added the 66-year-old.

Oldest Brother Was First

According to all of his surviving brothers, the eldest, Jack Kelly, was the reason they went to sea and joined the SIU. Jack was a charter member of the union. His career went back even further as he had been a member of the old International Seamen's Union. He had sailed in the Gulf of Mexico with Alabama-native and former SIU president Paul Hall. Brother Kelly held Gulf book number 10 when he joined the SIU.

After the war, the other Kelly brothers began their careers with the Seafarers. Ed Kelly Sr. signed on in 1947 shortly after Jake went to sea and just before



Fred Kelly



Barney Kelly

brother Barney Kelly came aboard. Finally, Fred Kelly joined his brothers at sea in 1953.

Jake started in the steward department but changed to engine after a few trips. As his family began to grow, he decided he wanted to spend more time at home. He began sailing inland the same year that Jack lost his life when the tugboat on which he was working sank during a freak accident in the Houston Shipping Channel.

Work His Way Up

While Fred also went from deep sea to inland, Ed stayed on the ocean-going vessels and worked his way up to recertified steward before retiring in 1986.

"There has been a big change in the merchant marine since I

started," Ed noted. "Working conditions, pay scales, fringe benefits, less hours, overtime—it is almost unbelievable. When I started, we got \$1 an hour for overtime. But that was good money back then.

"Today, the union is the land of opportunity. You have to work hard, but it is a good life," he



Jack Kelly

added.

His brother Fred, who retired as a utilityman in 1973, agreed. "I'd tell someone getting started to go ahead and join. Make a life out of it and stay until you retire. The union will be good to you and for you," he said.

Carried Grain to USSR

During his 40 years with the SIU, Ed stated that he had gone from sailing on C-1 and T-2 ves-

sels that hauled bauxite to the large military prepositioning ships now stationed in Diego Garcia. Among his many voyages was one on board an Ogden tanker that carried some of the first American grain to the Soviet Union in 1973.

"When we arrived, the people were so grateful," he recalled. "We had a party on the ship and entertained about 50 people in the saloon."

Fred was the first in the family to retire. He started receiving his pension in 1973. Barney signed off the next year. Barney, Fred and Jake all live in Texas while Ed resides in North Carolina.

Of the Kelly generation that followed, only Ed's son—Ed Jr.—still is with the union. He serves as a port representative in Mobile, Ala.



Ed Kelly Sr.

Snowstorm Does Not Delay Early Fitout for American Republic

The weather may not have looked like spring, but the SIU crew of the *American Republic*



AB/Watchman Glen Tate realizes extra effort will be needed to release frozen hatch covers.

got a month's jump on the rest of the Great Lakes fleet when the self-unloader departed the port of Toledo, Ohio on February 18.

"This is the earliest I've gone back to work," Deckhand Dean Browning told Algonac (Mich.) Port Representative Don Thornton who met with the crew before the ship set sail. The vessel had laid up for the winter in late December. The crew did not expect to go back to work until mid-March.

"Yeah, but I sure am glad to be back to work," added his watch partner, AB/Watchman Ron Vandercook.

A snowstorm hit the western Lake Erie region two days before the *American Republic* set sail.

Weather conditions had been mild—for the Lakes region—prior to the fitout. When he started working on the deck, AB/Watchman Don White joked, "Ice skates should be issued as work gear."

Hoses used in fire drills for Coast Guard inspectors began to freeze almost immediately after the tests, forcing the deck crew to clean them out before putting them back in their stations. In the conveyor area, engine department members had to clean up what the winter's cold and ice had messed up, while the steward department got the galley back in order.

Although crewmembers had

to deal with the cold above and below deck, none of them complained because of the unexpected extra month of work.

The 635-footer was called to duty to carry ore from Ashtabula, Ohio to the McLeod Steel plant in Trenton, Mich. The ship was able to answer the call because there is relatively little ice on the Lakes this winter.

While the *Republic* already is making its runs, most of the other vessels crewed by SIU members are expected to return to the Lakes in late March or early April. Crewmembers should stay in touch with the union halls in Algonac, Mich. or Duluth, Minn. for the latest information.



While ice has formed around vessels docked in the harbor, the ship channels have remained almost ice-free this winter.



Trying to empty fire hoses of water before they freeze are Deckhand Dean Browning (left) and AB/Watchman Ronald Vandercook.



A hard snow welcomes the crew of the *American Republic* as they report to work.

Dredge Dodge Island Heads for Warmer Waters After Summer on Great Lakes

SIU members aboard the dredge *Dodge Island* reported all was going well when union representatives recently serviced the crew near Chestertown, Md.

The North American Trailing Company vessel was working in Chesapeake Bay after spending the summer on the Great Lakes around Michigan doing maintenance work and cleaning out the shipping channels.

The crewmembers had plenty of questions concerning upcoming contract negotiations, upgrading at the Paul Hall Center for Maritime Training and Education and health and medical matters, reported SIU Assistant Vice President Tony Sacco and Baltimore Patrolman Charlie Clausen. The crew also praised the fine food served by Chief Cook Curtis Brodnax.

After completing its work in the bay last month, the *Dodge Island* sailed south for Norfolk, Va. to take on another job.



Crewmembers of the dredge *Dodge Island* gather in the galley to meet with union representatives. From the left are (seated) Chief Engineer Michael Hinchcliffe, Wiper Joseph Ritter, (standing) AB Jim Anderson and SIU Assistant Vice President Tony Sacco.



Taking part in a shipboard union meeting are (left to right) Wiper Joseph Ritter, AB David Lijewski, SA Michael Isnas and Assistant Engineer Jay Stiles.



Drag Tender Bill Padgett oversees operations from the bridge.



Chief Cook Curtis Brodnax dices an onion while preparing dinner.



Viewing work from the bridge are, from left, SIU Assistant Vice President Tony Sacco, Mate Pat Dollard and Captain Howard Hawrey.

Global Link Galley Looks Forward to 1993

The past year has been an eventful one for the galley gang of the SIU-crewed *Global Link*, according to Chief Steward D. (Brandon) Maeda.

The vessel, the first of Transoceanic Cable Ship's new cable-laying vessels for its parent company, AT&T, made two trips during 1992 across the Atlantic.

Maeda noted the steward department stayed busy as it took care of the full working crew when the ship departed its berth in Baltimore to load cable in New

Hampshire in February. The *Global Link* then laid cable across the ocean to a point north of Scotland before heading to a shipyard in Southampton, England for minor repairs. The vessel sailed home in May.

In late October, the crew was notified of a cable break in the Atlantic and set sail for one month. When they got back, the galley gang discovered an additional "member" was waiting ashore for them.

Chief Cook Cheryl Neff had

signed off before the second voyage because she was due to give birth. Her son, Dakota William Neff, was born November 3.

Upon the *Global Link's* return, Maeda and the rest of the crew gave Dakota his first tour of the cable ship.

"The crew has done an outstanding job all year," Maeda wrote in a note included with the photographs that appear with this story. "We are looking forward to another productive year in 1993."

Cold Work on the Philly-Camden Ferry



Aboard the *Delawhale* are, from left, Captain Bob Papale, Philadelphia Patrolman Sean Ryan and Capt. Dom Rizzo.

SIU Captains **Bob Papale** and **Dom Rizzo**, as well as other Seafarers who crew the Philadelphia-Camden, N.J. ferry, recently endured bone-chilling weather to get the job done. During a three-day span in late January and early February, the Philadelphia area had its coldest weather in three years—sub-zero temperatures and high winds which made it seem even colder. But that did not stop the SIU members aboard the *Delawhale* from transporting passengers across the Delaware River.



Captain Dom Rizzo secures gangway on the *Delawhale*.



The ferry crosses the Delaware River in all kinds of weather.



Chief Cook Cheryl Neff brings her newborn son, Dakota, aboard the cable ship.



Taking desserts to hungry crewmembers is Steward Assistant Joseph Sneed.



Giving Dakota Neff his first tour of the cable ship is Chief Steward D. (Brandon) Maeda.



The galley gang of the *Global Link* gathers around the ship's Christmas tree. From left to right are Cook/Baker George Sasaki, Steward Assistants Nolan Hurtt, Keith Barfield, Barbara Boyer, Scotty Greenlee and Cromwell Henderson, and Chief Cook Jose Luaces.



SIU Hatches New Idea To Improve Galley Training



Stewards Lab Opens at Paul Hall Center

Facility Features Modern Equipment, Roominess



Marked by state-of-the-art equipment, spacious design and opportunities for more individual instruction, the new steward department lab at the Paul Hall Center for Maritime Training and Education opened last month. The lab, which represents the continuing effort to fine-tune the SIU's shipboard feeding programs, covers 5,300 square feet and features a dining room, an amphitheater-like demonstration room, a classroom and an eight-station lab. All of the cooking and refrigeration equipment is brand new, and up to 16 people simultaneously may use the facility. "It's well-planned, it's designed well and there's no limit to what we can do here," said Recertified Steward William Winters, whose class was the first to use the lab. "This opens the door for higher-level culinary arts training." Winters added that the lab's layout will give upgraders a chance for more hands-on training and more one-on-one instruction.



Above: Recertified Steward Carl Poggioli gives cooking demonstration for fellow upgraders at the new lab.



