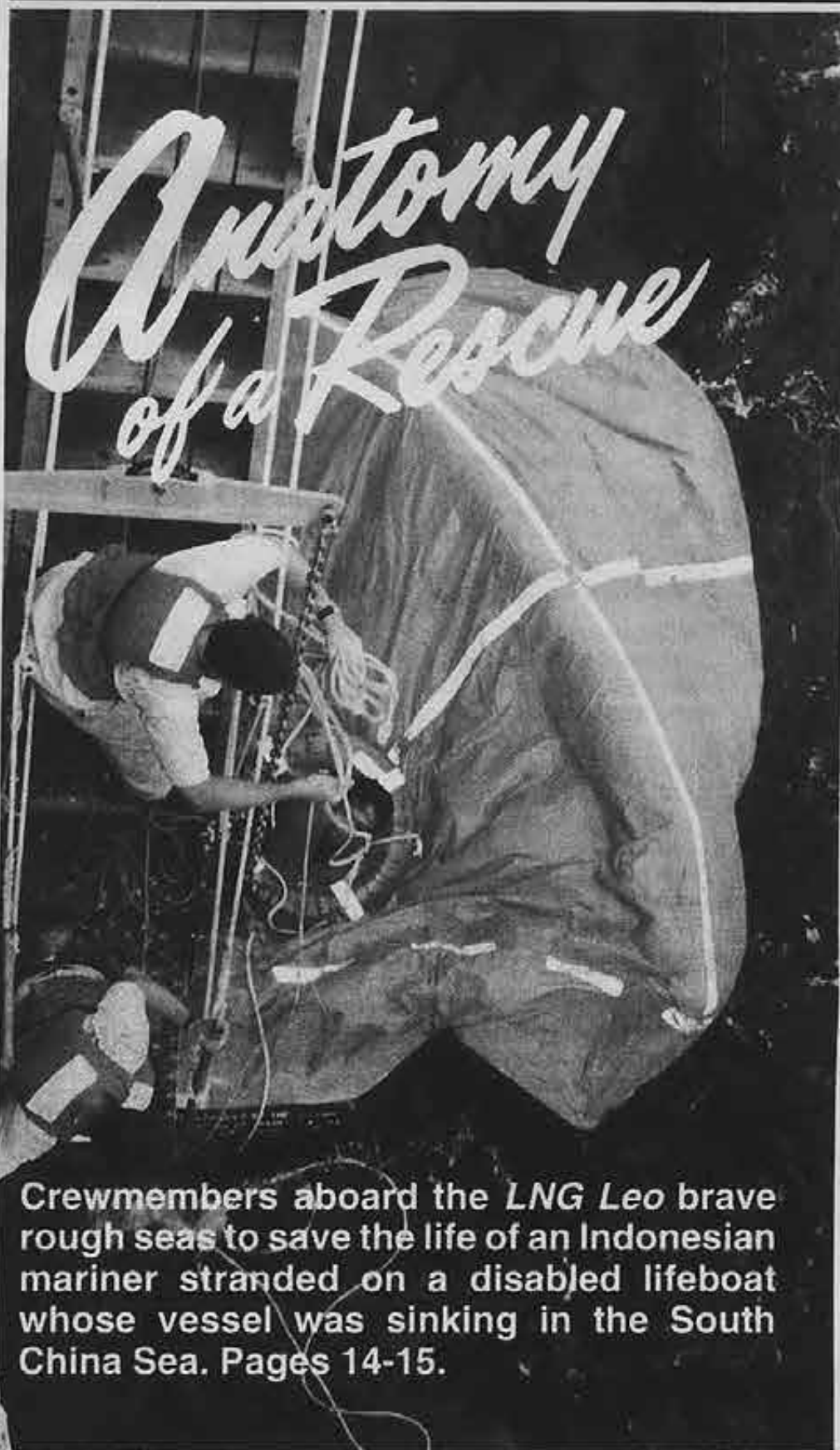


SEAFARERS LOG

Volume 55, Number 4

April 1993



Crewmembers aboard the LNG Leo brave rough seas to save the life of an Indonesian mariner stranded on a disabled lifeboat whose vessel was sinking in the South China Sea. Pages 14-15.

Bentley Seeks Cargo Preference Loophole Closure

Page 3

Runaway Bulker Lost; All Hands Perish

Page 4

Coast Guard Revives Seaman Work Tax

Page 3

SIU Urges Congress to Halt Phony 'Cruises-to-Nowhere'

Page 5

Anyone Call for a Cab?



Renting a vehicle for sightseeing can be a challenging experience for Seafarers, no matter where their vessel is docked. AB Keith Finnerly and SA Elisabeth Leech discover their "cab" wants a bath while the pair was visiting Indonesia. Once clean, the baby pachyderm continued its journey and returned the members to their ship, the LNG Aquarius.