The lab is housed in what used to be two one-story bungalows. (Winters stayed there in 1976 as a member of class 218.) The buildings were refurbished, while an addition was constructed which adjoins the two structures. Most of the installation has been finished, but a few items — such as mirrors, desks for the classroom and seats for the demonstration room — are scheduled to be in place shortly. "The facility is comfortable and very modern," said Recertified Steward Mark Flores. "This is what it's like on modern ships, so it's great that we have all this equipment right here. As for quality of the equipment, this is the best I've ever seen, and I've been a cook in many different hotels and elsewhere." All steward department upgrading courses will include time in the lab, which was designed to allow improved monitoring of each member's capabilities. The Lundeberg

School steward committee (comprised of representatives from the school, the SIU and the union's contracted companies) is scheduled to meet March 8 "to address priorities and planning — decide specifically how often the lab will be used by people in various courses," said Don Nolan, Lundeberg School culinary services director. Nolan and other SIU reps visited numerous culinary school labs around the country, then modeled the Lundeberg School lab after the best ones — for example, the Culinary Institute of America, Cornell University, the California Culinary Academy and Johnson and Wales University. "Naturally, those places have a lot more space than we do," Nolan explained, "so what we did was take the same design ideas and condense them. "This is just another example of how the union works with SIU-contracted companies to continually upgrade our members." Construction and refurbishing

were done by a local contractor whose employees are members of the SIUNA-affiliated United Industrial Workers (UIW). Additionally, the refrigeration equipment that was purchased for the lab was constructed at Victory, a UIW plant near Philadelphia. Much of the equipment is portable, so it may be moved to the demo room, where guest chefs periodically are expected to appear. Recertified Steward Carl Poggioli said the new lab, located near the computer lab and other academic buildings, "is a lot like the labs at Cornell. It definitely is beneficial for the school, especially with the (potential employment opportunities on) gambling ships and cruise ships, because you do more refined cooking on those ships. . . . I think this allows more hands-on experience and more individual attention for each upgrader." Julio Roman, another mem-

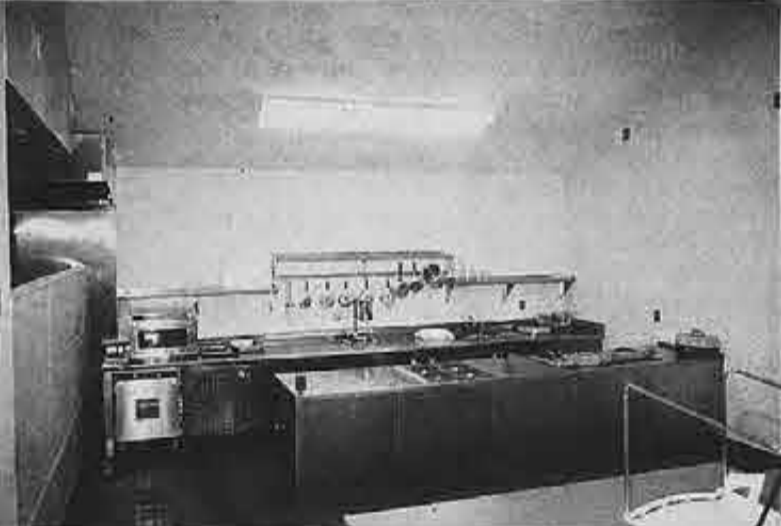
ber of the recertified class which christened the lab, noted the modern equipment which "allows you to do a whole batch of shrimp at once." He also mentioned one of the new ovens which cooks meat at low temperatures and does not shrink the meat. In fact, in a recent demonstration, Lundeberg School instructor Ed White showed the stewards a piece of corned beef which was left in an oven for 24 hours — but came out full-sized and juicy. "It's amazing," said Roman. Each of the stewards expressed appreciation for the roominess in the lab. Joe Ortega summed up his experience there when he said, "So far, everything is running nicely. I think [the new facility] will give us more time to learn, and that's why we're here." John Reid likened his time at the lab to "breaking out a ship. It's just like that. . . . We're still getting stuff running, but people down the line will benefit from what we're doing now."



Top photo: The lab is housed in buildings which formerly were used as bungalows. Three photos above: Recertified Steward Anthony Curran (top), a Lundeberg School graduate, says the lab will benefit all galley gang upgraders. Julio Roman (left) appreciates the spaciousness at the facility. Instructor Ed White prepares a sample in the demo room.



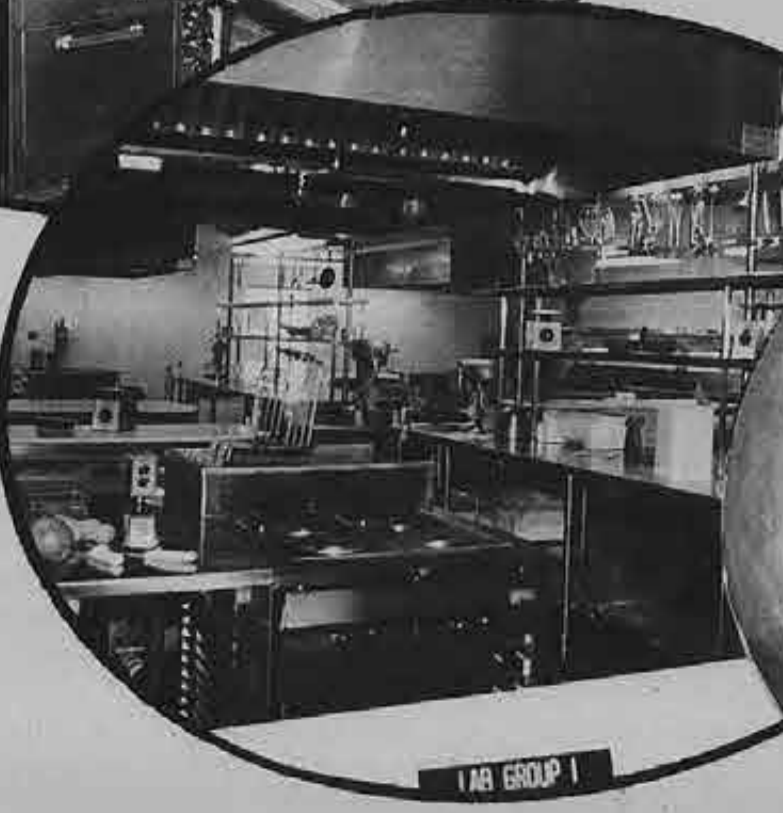
From top left "egg:" Construction and refurbishing began last year and was completed early in '93. The Seafarers who will graduate as recertified stewards on March 8 were the first to use the facilities.



Photos 1-7 show various stages in the building process. The lab includes a classroom, a demonstration room (pictured at left) and other modern features. Much of the design is patterned after prestigious culinary labs throughout the United States, including those at the Culinary Institute of America.



From top left: Mike Thornton chops steak at lab station. Carl Poggioli continues with demo. Patrick Briggs emerges from freezer and prepares another dish.



Above: From left, Andrew Austin, William Winters and Julio Roman arrange cake exhibit, while (directly above) Joe Ortega works on desserts.

Murmansk—'42: THE DIARY OF WYMOND D. HENDERSON

Last month, the Seafarers LOG published part of a diary written by Wymond D. Henderson, a Seafarer who was part of the vital supply run to Russia known as the Murmansk Run. [Last month's article incorrectly identified him as William. Although he was known as "Bill," his full name was Wymond Donlan Henderson. His widow, Wilhemina, resides in Oregon.]

Henderson was killed in an automobile accident in 1959, but the family sailing tradition lives on. Two of his sons—Ben, 33, and George, 35—are members of the SIU.

Part I of Brother Henderson's diary left off with Henderson going ashore in Murmansk and asking the Maritime Commission to provide gas masks to the Yaka's crew. What follows is Part II of his narrative. The remaining portion of the diary will appear in future issues of the LOG.

Part II

I obtained masks at a Russian store several miles out on the edge of town, and gave the address to Mr. McGinnis who is part of the staff of U.S. representatives.

The next day when I called on Mr. Pearsons to be reimbursed, I found the Naval attaché, Mr. Frankle, waiting to talk to me.

Among other things, he asked why we were ashore without leave. I told him we had come ashore to walk around and break the monotony of ship life and to see Capt. Pearsons about shore leave and gas masks. Frankle said that he could understand that but wanted to ask us to return to our ship. This was Friday. I told him I couldn't say for sure, but I thought the fellows intended to return after the weekend.

As to the gas masks, Pearsons spoke up to deny that he had agreed to pay for any I might buy, affirming that he had only asked me to let him know where they could be bought.

Frankle then said that he didn't think gas would be used here. That if it were used, it would be mustard gas sprayed on the docks, which would not be repelled by gas masks anyhow. He didn't think it fair for a few people or even a few ships to be supplied while others were not. Furthermore, he said that he could not allow his office to be used for these unimportant things when more important things were to be done. He said that if anybody was able to buy masks himself, as a souvenir, it was all right, but that his office would have nothing to do with it.

He said that he was glad that I had not brought up the matter of "seamen's rights" as such, because this was war. He was a Naval man and wouldn't stand for it. We were working for our lives and not for money. That his duty was first to cargoes, second to ships and last to men.

Before the weekend was over, however, I had obtained sleeping accommodations at the overcrowded Arctica Hotel and had met several people whom I wished to see more of. I had gotten into the swing of how to enjoy oneself even in a constantly raided, war-torn city, and decided that as the ship was simply lying in the stream waiting for a chance to go to drydock, as the seamen were occupied doing small, unimportant things such as chipping the deck and red-leading, etc., I would just stay ashore awhile and enjoy myself.

Yaka in Drydock

When the Yaka went into drydock, June 2, I went aboard, changed clothes and loaded up



with five cartons of cigarettes (worth 300 rubles or the equivalent of \$60.00 U.S. dollars per carton in the consumer goods-starved town).

Several crewmembers stayed ashore for various lengths of time, including—besides unlicensed men—the chief engineer, second assistant engineer, third mate, second mate, etc., so I was not alone, you see.

Though conventional entertainment and diversion are not to be had in this war-torn, once evacuated frontier city, the people are brave and friendly. Many of the girls are very beautiful. I was more fortunate than most in obtaining liquor. (I bought West Indian rum and vermouth on a British ship.) One or, at the most, two glasses of wine or vodka at the Arctica Hotel per day was all, absolutely all, you could get from Russian sources! I made the acquaintance of several intelligent and charming people. Unlike most of my shipmates, I hope to visit Murmansk again some day.

There were many spectacular air raids for the first week of my stay ashore, for the weather was excellent—clear and warm. But for the last five or six days, it was overcast, cold, often snowing or raining, so the planes did not come over.

I thought the convoy was ready to leave when I went back aboard.

Back Aboard Ship

June 10, 11, 12—air raids.

June 13. Air raids at 6:50, 8:50 and 11:30 a.m. and 2:20 p.m. Heavy shrapnel barrage over town, bombs apparently fell above town. Air raid at 3:30 p.m. No warning 'til seven heavy bombers (probably four-motored) were overhead, quite high, and the guns opened up a barrage ahead and below them. They held their altitude and dropped their bombs without swooping—the first time I'd seen that. As near as we could tell, they fell on the town somewhere between the docks and the town proper. However, a tremendous black smoke was thrown up which we later were told was a plane, loaded with incendiary bombs that crashed and burned.

Air raid at 5:30 p.m. Enemy dived on Yaka about 5:45 p.m. About seven or eight two-motored bombers dived on us. Bombs fell aft and on port side, striking shallow water, thus going off near the surface and throwing large amounts of bomb fragments which rained down onto the water and swept the decks. Several small holes were put in the port side of the ship from midships forward. One large fragment went through the port side of the fo'c's'l head occupied by the survivors. No one was in there at the time. Another

tore a hole in the corner of the captain's cabin. One mast shroud, port side forward, was nearly cut in two. Other minor damage. Small pieces of bomb fragments were picked up all over the decks.

This makes about seven times we've been individually attacked. Everyone hopes the captain will move the ship a mile or so in order to throw the Nazi maps off, as they undoubtedly will keep at us here 'til they get us.

I think I'll get my things in order again in case we have to abandon ship in a hurry. Air raids at 7:00 and 9:20 p.m.

June 14. Shifted ship at 6:30 a.m. several miles downstream around the bend from town. Tried to drop anchor close in under some cliffs, but as there were over 40 fathoms of water, we shifted into a little bay where we still have some of the protection of the cliff. It is a surprise that this long, narrow inlet should be so deep and that, even though of glacial origin, that the run-off of the stream at its head should not have filled it with sediment.

We all feel much better now that we've shifted. Undoubtedly, we were again marked at the other anchorage.

I hear the House of Culture was struck by bombs yesterday, when we saw all the smoke up town, and that all the windows and window frames in the Arctica were blown in. I wonder how Zoe and Esther made out.

Sailors called out at 10:30 to put #4 lifeboat over the side and lead it along the port side forward while the size of the shrapnel holes along the waterline were measured, preparatory to mending them.

Air raid at 11:05 a.m. Shrapnel bursts between ship and airfield beyond near hills. Did not sight enemy planes, but Russian Hurricanes, "stubbies," bi-planes, some other small fighter and a number of Russian two-engine planes were in the air. About 11:40 a.m. heavy barrage was thrown up over city which, from our present position, lies across high hills. Bombs were dropped and dense clouds of smoke appeared and hung heavily over the hills.

Air raid at 12:40 p.m. The warning flags on the corvettes and destroyers had never been hauled down. Eight, four-motored bombers crossed over the town rather low and dropped bombs. Dogfight ensued over city.

Air raid at 2:05 p.m. Gunfire, then we saw one huge bomber coming out of the sun very high, leaving a trail, without dropping bombs. Apparently a reconnaissance and photographic flight. I suppose they'll be back in earnest in a couple of hours.

Air raid alarms at 4:50 and 5:48 p.m. Dogfight over town. Air raids at 6:50 and 7:45 p.m. Large bomber flew quite high. Small barrage put up. Apparently observer and photographer.

Land of the Midnight Sun

12:00 midnight, June 14-15. It is comfortable and warm tonight as I sit in a deck chair with the sun streaming out of the north, over the top of the world, into my face. The wispy, cirrus clouds are tinted gold. The evergreens and grass-covered hills are fresh and exuberant between rocks and snow patches, like the banks of the Snake River in April. The tinted waters of the inlet, icily smooth, lay placid and still. Smoke from a freighter anchored down the way rises in a thin, straight column.

The fresh, clean call of birds is in the air like the evening noises back home. Mostly one hears a large, pure white, swallow-like bird, and his call—a short, slightly trilled whistle—resembles the call of parakeets in Central America. A little earlier, a half-dozen black ducks sped in their head-long flight across the water. This surely is the end of their long northern flight, so I don't see why they should still be in such a hurry.

There is the friendly drone of a Russian "stubby" fighter as he goes through spectacular stunt flying over the field south of us. I rather expect the big raids tomorrow. There have been a number of reconnaissance flights today. Oh well, perhaps this is a lucky anchorage. I'm sure it's a more beautiful one!

June 15. Air raid alarm at 12:45 p.m. Esther Samwell of the Infleet office came out to the ship in the



evening to ascertain bomb damage to the ship for her office. She stayed aboard 'til 1:00 a.m.

She spoke of bomb damage to the Arctica and to her own hotel where three people were killed.

June 16. Air raids at 7:30, 8:45, 10:30 a.m. and 3:30 and 8:10 p.m. We believe, and hope, the convoy will be leaving soon.

June 17. Air raids at 8:00, 9:15 and 10:15 a.m. Clear weather with scattered cumulus clouds. At 10:25, 18 bombers dived on ships lying about a mile across the inlet from us. We could see no hits from here. The attack was not far below the location where we were bombed on the 15th of May.

These planes dove in unexpectedly, and there was no fire 'til they released their bombs. A great many Russian fighters were in the air and chased the bombers back over the hills. One parachute drifted down from the west and landed in the water quite a distance above us. We didn't see his plane shot down.

Air Raids Continue

Air raids at 12:05 and 12:45 p.m.

June 18. Air raids at 7:15 and 10:45 a.m. Continued 'til 12:40 p.m. Small barrage was put up over city. We saw no planes, but shortly after a great deal of black

smoke came up over the hills toward town and continued all afternoon. Air raid at 4:00 p.m. continued 'til 5:30 p.m. About 4:15, 11 bombers came over the town. A tremendous barrage was put up, part of which was hidden by the great column of smoke from the morning raid that still rose over the town. The detonation of these guns and the concussion of bombs continued to be heard several minutes.

From our present anchorage, the raids over the city seem a long way off. It is the first time in two months that we have not been under all action.

They seem to be "blitzing" the town in earnest now. Perhaps that would indicate an attempt to take it this summer. If so, they might change from fire and dynamite to gas. I'm going to carry my gas mask with me in case.

Air raid at 7:00 p.m. Shooting commenced about three minutes after the alarm was given on ship. Heavy motors could be heard crossing above clouds and haze near us. Then anti-aircraft fire and exploding bombs commenced a rolling cacophony like thunder that continued for several minutes. This continuous sound was distinct from the separate pop, pop of close fire and is new to me. I don't know whether they are using more guns now or if our distance from town causes the piling up of sound.

June 19. Air raid alarms at 11:00 a.m. and 1:30 p.m. Shooting over the city. Warning continued and at 2:25 p.m. a barrage again was thrown up over the city. Sky is full of huge cumulus clouds. Among these, Russians and Ger-

mans engaged in brief dogfights as the Nazis fled. Air raid at 8:30 p.m.

June 20. Air raids at 3:00 and 4:50 p.m. Shooting over town. Large number of Russians took to the air. Sky crowded with cumulus clouds. No Nazis seen.

June 22. Air raid at 2:50 p.m. Shooting over town. Again at 5:45 and 11:05 p.m. Shooting over city again. The sky has cleared. It is a beautiful sun-drenched midnight. The fresh green of the hillsides, the cool moist air tempered by the hot touch of the low sun, makes midnight here resemble an early June morning high in the mountains of Montana or Idaho.

The old gray-headed gentleman of the Infleet office came out to the ship in the afternoon with two assistants and took up our Russian passes. Mine was already sewn up in a canvas bag with the rest of my papers and waterproofed. I would have declared them lost rather than cut the bag open except that I feared one might be refused shore leave in Russia at some possible future time.

Heavy artillery could be heard firing to the north of us all evening.

June 23. Shooting and dogfight over town at 9:20 a.m. A naval boat came alongside with papers for the captain. We all hope it means we are about to sail.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 1993

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	32	18	15	23	20	1	4	53	40	35
Philadelphia	0	8	2	1	5	1	1	1	9	5
Baltimore	3	11	5	1	2	2	0	8	13	4
Norfolk	6	13	5	6	10	2	0	23	29	16
Mobile	12	13	3	11	8	1	1	16	25	6
New Orleans	21	18	3	19	19	1	4	36	33	11
Jacksonville	23	19	11	22	16	4	5	41	40	21
San Francisco	27	22	4	16	15	1	10	53	47	11
Wilmington	10	16	2	9	17	0	2	23	29	11
Seattle	23	18	6	20	20	2	8	46	27	13
Puerto Rico	4	4	4	8	0	1	1	17	10	6
Honolulu	6	16	7	4	13	6	16	8	22	8
Houston	22	29	3	16	12	1	1	45	60	17
St. Louis	0	3	0	1	1	0	0	0	4	0
Piney Point	1	16	1	1	4	0	0	1	15	2
Algonac	1	2	1	1	0	1	0	1	3	0
Totals	191	226	72	159	162	24	53	372	406	166
ENGINE DEPARTMENT										
New York	23	19	2	8	9	0	3	48	36	9
Philadelphia	2	2	2	0	1	2	0	4	8	4
Baltimore	6	7	1	6	3	0	0	8	12	3
Norfolk	7	7	5	1	3	3	0	15	14	5
Mobile	9	9	1	9	7	1	1	15	22	1
New Orleans	12	14	3	9	10	3	3	23	27	10
Jacksonville	11	17	8	6	10	5	2	25	33	16
San Francisco	13	27	3	10	10	0	3	29	46	15
Wilmington	11	10	2	9	8	1	2	17	19	7
Seattle	6	11	5	9	17	1	2	23	16	9
Puerto Rico	7	1	0	2	3	0	1	13	1	0
Honolulu	3	10	5	3	16	8	5	4	11	7
Houston	5	14	5	4	5	2	1	28	27	9
St. Louis	0	4	0	0	1	0	0	0	3	0
Piney Point	2	16	1	1	5	0	1	2	29	1
Algonac	0	0	0	0	1	0	0	0	1	0
Totals	117	168	43	77	109	26	24	254	305	96
STEWARD DEPARTMENT										
New York	12	13	4	12	9	1	6	30	21	9
Philadelphia	1	2	2	1	2	0	0	3	3	4
Baltimore	2	3	0	2	1	0	0	4	5	0
Norfolk	3	5	4	4	4	4	2	7	8	5
Mobile	3	5	2	6	4	2	1	10	10	1
New Orleans	7	4	3	11	5	3	7	10	9	1
Jacksonville	15	7	1	9	5	1	3	20	17	2
San Francisco	30	13	1	19	5	0	11	81	29	4
Wilmington	9	2	2	11	1	0	3	20	8	3
Seattle	17	3	1	13	2	2	2	9	3	2
Puerto Rico	3	1	0	2	0	0	2	9	3	2
Honolulu	12	19	15	7	18	19	27	19	26	18
Houston	8	4	1	8	3	0	4	13	6	3
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	10	1	0	1	0	1	4	23	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	124	91	37	105	60	32	72	257	176	59
ENTRY DEPARTMENT										
New York	8	34	20	7	16	2	0	24	76	60
Philadelphia	1	1	5	1	3	0	0	1	6	8
Baltimore	2	10	1	0	6	1	0	3	13	0
Norfolk	4	18	6	2	9	3	0	6	28	16
Mobile	1	11	3	2	8	1	0	2	24	6
New Orleans	10	23	6	5	12	3	0	14	34	25
Jacksonville	2	11	6	1	6	1	0	6	32	19
San Francisco	17	20	15	10	3	0	0	42	58	42
Wilmington	6	9	9	4	13	0	0	10	16	18
Seattle	9	15	6	6	15	4	0	15	22	10
Puerto Rico	6	8	0	3	5	0	0	12	17	6
Honolulu	5	57	138	7	57	133	0	10	54	142
Houston	3	14	2	1	13	0	0	8	34	11
St. Louis	0	2	0	0	0	0	0	0	6	0
Piney Point	0	21	3	0	25	1	0	0	21	6
Algonac	0	0	0	0	0	0	0	0	2	0
Totals	74	254	220	49	191	149	0	153	443	369
Totals All Departments	506	739	372	390	522	231	149	1,036	1,330	690

* "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 1,292 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,292 jobs shipped, 390 jobs or about 30 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From January 16 to February 15, 1993, a total of 149 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 18,208 jobs have been shipped.