INSIDE



Twelve Stewards Graduate from Top Training Course

Page 7



Polish Winter Colder Than Home for Louisiana Member

Page 11

President's Report

Bargain Basement Shipping A Threat to Life and Limb

One of the biggest threats to the lives and safety of seamen is the runaway flag device used by shipowners the world over to attain low shipping costs and other savings by avoiding the regulations and controls of the legitimate maritime communities. Seamen on runaway-flag ships are the principal victims of the runaway shipowner's shortcuts because they must work for low wages without any of the standard benefits enjoyed by union seamen. These seamen also are shortchanged on everything from food and drinkable water to survival suits and basic gear. They also feel the impact of many of these operators' practices of stinting on maintenance and averting needed repairs. In many cases, seamen on runaway ships are likely to find themselves on rickety old scows—rustbuckets that don't belong on the seas.

As a trade union representing American merchant seamen and their interests, our concern with this runaway flag device is that it is an instrument of exploitation and abuse of seamen from various parts of the world who are unable—for a variety of reasons—to protect themselves by means of collective action. It is this kind of runaway shipping activity that the American merchant marine is criticized for not competing with. Certainly we accept the need for our industry to compete. But we cannot match ships in which the seamen are virtual wage-slaves working on floating sweatshops for pay levels that would force Americans to live on the streets.

Those who are trying to make this subhuman, substandard mode of operation a new norm to be imitated by civilized and progressive countries should know with what we are dealing. How can the United States, for instance, compete on a level playing field when nations like the Philippines consider human labor their number one export? The Philippines government promotes the employment of its citizens on foreign ships—no matter the level of pay and benefits—and in some shore-based industries in foreign countries in order to relieve the nation's huge unemployment crisis and to bring in funds to its economy. In another example, a government such as the one in power in Burma hawks the labor of its own citizens to foreign-flag shipowners, promising a docile workforce which can be paid peanuts. To sweeten the pot, the Burma regime makes it illegal for Burmese seamen to contact the International Transport Workers Federation (ITF), the worldwide union federation which organizes seafarers on runaway ships. Or take the case of Russia. There, with the dismantling of the once vast merchant marine of the Soviet Union and a weak economy, thousands of Russian seamen have turned to runaway ships for employment, becoming one more exploitable group of shipboard labor. Throughout South Asia and Latin America there are scores of nations in which labor and employment conditions are such that their citizens are easily lured to the promises associated with shipboard employment on runaway-flag vessels. For the unscrupulous runaway ship operator this means a vast pool of seamen who can be paid as little as \$300 a month and fed as much as one meal of rice a day.

More than half a million seamen who work on runaway-flag vessels mostly come from nations which are in no position to complain or seek justice in behalf of their citizens. Labor conditions in these countries are often deplorable. In this regard, the International Labor Organization (ILO), a branch of the United Nations, reports hundreds of cases of worker abuse. In Sri Lanka, young boys are indentured as fishing camp laborers, working 17 hours per day. Forced labor, particularly at harvest time, has been reported throughout Latin America. Slavery is practiced in Sudan where boys between 7 through the age of 12 are sold to traveling merchants for \$70. In dozens of nations in South Asia and Latin America, a vast crimp system exists. Workers are charged for accommodations, tools and food by their employers. Their meager salaries can never cover these expenses, leaving them in a permanent debt bondage to their employer.

A Fight That Must be Fought

It is obvious the fight to help the seamen on runaway-flag ships will not come from the nations of which those seamen are citizens. The fight must come therefore from the traditional maritime nations where union seamen enjoy decent conditions and from the union seamen themselves. This is why the SIU participates in, and is affiliated to, the Seafarers section of the ITF, which consists of unions representing transport workers throughout the free world. The aim of the ITF is to continually try to improve and raise the conditions of the exploited seamen on runaway ships. This is a massively difficult job as the issue of national sovereignty must be dealt with. For example, the SIU, in the early '60s, tried to organize foreign seamen on runaway-flag ships when they came to U.S. shores. The U.S. Supreme Court denied us the opportunity to pursue this course, which had been very successful in that the foreign seamen had jumped at the opportunity to organize with an American union, arguing it interfered with the sovereignty on those ships. Most nations endorse the idea that the flag of a ship represents sovereignty of the flag state over all dealings on that vessel.

In recent years, among the strategies of the ITF has been the use of a policy known as "port-state control." This program allows the nation to which the waters of a port belong to exercise some legal authority over the vessel anchored in its area, no matter the flag of the ship. Thus, if a runaway-flag shipowner is operating an unsafe ship or one on which crewmembers are being abused, the government authorities of that country can take action aimed at correcting the situation.

The SIU will continue to address this problem, no matter how tough the fight, and attempt to end the discrimination seamen on runaway-flag vessels face. We will work with the ITF and its affiliates. More and more in the days ahead there will be an intensification of activity in this area. And, we will continue until these seamen are free to have a voice in their own destiny.