April & May 1993 Membership Meetings

Deep Sea, Lakes, Inland Waters

Piney Point
Monday: April 5, May 3

New York
Tuesday: April 6, May 4

Philadelphia
Wednesday: April 7, May 5

Baltimore
Thursday: April 8, May 6

Norfolk
Thursday: April 8, May 6

Jacksonville
Thursday: April 8, May 6

Algonac
Friday: April 9, May 7

Houston
Monday: April 12, May 10

New Orleans
Tuesday: April 13, May 11

Mobile
Wednesday: April 14, May 12

San Francisco
Thursday: April 15, May 13

Wilmington
Monday: April 19, May 17

Seattle
Friday: April 23, May 21

San Juan
Thursday: April 8, May 6

St. Louis
Friday: April 16, May 14

Honolulu
Friday: April 16, May 14

Duluth
Wednesday: April 14, May 12

Jersey City
Wednesday: April 21, May 19

New Bedford
Tuesday: April 20, May 18

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

Personals

WILLIAM IVAN THEODORE
Please contact Audrey (Theodore) Drawdy at 8731 Berry Ave., Jacksonville, FL 32211.

WILLIAM KELLY WESS
a.k.a. "KELLY"
Please contact Marian D. (Wess) Jones at 9104 Crosshill Rd., Baltimore, MD 21234.

PAUL EHLERS
Please contact David Foster at (813) 933-0072 or (800) 786-9330.

WILLIAM LEE WEY
a.k.a. WILLIAM HAYES
Anyone with any information about this retired merchant mariner is asked to contact Jackie Miselis at 23 Noah Chapin Drive, Somers, CT 06071.

JOHN WAYNE NEWTON
Please contact your sister, Linda Welch, at (205) 343-4114.

CLYDE KREISS
Please contact your former shipmate, Jack Meyer, at 222 Groveland Circle, Savannah, GA 31405; or call (912) 354-4253.

Correction

Mike Paladino was elected to a four-year term as port agent at the Norfolk, Va. hall. On page 3 of the February 1993 issue of the *Seafarers LOG*, he was listed incorrectly as port agent for Philadelphia. We regret any confusion this error may have caused.

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 33004
(305) 921-5661

SAN FRANCISCO
350 Fremont St.
San Francisco, CA 94105
(415) 543-5855
Government Services Division
(415) 861-3400

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

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

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

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

Dispatchers' Report for Great Lakes

JANUARY 16 — FEBRUARY 15, 1993

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	24	1	0	0	0	0	45	2
ENGINE DEPARTMENT									
Algonac	0	19	2	0	3	0	0	22	4
STEWARD DEPARTMENT									
Algonac	0	4	1	0	0	0	0	11	2
ENTRY DEPARTMENT									
Algonac	0	26	6	0	0	0	0	39	11
Totals All Departments	0	73	10	0	3	0	0	190	19

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

Dispatchers' Report for Inland Waters

JANUARY 16 — FEBRUARY 15, 1993

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

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	2	0	0	2	0	0	55	2	0
Gulf Coast	4	3	13	0	1	3	11	9	19
Lakes & Inland Waters	22	0	0	0	0	0	51	0	0
West Coast	0	0	1	101	0	4	23	0	9
Totals	28	3	14	103	1	7	140	11	28
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	12	1	0
Gulf Coast	0	1	3	0	0	0	0	0	6
Lakes & Inland Waters	16	0	0	0	0	0	37	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	18	1	3	1	0	0	49	1	6
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	11	0	0
Gulf Coast	0	0	3	0	1	1	0	0	9
Lakes & Inland Waters	4	0	0	0	0	0	16	0	0
West Coast	0	0	0	0	0	0	1	1	0
Totals	5	0	3	0	1	1	28	1	9
Totals All Departments	51	4	20	104	2	8	217	13	43

* "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.

SU BULLETIN BOARD

BOAT MODEL FESTIVAL AT SOUTH STREET SEAPORT MUSEUM

More than 100 model boat builders will descend on Pier 16 for the South Street Seaport Museum's 3rd Annual New York Model Ship and Boat Festival on Saturday and Sunday, August 7-8. To display a model you've constructed yourself, call or write for a registration form (Model Festival, South Street Seaport Museum, 207 Front Street, New York, NY 10038) or call (212) 669-9400.

ATTENTION: PORT ARTHUR, TEXAS INLAND MEMBERS

A meeting for all inland members in the Port Arthur area will be held on Wednesday, April 7, 1993 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur.

LOOKING FOR PICTURES OF OLD SHIPS

A veteran merchant seaman, Otis L. Bouchie Jr., is looking for pictures of old ships—specifically Liberty T-2 transports. Anyone with photos they would like to donate may send them to Otis L. Bouchie Jr., 518 A Shade Crest St., Oneonta, AL 35121.

REPLACEMENT CARDS AVAILABLE FOR UPGRADERS

Seafarers who have upgraded at the Seafarers Harry Lundeberg School of Seamanship but have lost their school identification/upgrading card may acquire a replacement. For more information on how to obtain one, see your port agent or contact the Director of Admissions, Lundeberg School Upgrading Center, P.O. Box 75, Piney Point, MD 20674.

ATTENTION: GREAT LAKES MEMBERS

Several vessels are having an early fitout this year because of the mild winter in the Great Lakes region. Please stay in touch with the Algonac, Mich. (313-794-4988) or Duluth, Minn. (218-722-4110) hiring halls to get the latest information on when vessels will return to the Lakes.

PUBLIC HEALTH RECORDS AVAILABLE

Members who were treated at United States Public Health Service Hospitals may obtain their medical records by writing to PHS Health Data Center, GWL Hansen's Disease Center, Carville, LA 70721. To make your request is answered quickly, be sure to include your name, date of birth, social security number, in which facility you were treated and the approximate dates of treatment.

Digest of Ships Meetings

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

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

OMI LEADER (OMI Corp. Inc.), November 29—Chairman A. Trikoglou, Secretary C. Davalie, Educational Director C. Coello, Deck Delegate B. Hanback, Engine Delegate Terry Mouton, Steward Delegate Francis Dicarolo. Chairman and crew gave thanks to steward department for wonderful Thanksgiving at sea. Crewmembers also thanked the Seamens Church Institute for Christmas gifts. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reported repairs needed for TV, radio antenna and dryer.

USNS WILKES (Mar Ship Operators), November 15—Chairman R. Seratt, Secretary K. Dougherty, Educational Director C.J. Brown, Deck Delegate Stanley Whitaker. Chairman reported acknowledgement from contracts department regarding previous written resolution. He announced purchase of universal remote for VCR and blank tape to begin video library. No beefs or disputed OT reported. Crew asked contracts department for clarification of last wage adjustment. Crew requested TV antenna be repaired for better reception. Crew asked if those on watch could be served first at meals. Crew voted to use ship's fund to fix bicycle. Crewmembers stated they are now capable of making movie copies and beginning a video library. Next port: Oakland, Calif.

LIBERTY WAVE (Liberty Maritime), December 27—Chairman John Leonard, Secretary E. Hagger, Educational Director David Dunklin. Chairman reported a good trip. Educational director encouraged crew to upgrade at Lundeberg School. Deck delegate reported disputed OT. Engine delegate reported beef. No beefs or disputed OT reported by steward delegate. Crew asked contracts department to look into putting additional men in all departments. Crew thanked steward department for good food and job well done.

MOKU PAHU (Pacific Gulf Marine), December 27—Chairman D.M. Ticer Jr., Secretary J. Pratt. Chairman reported crew must wait to find out if ship will make next trip. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into adding additional men to steward department. Ship to lay up upon arrival.

OVERSEAS BOSTON (Maritime Overseas), December 21—Chairman Eddie Cain, Secretary Harry Lively, Educational Director Brian Burkis. Treasurer reports \$400 in ship's fund. Crew reports VCR needs tune-up. No beefs or disputed OT reported.

SEA-LAND FREEDOM (Sea-Land Service), December 20—Chairman Robert Woods, Secretary Danny Brown, Educational Director Kelly Davis, Deck Delegate Tom Keely, Engine Delegate Leonardo Pappas, Steward Delegate Wayne Ballard. Chairman announced

year-end payoff. Secretary reminded crew to read *Seafarers LOG* and wished a Happy New Year to all. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crew requested contracts department clarify to company that travelers' checks are to be made available as cash in foreign ports. Crew also would like standard policy of checks or cash at payoffs. One minute of silence observed in memory of departed brothers. Next port: Rotterdam.

SEA-LAND PACIFIC (Sea-Land Service), December 27—Chairman William Lough, Secretary G.M. Bronson, Educational Director Steve Bigelow, Deck Delegate J.T. Johnson, Engine Delegate Michael Veigel, Steward Delegate Don Spangler. Chairman asked members to document all beefs to make them easier to understand. Educational director reminded members that Lundeberg School is state-of-the-art facility with superior training opportunities. He added this was the most congenial crew with whom he has sailed. Treasurer reported 17 movies and new rice cooker purchased. Engine delegate reported disputed OT. Steward delegate reported beefs. No beefs or disputed OT reported by deck delegate. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND PERFORMANCE (Sea-Land Service), December 17—Chairman R. Moss, Secretary R. Griswold. Chairman and crew thanked steward department for delicious Thanksgiving dinner. In return, galley gang thanked crew for cleaning up after themselves. No beefs or disputed OT reported. Crew made request for refrigerator in lounge and reported washer in need of repair. Next port: Elizabeth City, N.J.

SEA-LAND PRODUCER (Sea-Land Service), December 27—Chairman J. Edwards, Secretary L. Hoffman, Deck Delegate Larry Thompson. Chairman announced year-end payoff. He said transportation to main gate in Honolulu was being discussed. Treasurer reported \$55 in crew fund. Crew requested dockside phone to communicate with main gate regarding transportation to and from ship. No beefs or disputed OT reported. Chairman asked crew to dress properly for meals. Crew expressed thanks to steward department for holiday decorations and food.

SEA-LAND SPIRIT (Sea-Land Service), December 6—Chairman Rafael Clemente, Secretary S. Apodaca, Educational Director Charles Henley, Deck Delegate E.F. O'Brien, Engine Delegate Phil Parent, Steward Delegate F. Maliga. Chairman reminded crew to let mate know they have signed on. No beefs or disputed OT reported. Crew asked contracts department to look into retirement for members who have been with the union 20 years. Crew also asked contracts department to look into additional eye and dental care. Next port: Honolulu.

SEA-LAND VALUE (Sea-Land Service), December 13—Chairman George Burke, Secretary A. Hassan, Educational Director G. Rogers, Deck Delegate Abdullah Oun, Engine Delegate W.B. McCan, Steward Delegate Miguel Pabon. Chairman reported smooth sailing. No beefs or disputed OT reported. Crew suggested new telephone system allowing members to pay aboard for long-distance calls made at sea. Crew thanked steward department for well-prepared Thanksgiving dinner. Next port: Elizabeth City, N.J.

SEA-WOLF (American Transport Line), December 27—Chairman Haman Rivers, Secretary Phillip Paquette. Chairman reported ice machines not working. Pressure washer and TV need repairs. Educational director stressed safety standards aboard ship. Deck delegate reported new captain and change in crew. No beefs or disputed OT reported. A hand of appreciation was raised to steward department for excellent holiday dinner.

STONEWALL JACKSON (Waterman Steamship), December 20—Chairman Carl Linberry, Secretary Reid Christensen, Engine Delegate William Jones, Steward Delegate Robert Mosley. Chairman reported good trip and thanked crew for keeping tidy ship. He reminded crew to work safely and look out for one another. Treasurer reported movie fund of \$647. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested new radio for lounge and new mattresses. Crew asked that fresh milk be used before bringing frozen milk into galley refrigerator. Special thanks given to entire crew for excellent job of keeping laundry room clean. Next port: Newport News, Va.

USNS HARKNESS (Mar Ship Operators), December 20—Chairman Hershel Turner, Secretary Ben Henderson, Educational Director Joyce Tovay, Deck Delegate Stephen Thompson, Engine Delegate Jorge Vicente, Steward Delegate Robert Tovay. Chairman read memo from purser. Secretary reported crew cooperation helped complete 35-day operation. Treasurer reported ship's fund of \$581. New treasurer was elected. Deck delegate gave thanks to engine and steward departments for job well done. No beefs or disputed OT reported. Crew reported ship's fund to be used for SIU Christmas party at the Seamen's club. SA James "Doc" Whalen won first prize in talent show. Christopher Maye elected new chairman by majority vote. Crew reported steward department received 98.5 percent on weekly sanitation inspection score. Next port: Dubai, U.A.E.

USNS WYMAN (Mar Ship Operators), December 19—Chairman Charles Brooks, Secretary Dorothy Takahashi, Deck Delegate W. Hamrick, Steward Delegate T. Milovich. Secretary reported new secretary will be Lorin Rodrigues. Engine delegate reported new engine delegate will be Brian Gelaude. No beefs or disputed OT reported. Crew asked contracts department for written requirements for full book on a military vessel. Crew also sent wishes for a Merry Christmas and a Happy New Year.

WESTWARD VENTURE (IOM), December 31—Chairman D. Koebel, Secretary R.B. Sanderson, Educational Director R.E. Clock, Deck Delegate John Habib, Engine Delegate S. Soofi, Steward Delegate D.E. Hines. Chairman announced layup of ship for 14 days. Educational director

told crew of new informational rack in lounge with material on AIDS and substance abuse. No beefs or disputed OT reported. Christmas card received from headquarters. Chairman and crew thanked galley gang for good Christmas meal.

ITB BALTIMORE (Sheridan Transport Co.), January 3—Chairman D. Plummer, Secretary Francis DiCarlo, Deck Delegate William Lumber, Engine Delegate Mohamed Hadwan, Steward Delegate John Bolton. Chairman reported successful trip. Crew received new couch. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Thanks given to SIU for Christmas card. Crew asked contracts department to look into full medical coverage for spouses and children.

members of importance of upgrading. He also urged crew to donate to SPAD and MDL. Crew requests new chair, TV and carpet for lounge. No beefs or disputed OT reported. Crew asked contracts department to look into allotment increase. Crew thanked galley gang for job well done. Next port: Charleston, S.C.

RANGER (Vulcan Carriers), January 13—Chairman Michael Moore, Secretary Joseph Mieluchowski, Deck Delegate Casey Downing, Engine Delegate Gerald Daley, Steward Delegate Karriem Allah. Educational director encouraged crew to upgrade at Lundeberg School. He informed members that donating to SPAD increases job security. No beefs or disputed OT reported. Crew asked contracts department to look into increase in crew size. Crew

Hot Off the Press



Payoff aboard the *ITB Mobile* and a chance to look at the latest *LOG* took place recently at Stapleton Anchorage in New York. From the left are Bosun Fred Jensen, Chief Cook Theodore Quammic, QMED/Pumpman John Quintec and Steward Pedro Sellan.

LNG ARIES (ETC), January 17—Chairman Robert Schwarz, Secretary Doyle Cornelius, Educational Director Steven Hoskins, Deck Delegate Raphael Vargas, Engine Delegate Kevin Conklin, Steward Delegate Alebert Fretta. Chairman reminded crew to check posted taxi/bus schedule and be on time. He also pointed out gas terminal policy of taking taxis to and from vessel. Educational director encouraged crew to attend upgrading classes at Piney Point. Treasurer reported \$439 in fund. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crew said they would all miss Brother Fretta's cooking. Next port: Nagoya, Japan.

LNG TAURUS (ETC), January 3—Chairman Carlos Pineda, Secretary D.A. Pappas, Deck Delegate Tom Harding, Engine Delegate David Veldcamp, Steward Delegate Mark Kalmus. Chairman thanked crew for job well done and gave his best wishes for pleasant vacation in Japan. He reported tour was great and encouraged all to return to the *Taurus* after their vacation. Educational director informed crew to submit scholarship applications as soon as possible. Treasurer reported \$800 donated by company for recreational use. Entire crew thanked steward department for very enjoyable holiday feast. Members of galley gang include: Chief Steward Pappas, Chief Cook Kalmus; SAs Ronald Adriani, Vicky Echeverio and Ralph McKee. Next port: Arun, Indonesia.

NEWARK BAY (Sea-Land Service), January 9—Chairman Pedro Sanchez, Secretary Edward Porter, Educational Director R. Johnsen, Engine Delegate Phillip Pardovich. Payoff in Charleston announced. Chairman reminded

reported ship to be sprayed for bugs in port. Crew expressed thanks to steward department for wonderful holiday meal. Captain and crew to split cost of movies for ship. Crew helped rescue five people and a dog in a sinking sailboat. Next port: Port Everglades, Fla.

SEA-LAND DEVELOPER (Sea-Land Service), January 10—Chairman Patrick Gallager, Secretary Frank Sison, Deck Delegate Tillman Churchman, Engine Delegate G. Bernloehr, Steward Delegate James Boss. Chairman reported request to replace VCR. He said ship will pay off upon arrival in port. Educational director urged members to go to Piney Point and donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to keep them informed on union contract negotiations. Crew requested new mattresses, pillows, washer, dryer, microwave oven and toaster. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND ENDURANCE (Sea-Land Service), January 17—Chairman F. Sierra, Secretary M. Kohs, Steward Delegate C. Gomez. *Seafarers LOG* was distributed. Crew thanked galley gang for putting out better-than-gourmet food for Christmas and New Year's Day. Next port: Long Beach, Calif.

SEA-LAND TRADER (Sea-Land Service), January 13—Chairman W. Willis, Secretary J.L. Johnson, Educational Director M. Sbin. Secretary reported \$100 in ship's fund. Educational director urged members to upgrade at Paul Hall Center. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates.

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and

the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

**Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746**

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

EDITORIAL POLICY — THE SEAFARERS LOG. The

Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for *Seafarers LOG* policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all union

halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin. If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and

boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

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

Applications Available for Union's 1993 Scholarship Program

Some 37 years ago, the Seafarers International Union's Atlantic and Gulf District be-

came the first maritime union in America to establish a scholarship program to help qualified

members and their dependents finance a college or vocational education.



Every year, four scholarships are given to children of SIU members. These are worth \$15,000 each over a four-year period at the college of the winner's choice.

In addition, three scholarships are reserved annually for SIU members, themselves. One is a \$15,000 four-year scholarship. Each of the other two is a \$6,000 two-year stipend for study at a vocational school or community college.

The scholarship materials are available at any SIU union hall. Prospective applicants also may request a copy by filling in the request form below.

Time is running out. All applications must be received at the Seafarers Welfare Plan by

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.

Letters to the Editor

SIU Helped Make Police Work Possible

I would like to give special thanks to the SIU for helping me to prepare myself to do police reserve work. Due to a health problem, I cannot go to sea at this time, and most people know how merchant seamen will put themselves on the line to help others, whether it is on land or at sea.

I had to go to school for the Police Reserve and take a state test, but nothing could have prepared me for this any better than the SIU did.

Going to sea and dealing with life-threatening situations aboard ships is the best way to learn how to deal with people. I have also learned from Michael Sacco how to sit down with people and deal with almost any type of situation. A kind word and a little understanding can go a long way.

Everyone is aware of the rising crime rate; it affects us all. I volunteer so many hours out of the month with a small police department outside Fort Worth, Texas. We deal with every situation imaginable, family violence included. Unfortunately, children often get caught in situations they don't understand. But we try our best to make this world a little safer for them. It is a warm feeling to know that you can try to help a community to be a little safer and to talk to children to assure them that everything will be OK.

The police department I volunteer with commented on how well I deal with people. My answer to them was that I have been with the merchant marine for many years. I would like to say that it does get scary at times dealing with the criminal element. None of that would be pos-

sible for me without experience I gained in the SIU.

Of course, I miss going to sea, but at least I am trying to do some good for others.

**QMED Perry Ellis
Forth Worth, Texas**



The SIU helped prepare QMED Perry Ellis for work in the Police Reserve.



Robinson Family Expresses Thanks

We the family of the late William Robinson [who died February 21, 1992] would like to take these means to express our thanks to the *Mississippi Queen* family for all assistance to us during William's employment with the *Mississippi Queen*, his illness, death and to this point. For us, the memory will never be forgotten. To the *Mississippi Queen's* band leader, Brian O'Neil, thanks for the poem "Skywatch." We will ever keep the *Mississippi Queen* family in our thoughts and prayers.

**Mrs. Gwendolyn Robinson,
daughters and grandchildren
Fulton, Ky.**

The Seafarers Pension Plan this month announces the retirements of 18 members. Ten of those signing off sailed in the deep sea division, while three sailed in the inland division and five sailed in the Great Lakes division.

Two of the retirees were born in Arabia while three each were born in New York and Alabama. Two were born in North Carolina as well as two in Michigan. Cuba, Greece, Ireland, Maine, Florida and Wisconsin account for one retiree apiece.

Florida, Alabama and Michigan proved to be the most popular retirement spots for this group, as four retired in Michigan and three each in Alabama and Florida.

Carl Francum had been an active Seafarer longer than any of the other new pensioners. He joined the union in 1945 in the port of Boston.

Brief biographical sketches of Brother Francum and the other new pensioners follow.

DEEP SEA



JOSEPH BENNETT JR., 64, joined the SIU in 1967 in the port of Mobile, Ala. Born in Coy, Ala., he completed the steward recertification program at the Lundeberg School in August 1982. Brother Bennett served in the U.S. Navy from 1945 to 1950. Brother Bennett has retired to Houston.

FRANCIS DICARLO, 65, joined the Seafarers in 1948 in his native New York. He completed the steward recertification program at the Lundeberg School in 1980. Brother DiCarlo served in the U.S. Army from 1952 to 1954. He lives in Green Cove Springs, Fla.



KENNETH DUDLEY, 65, joined the union in 1968 in the port of San Francisco. Born in Maine, he sailed in the steward department. Brother Dudley served in the U.S. Navy from 1945 to 1966. He resides in Porterville, Calif.

CARL FRANCIUM, 65, joined the SIU in 1945 in the port of Boston. A native of North Carolina, he sailed in the deck department. Brother Francum completed the bosun recertification program at the Lundeberg School in April 1976. He served in the U.S. Air Force from 1946 to 1947. He has retired to Lenoir, N.C.



ORLANDO GONZALEZ, 65, joined the Seafarers in 1960 in the port of New Orleans.

**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.

Born in Cuba, he sailed in the steward department. Brother Gonzalez upgraded frequently at the Lundeberg School. He has retired to Metairie, La.

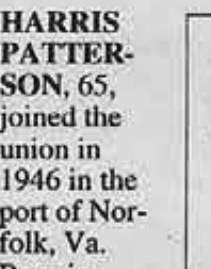
BILLY JARVIS, 62, joined the union in 1951 in the port of New York. A native of Alabama, he sailed in the engine department. Brother Jarvis upgraded at the Lundeberg School in 1974. He served in the U.S. Army from 1952 to 1954. He lives in Mobile.



GEORGE KONTOS, 65, joined the SIU in 1966 in the port of Baltimore. Born in Greece, he sailed in the engine department. Brother Kontos upgraded at the Lundeberg School in 1982. He retired to Mardela Springs, Md.



MARTIN McHALE, 62, joined the Seafarers in 1957 in the port of Philadelphia. A native of Ireland, he sailed in the engine department. Brother McHale served in the U.S. Army from 1954 to 1956. He has retired to Seattle.



HARRIS PATTERSON, 65, joined the union in 1946 in the port of Norfolk, Va. Born in Opelika, Ala., he sailed in the engine department. Brother Patterson upgraded at the Lundeberg School in 1975. He served in the U.S. Army from 1951 to 1952. He lives in Robertsdale, Ala.



ROBERT VANCE, 65, joined the Seafarers in 1960 in the port of New York. The native of Alabama sailed in the engine department. Brother Vance still calls Alabama home.

GREAT LAKES

SALIH SAID ABDULLAH, 45, joined the Seafarers in 1972 in the port of Frankfort, Mich. A native of Arabia, he sailed in the deck department. Brother Abdullah has retired to Detroit.



MOHAMED OBAID, 52, joined the union in 1971 in the port of Detroit. Born in Arabia, he sailed in the engine department. Brother Obaid resides in Detroit.

GLENN SOMERVILLE, 71, joined the SIU in 1968 in the port of New York. A native of Babcock, Wis., he sailed in the deck department. Brother Somerville served in the



U.S. Army from 1941 to 1954. He resides in Seattle.

LEONARD JASKOLSKI, 71, joined the SIU in 1947 in the port of Detroit. A native of Alpena, Mich., he sailed in the deck department. Brother Jaskolski served in the U.S. Coast Guard from 1942 to 1947. He still calls Alpena home.



SAMUEL TORINA, 62, joined the SIU in 1947 in the port of New York. Born in Detroit, Brother Torina sailed in the engine department. He lives in Warren, Mich.

INLAND

WILLIE GRAY, 62, joined the Seafarers in 1961 in the port of Norfolk, Va. A North Carolina native, he sailed as a tankerman. Boatman Gray resides in Elizabeth City, N.C.



ROBERT E. PETRAK, 68, joined the union in 1983 in the port of Jacksonville, Fla. Born in New York, he sailed in the steward department. He served in the U.S. Navy from 1942 to 1945. He has retired to Jacksonville, Fla.



DEWEY ROUTH, 66, joined the SIU in 1978 in the port of Jacksonville, Fla. Boatman Routh sailed in the deck department. He calls Jacksonville home.

Something New Every Day Aboard Research Vessel

SIU crewmembers aboard the oceanographic research vessel *USNS Wilkes* stay busy continuously, according to one of the ship's officers. Whether it is deck maintenance, engineroom work or meal preparation, there is always something to do on the Mar Ship Operators vessel.

Chief Mate Frederick Smallwood (who provided the photos for this story) reported to the *Seafarers LOG* that sailing on the oceanographic fleet ship keeps members busy. "For crewmembers of the *Wilkes*, there is something new every day, and the next assignment is always more interesting than the last," he noted in his letter.

Keeping with the regulations of an oceanographic research vessel, the *Wilkes* must be painted a brilliant white at all times. This makes deck maintenance for the crew, led by Bosun Tom Trehern, a constant challenge. Chipping and painting must be worked out with oceanographic over-the-side operations, and the crew often works long hours.

Operating primarily in Pacific waters, the *Wilkes* sails as far west as the Strait of Malacca or closer to home in waters off San Francisco.



There is always work to be done aboard ship for OS George Galanis (left) and AB Tom Skubinna.



AB Donald Shuler helps keep the *Wilkes* in ship-shape condition.



Ship's Nurse Tom "Doc" Jensen takes advantage of down time.



The *USNS Wilkes* ties up alongside docks in Oakland, Calif.



Reworking the ship's lifeboat oars is AB John Robbins.

Behind-the-Scenes Galley Crew Keeps Independence a 'Great White Ship'

Part of the reason the American Hawaii Cruises vessels that sail around the Hawaiian Islands are known as the "Great White Ships" is the pristine cleaning job done by the SIU members who sail as porters and general utilities (GUs).

These crewmembers work behind the scenes in the steward department—either in the galley or the passenger cabin areas—to keep everything spotless and

looking good. Most of the time they are out of sight for the hundreds of passengers who travel aboard the *SS Independence*.

In the galley, the GUs serve as assistants to the cooks and chefs who prepare meals almost around the clock. In order to meet all the requests from the passengers for breakfast, lunch, dinner or snacks, the galley gang depends on the GUs to do the initial preparation of foods—such as cleaning, peeling and slicing.

On deck, the porters, who are dressed in aqua-colored shirts, help monitor buffet conditions, supplying trays and utensils. They also assist the waiters by running items between the deck and the galley.

And when the eating is finished, the job of dishwashing and pot scrubbing falls on the GUs, who make sure everything is ready when preparations for the next meal begin.

As with all SIU members sailing on the *Independence*, work never ceases for porters and GUs. Everything is done with the passengers' satisfaction and convenience in mind.



General Utility Mohammed Adam heads for his next assignment.



Peering from behind a dishwasher is General Utility Rudy Morere.



Porter Daniel Hernandez keeps the lunch buffet spotless.



General Utility Galley Augusto Pineda (left) helps Assistant Cook Edgar Cezar with meal preparation.



Porter Linda Keyes provides a cheerful smile while doing her job.



Always ready to assist passenger or crew is Porter William Kellum.



Standing by to load dirty dishes after a meal are GUs Saleh Mobsau (left) and Wilfredo Zuniga.



SIU Crew Aboard Sealift Pacific Travels Through Panama Canal

For SIU crewmembers aboard the *Sealift Pacific*, it was business as usual as they traveled through the Panama Canal en route to Houston from the port of Los Angeles. AB Robert Seaman told a reporter from the *Seafarers LOG* that the trip was a success. Seaman, 56, joined the SIU last year in the port of Jacksonville, Fla.

Operated by International Marine Carriers, Inc. the military tanker usually sails coastwise delivering jet and diesel fuel. On February 28 the *Sealift Pacific* left Houston to deliver a shipment of jet fuel to Turkey.

The accompanying photos were taken by Brother Seaman as the *Sealift Pacific* sailed through the Panama Canal.



AB Robert Seaman stands watch on the bridge.



The ship prepares to go through one of the locks in the Panama Canal.



The *Sealift Pacific* travels through the Panama Canal.



QMED Ray Prall does some repair work on one of the ship's doors.

Final Departures

DEEP SEA

HUSSEIN AHMED

Hussein Ahmed, 46, died September 13, 1992. A native of Arabia, he joined the Seafarers in 1972 in the port of New York. Brother Ahmed sailed in the engine department. He upgraded at the Lundeberg School in 1978.

JACOB ARSHON



Pensioner Jacob Arshon, 70, passed away January 3. He joined the SIU in 1958 in his native Seattle.

Brother Arshon sailed in the steward department. He began receiving his pension in 1984.

MERLE BOND

Pensioner Merle Bond, 84, passed away November 8, 1992. He joined the Marine Cooks and Stewards in 1942 in the port of Portland, before that union merged with the AGLIWD. Brother Bond retired in August 1969.

WILLIAM BRACK



Pensioner William Brack, 68, died January 20. A native of Boston, he joined the Seafarers in 1958 in the

port of New York. Brother Brack sailed in the engine department. He upgraded at the Lundeberg School in 1968. Brother Brack began receiving his pension in February 1988.

DAVID BURGESS



David Burgess, 38, passed away July 11, 1992. Born in Norfolk, Va., he joined the SIU in 1970 in the port of

New York. Brother Burgess sailed in the steward department.

JOHN CABELLO

Pensioner John Cabello, 79, died December 12, 1992. A native of Puerto Rico, he joined the Marine Cooks and Stewards in 1945 in the port of New York, before that union merged with the AGLIWD. Brother Cabello retired in January 1975.

JOSEPH CALCAGNO

Pensioner Joseph Calcagno, 84, passed away December 8, 1992. Born in Italy, he joined the Marine Cooks and Stewards in 1956 in the port of San Francisco, before that union merged with the AGLIWD. Brother Calcagno began receiving his pension in October 1970.

WILLIAM DOUGHMAN



William Doughman, 37, died December 29, 1992. A native of Oshkosh, Wis., he joined the union in 1990

in the port of San Francisco. Brother Doughman sailed in the deck department. He served in the U.S. Navy from 1975 to 1980.

ALLEN DAWSON

Pensioner Allen Dawson, 67, passed away October 9, 1992. Born in Los Angeles, he joined the Seafarers in 1959 in the port of Portland, Ore. Brother Dawson sailed in the steward department. He served in the U.S. Army from 1943 to 1946. Brother Dawson retired in May 1985.

JAMES FITZGERALD

Pensioner James Fitzgerald, 88, died January 19. A native of Galway, N.Y., he joined the SIU in 1951 in the port of Tampa, Fla. Brother Fitzgerald sailed in the deck department. He served in the U.S. Navy from 1921 to 1947. Brother Fitzgerald retired in October 1969.

EDWARD FOULGER

Pensioner Edward Foulger, 80, passed away October 20, 1992. A Ohio native, he joined the Marine Cooks and Stewards in 1948 in the port of San Francisco, before that union merged with the AGLIWD. Brother Foulger began receiving his pension in July 1970.

STEPHEN FRANKEWICZ



Pensioner Stephen Frankewicz, 72, passed away December 31, 1992. Born in Mobile, Ala., he joined the

union as a charter member in 1938 in the port of New York. Brother Frankewicz sailed in the deck department. He served in the U.S. Army from 1942 to 1945. Brother Frankewicz began receiving his pension in November 1977.

HARRY FRIERSON



Pensioner Harry Frierson, 57, died December 5, 1992. A native of Mississippi, he joined the Seafarers in

1967 in the port of Houston. Brother Frierson sailed in the deck department. He served in the U.S. Coast Guard from 1955 to 1956. Brother Frierson retired in July 1988.

JOHN FUNCHESS

Pensioner John Funchess, 79, passed away November 30, 1992. Born in Louisiana, he joined the Marine Cooks and Stewards in 1964 in the port of San Francisco, before that union merged with the AGLIWD. Brother Funchess retired February 1978.

FRANK HOWE

Pensioner Frank Howe, 65, passed away December 6, 1992. The China native joined the Marine Cooks and Stewards in 1960 in the port of Wilmington, Calif., before that union merged with the AGLIWD. Brother Howe began receiving his pension in December 1976.

GING YIP JEE

Pensioner Ging Yip Jee, 77, died November 6, 1992. Born in China, he joined the Marine Cooks and Stewards in 1952 in the port of San

Francisco, before that union merged with the AGLIWD. Brother Jee retired in April 1978.

GABRIEL LECLAIR



Pensioner Gabriel Le-Clair, 67, passed away November 14, 1992. Born in Canada, he joined the SIU in 1960

in the port of Buffalo, N.Y. Brother LeClair sailed in the steward department. He began receiving his pension in November 1990.

EDWARD MISAKIAN

Pensioner Edward Misakian, 66, passed away December 1, 1992. The New York native joined the SIU in 1962 in the port of San Francisco. Brother Misakian sailed in the deck department. He retired July 1978.

ERNEST OHLSSON



Pensioner Ernest Ohlsson, 96, passed away January 14. Born in Sweden, he joined the Seafarers as a

charter member in 1939 in the port of Baltimore. Brother Ohlsson sailed in the engine department. He retired in October 1971.

MIKADE OLENCHIK



Pensioner Mikade Olenchik, 87, died January 8. He joined the SIU in 1950 in his native New York. Brother

Olenchik sailed in the deck department. He retired in December 1974.

MIGUEL RODRIGUEZ



Miguel Rodriguez, 57, died November 2, 1992. He joined the SIU in 1978 in his native Puerto Rico.

Brother Rodriguez sailed in the deck department. He upgraded at the Lundeberg School in 1982. Brother Rodriguez served in the U.S. Army from 1954 to 1956.

CALVIN SEWELL



Calvin Sewell, 35, passed away December 10, 1992. A native of Jamaica, West Indies, he joined the Seafarers in

1989 in the port of Honolulu. Brother Sewell sailed in the steward department. He upgraded at the Lundeberg School in 1989. Brother Sewell served in the U.S. Marine Corps from 1976 to 1983.

FRANK RAMSEY

Pensioner Frank Ramsey, 46, passed away December 5, 1992. He was born in Texas and joined the Marine Cooks and Stewards in 1946 in the port of San Francisco, before that union merged with the AGLIWD. Brother Ramsey began

receiving his pension in September 1973.

ADOLF STRAWINSKI



Adolf Strawinski, 63, died December 12, 1992. Born in Poland, he joined the SIU in 1965

in the port of New York. Brother Strawinski sailed in the engine department. He served in the U.S. Army from 1951 to 1954.

DIRK VISSER



Pensioner Dirk Visser, 83, passed away January 20. A native of Holland, he joined the SIU in 1946

in the port of Boston. Brother Visser sailed in the deck department. He retired in November 1973.

JOHN WRIGGINS



John Wriggins, 56, died January 1. A Mississippi native, he joined the Marine Cooks and Stewards in 1971 in the

port of San Francisco, before that union merged with the AGLIWD.

INLAND

GEORGE BARNES

Pensioner George Barnes, 85, passed away January 9. He joined the union in 1961 in his native Philadelphia. Boatman Barnes sailed in the deck department. He retired September 1973.

HOWARD ETZEL SR.



Pensioner Howard Etzel Sr., 82, died December 23, 1992. Born in Smithville, Texas, he joined the union in 1957

in the port of Houston. Boatman Etzel sailed in the engine department. He served in the U.S. Army in 1945. Boatman Etzel began receiving his pension in February 1980.

CHARLES KORDOWSKI

Pensioner Charles Kordowski, 88, passed away January 11. A native of Warsaw, Poland, he joined the union in 1957 in the port of Philadelphia. Boatman Kordowski sailed in the engine department. He retired in March 1974.

ROBERT WAKEFIELD



Pensioner Robert Wakefield, 71, died January 26. Born in Angleton, Texas, he joined the union in 1957

in the port of Houston. Boatman Wakefield sailed in the engine department. He served in the U.S. Army from 1942 to 1945. Boatman Wakefield began receiving his pension October 1984.

EDWIN WELCH



Pensioner Edwin Welch, 61, passed away January 17. He joined the union in 1961 in his native Port Arthur, Texas.

Boatman Welch sailed in the engine department. He served in the U.S. Army from 1953 to 1955. Boatman Welch retired in December 1988.

GREAT LAKES

FRANK ROYSECK



Frank Royseck, 76, passed away January 16. A native of Milwaukee, Wis., he joined the Seafarers in 1976 in the

port of Detroit. Brother Royseck sailed in the deck department. He also sailed as a merchant mariner during World War II.

RAILROAD MARINE

ROBERT BLUMLEIN

Pensioner Robert Blumlein, 74, died November 22, 1992. Born in Yonkers, N.Y., he joined the SIU in 1960 in the port of New York. He sailed in the deck department. Brother Blumlein served in the U.S. Army from 1937 to 1945. He retired in April 1981.

TELL IT TO THE LOG



Lundeberg School Graduating Classes



Trainee Lifeboat Class 507—Graduating from trainee lifeboat class 507 are (from left, kneeling) Curtis Torres, Jason Pechette, Glen Liddle, Dennis Danforth Jr., Pedro Melendez, Josue Iglesia Jr., Thomas Stead, (second row) Instructor Ben Cusic, George Gill III, Willis Cahoon, Justin Stewart, Anthony Niekrasz, Scott Gautreaux, Steven Reed, Darrin Eastridge, Jeremy Nores and Andrew Clausen.



Upgraders Lifeboat—Howard H. Hendra Jr. (right) poses with Instructor Ben Cusic following his completion of the January 12 lifeboat course. Since he was the only student in the class, Hendra went through his lifeboat training with trainee class 507.



Upgraders Lifeboat—Members of the January 26, 1993 graduating class receiving their lifeboat endorsements are (from left, kneeling) James Ward, Mark Bleau, Daniel Bryant, Dale Kaiser, Darryl Smith, (second row) Clay Swidas, Ahmed Naga, Sean Flaherty, Phillip Jackson, Kenneth Cuffee, Instructor Casey Taylor, Jerome Hawkins and Robert Stanbach.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) Charles Brockhaus, James Perez, Sjamsidar Madjidji, Adam Noor, Kenneth Jischke, Scot Jauma, Jose Rodriguez, (second row) Mohamed Eljahmi, Joel Smith, Billy Joe Cox, Troy Williams, Gary Smith, Glenn Snow, Howard Bryant III, (third row) Conrado Martinez, David Powers, Instructor J.C. Wiegman, Robert Maurer, David Matto, Ricky Couillard, Claud Yockey, Nash Henrietta and Alvin Pence.



Radar—Successfully completing the January 14, 1993 radar course are (from left, first row) Randy Van Horn, Carl Kriensky, David Albert, Charles Pieteron, Instructor Jake Karaczynski, (second row) Charles Jones, Stephen Tannish, Chris Regan and William Robitzsch.



Advanced Firefighting—Completing the advanced firefighting course on January 28, 1993 are (from left, front row) Instructor Byran Cummings, Kenneth Steiner, John Toomey, Lee Toczykowski, Henry Muller, (second row) Robert Adams, Jim Tracey, Calvin Miles, George Murphy, Skip Sims, (third row) Floyd Turner, Russell Nelson, David Murphy, James Martin, Fredrick Swain Sr., (fourth row) Phil Wilson, Albert Schroeder, Robert Layko, William Thomas, Robert Habina Jr., (fifth row) Jim Wood and Tyler Womack. Not pictured are Tommy Dowdell, Gino Igneri, Charles Jones, Charles Pieteron and Wendell Sprague.



Welding—Members of the January 14, 1993 class in welding are (from left) Timothy Johnston, Jerome Kirstein, Brian Haley and Instructor Bill Foley.



Pumproom Maintenance & Operations—Graduating from this engine department course on February 2, 1993 are (from left, kneeling) Joshua Georgiades, Paul Peterson, Larry Pittman, (second row) Instructor Jim Shaffer, Ralph Kurpeski, Sergio Pasilong, Olifidio Esquivel Jr., Gilbert Tedder Jr., Troy Robin, David Plumb, Christopher Benzenberg and Jim Gibbon.

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 24 July 19	July 2 August 27

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

Shiphandling	April 26 June 21 August 23	May 7 July 2 September 3
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Radar Observer - Unlimited	April 19 May 17 July 12 August 16	April 23 May 21 July 16 August 20
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Celestial Navigation	May 24 July 19	June 18 August 13
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Third Mate	May 3 August 30	August 13 December 10
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Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	May 24 August 2	May 29 August 6
Lifeboatman	April 26 May 24 June 21 July 19 August 16	May 7 June 4 July 2 July 30 August 27
Tankerman	April 26	May 21
Basic/Advanced Fire Fighting	May 11 July 13	May 21 July 23
Sealift Operations & Maintenance	May 10 July 5 August 30	June 4 July 30 September 24

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 4	November 8
Steward Recertification	June 28	August 2

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	April 12 July 19	July 2 October 8
Fireman/Watertender and Oiler	April 12 June 7	May 21 July 16
All students must take the Oil Spill Prevention and Containment class.		
Pumproom Maint. & Operations	June 21	July 30
Refrigeration Maint. & Operations	July 6	August 13
Hydraulics	June 7 August 2	July 2 August 27
Diesel Engine Technology	August 9	September 3
Refrigerated Containers Advanced Maintenance	May 10	June 18

1992 - 93 Adult Education Schedule

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

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

College Program Schedule for 1993

FULL 8-week sessions April 17 June 4

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) (Month/Day/Year)

Address _____
(Street)
(City) (State) (Zip Code) Telephone _____
(Area Code)

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

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

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



SIU Scholarships

The deadline for submission of scholarship applications is **APRIL 15.**

See page 18 for details and an application form.

New ITF Chief Cites Runaways as Major Target

Declaring the "war" against shipowners who fly flags of convenience above their vessels still is going strong, David Cockroft, acting secretary general of the International Transport Workers Federation (ITF), asked the executive board of the Maritime Trades Department (MTD) for its continued help.

Cockroft recently was elected by the ITF board to head the worldwide organization of trade unions affiliated with maritime interests. The ITF operates with 400 trade unions representing approximately 10 million people in more than 100 countries.

Speaking about the ITF's campaign to raise the standards and pay of seafarers on runaway, Cockroft noted, "The ITF is not just a federation of trade unions, it is a trade union." Cockroft told the audience, "In maritime, we play an unusual role that we never wanted to have. We act as the only bargaining representatives for trade union members on board ships which have chosen to take runaway flags and fly the flags of convenience of Liberia, Panama, Vanuatu and others."

Started 40 Years Ago

He noted the ITF began a campaign almost 40 years ago to put an end to flags of convenience, which are ships owned by people or companies in one nation but registered in another country which has established a ship registry with the purpose of attracting outside revenue. Runaway registries promote themselves with shipowners by offering low standards and low costs—no taxes, lax safety regulations and superficial inspections.

However, several nations known for their strong maritime traditions have adopted second registers "which offer flag of convenience conditions without the stigma of flying the flag of countries like Liberia or Panama," Cockroft stated. He listed Norway, Denmark and Germany among those countries.

"It has been a very tough time in



David Cockroft, acting ITF secretary general, calls for an end to runaway flag vessels.

maritime over the last 10 years," he noted. "The flags of convenience have gotten bigger and bigger. More and more countries have become cheap, open flags."

To complicate the problem, the opening of the Communist-bloc nations in Europe has increased the already glutted market of mariners on the world market. "Seafarers in Russia today would be more than happy to work for \$100 a month. In fact, they consider [that figure] to be a king's ransom," Cockroft added.

Fair Trade for Mariners

The ITF head noted the debate within this country concerning free trade and fair trade also deals with merchant mariners around the world.

"There cannot be an industry in which fair trade is less prevalent than the shipping industry worldwide," Cockroft stated. "It is the only industry in which employers have complete freedom to choose what workers they want to employ, what conditions they want to employ them under and what laws they will obey when they employ them. When the laws are too unpleasant, they are free at a flick of a pen to change flag and jurisdiction."

To combat the exploitation of mariners, the ITF has a

worldwide team of inspectors who are responsible for going aboard flag of convenience vessels to check on safety, working and living conditions and to enforce collective bargaining agreements. "We impose some kind of discipline to the conditions and wages of seafarers," Cockroft said.

Initiating Programs

One of those vessels that ITF inspectors had visited and noted poor working and pay conditions was the runaway-flag tanker *Braer*, which recently lost power and crashed onto the southern coast of the Shetland Islands. The vessel, which Cockroft described as "a badly run ship," spilled 26 million gallons of oil along the

coast and into the North Sea.

The ITF also is initiating programs designed to force nations to take their maritime safety responsibilities more seriously. "We seek to strengthen port-state control systems by which coast guard and maritime authorities go on board ships of countries which don't take their own responsibilities. We want to force conditions to be brought up to acceptable standards."

He added that the ITF is an organization that "worries" the owners of flag of convenience ships. Because of the ITF, "they don't have total freedom to exploit seafarers. They don't have total choice over the use of labor and over conditions."

Cockroft said a positive development toward improving the life of mariners worldwide was the recent presidential election held in the United States. "The election of Bill Clinton will make a big difference not just to the working people of the United States, I dare say, but also to the working people of the world."

He noted that the previous administrations in the White House had opposed "every progressive piece of legislation, every progressive rule or regulation that workers' organizations put forward. The idea of having administration representatives listen to what we say rather than automatically to oppose everything we put forward, that's a very, very positive development."

AFL-CIO to Tackle Health Care Crisis

The director of the AFL-CIO Employee Benefits Department suggested one way to find the dollars needed to fund a maritime reinvestment program is to get America's health care costs under control.

Karen Ignagni—who oversees the national trade union federation's activities concerning health care, pensions, social security and child care—told the executive board of the Maritime Trades Department (MTD) that the time to tackle the problem is now while the new president and nation's attention are focused on the matter.

Ignagni noted polling exits listed health care right behind the economy in order of importance. "The president has shown he is serious about getting the health care problem resolved by keeping the issue in the White House and appointing his wife to head the commission," she stated.

(Shortly after becoming president in January, Bill Clinton named a commission to review health care in America. His wife, Hillary, was appointed to head the group that includes cabinet members, political officials, scholars and health care representatives.)

Prevents Projects

The amount of money being spent on health care in this country is preventing many needed projects from being undertaken, Ignagni said. The high cost of health care "is lining the pocketbooks of insurance companies, doctors and hospitals. It is crowding out everything else—infrastructure, shipbuilding, education."

Although union members have the best health care coverage of any other group in the nation, Ignagni pointed out it has not come without a cost.

"The facts are there are 37 million people who have no access to health care," she said. "This affects each and every person here when you go to the bargaining table. You are paying for these people.



Noting that 37 million Americans have no health care, Karen Ignagni told the MTD executive board that the cost for these people is put on the backs of companies that provide employees with coverage.

"And to make matters worse, our labor costs look higher because of that subsidization. We pay a surcharge on our health care protection to cover the cost of those employers who fail to do their fair share. Then our employers look uncompetitive in the marketplace."

Increases Auto Costs

To emphasize her point, she referred to statements made earlier to the MTD board by United Auto Workers President Owen Bieber who stated health care increases the cost of each American car by more than \$100 over the cost of imports from countries with national health care programs.

While health care costs account for 8.5 to 10 percent of the gross national product of most of our nation's trading competitors, the latest figure in the United States is 14 percent, according to Ignagni. "We don't need to tell anyone what our members have given up in wage increases if it hadn't been for the amount of money paid into health care over the last 10 years."

Ignagni asked the board to have their members contact "con-

gresspeople, senators, families, friends and relatives" to fight for national health care reform. "Many already are lined up against reform, but it means dollars and cents to us. It won't be easy, but let's get a good package and pass it."

Following her presentation, the MTD board approved several resolutions calling on the administration and Congress to create a health care program that is equitable to all without taxing those who have health benefits.

Help Find This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Christina Ann Wood, a 17-year-old from Live Oak, Fla. Missing since December 2, 1991, the young woman may be with an adult male companion. She is considered an endangered runaway.

At the time of her disappearance, the brown-haired, brown-eyed Christina Wood was 5 ft. 4 in. tall and weighed 145 pounds. She has a tattoo of a heart on her left ankle and a 3-inch scar on her upper leg.

Anyone having information on the disappearance of Christina Ann Wood should contact the National Center for Missing and Exploited Children at (800)

843-5678 or the Missing Persons Unit of the Suwannee County (Fla.) Sheriff's Office at (904) 362-2222.



Christina Ann Wood

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