Michael Sacco

DOT Head Sets Industry Meetings To Develop New Maritime Proposal

Meetings between a committee of representatives of the U.S.-flag shipping industry and the government continue in order to hammer out maritime revival legislation that will be presented to Congress.

The committee was formed after Secretary of Transportation Federico Pena met with officials of maritime labor, the vessel operating industry and shipbuilding companies on March 2. President Michael Sacco represented the SIU at the meeting.

Pena called the meeting in order to learn more about the problems of the U.S.-flag merchant marine and what could be done to help it as well as to explain the Clinton administration's position. During the meeting, the secretary stated the new administration wants to offer a legislative package for maritime

revival before Congress no later than May of this year.

Meets with Subcommittee

According to published reports in the *Journal of Commerce*, Pena told the House Transportation Appropriations Subcommittee late last month that the maritime package would be greater than the one submitted last year by the Bush administration.

(That package, presented late in the congressional session by then-Secretary of Transportation Andrew Card, proposed a seven-year, \$1.1 billion program that would have helped U.S. companies acquire new vessels, including governmental payments for up to 74 militarily useful commercial ships. Congress adjourned before action could be completed on the measure.)

"I'm absolutely convinced that if we do not take action very soon, we will soon see large numbers of U.S. carriers reflagging

under foreign flags," Pena was quoted as saying to the House subcommittee. "That would be a disaster for our nation."

Carriers Offer Plan

Prior to Pena's meeting with the maritime representatives, U.S.-flag shipping companies proposed a 15-year, \$4 billion package, which has been cited as too expensive in most published stories.

The efforts to come up with some sort of legislative program for the U.S.-flag fleet began in January 1992 when executives for Sea-Land and American President Lines declared they would have to go foreign unless something is done to help the industry. Executives from both companies recently reiterated their statements that if a maritime revival package is not passed soon, they will be forced to reflag their vessels.

Rank-and-File Panel Issues Finance Report

The annual financial committee consisting of rank-and-file Seafarers elected during the March membership meeting at Piney Point, Md. found the 1992 union's financial records to be in order and issued a report which will be presented to the April membership meetings.

"We went through boxes upon boxes of materials and everything looked fine," noted OMU Robert Mulvaney from the port of Philadelphia.

The committee met at the union's headquarters in Camp Springs, Md. for one week to conduct the review. All departments were represented on the committee with the members coming from around the country.

Joining Mulvaney on the committee were Recertified Stewards Mark Flores of Houston, Carl Poggioli of Honolulu and William Winters of New Orleans; Cook/Baker Barbara Boyer of

Baltimore and Ordinary Seaman John McLain of Philadelphia. Also elected but unable to serve on the committee was Recertified Steward Anthony Curran of New York, who was called out of town.

Article X, Section 15, Subsection (c) of the union's constitution deals exclusively with the annual financial committee. The group's sole charge is to "make an examination for each period of the finances of the union and (to) report fully on their findings and recommendations."

A total of seven members are to be elected to serve on the committee. In the event one or more members cannot fulfill their term, the committee can carry on without replacements until the number still serving reaches three, at which point all work shall stop and a special election be held.

Upon completion, the report of

the committee is to be read in all ports. The report just finished will be issued this month.



Chairman Robert Mulvaney looks through one of the financial records.



Cook/Baker Barbara Boyer adds her signature during the review.



Preparing to approve the review of two separate files are Recertified Stewards William Winters (left) and Mark Flores.



Studying the figures in a file is Recertified Steward Carl Poggioli.

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SIU's Mercer Thanks NAACP's Hooks for Job Well Done



SIU Government Services Division Vice President Roy (Buck) Mercer extends his congratulations for a job well done to NAACP Executive Director Benjamin Hooks. Mercer, who has worked with the civil rights organization for many years, represented the Seafarers at a reception thrown by the AFL-CIO in honor of Hooks' retirement which started April 1.

Ray Crowell/Page One

Bentley Pushes Cargo Preference Loophole Closure

A loophole found in certain laws promoting the use of U.S.-flag vessels for the transport of American-generated cargoes has been used by several agencies to ship their goods on foreign-flag bottoms, charged U.S. Representative Helen Delich Bentley (R-Md.) during a congressional hearing in late February.



Rep. Bentley

Appearing as a witness before the House Merchant Marine Subcommittee, the legislator, who is a former chairman of the Federal Maritime Commission, said the loophole—no more than the clause "notwithstanding any other provision of law"—has been invoked by certain governmental agencies to evade cargo preference requirements. Cargo preference laws call for a certain percentage of government-generated cargo for export to be carried aboard U.S.-flag vessels.

Bentley also introduced legislation to codify a 1954 agreement between the departments of Commerce and Defense (known as the Wilson-Weeks Agreement) to set limits on the number of Defense Department-operated vessels that can be used in peacetime. The bill, known as H.R. 57, is designed to emphasize "maximum reliance

on privately owned U.S.-flag shipping" and limit the use of foreign-flag shipping to times only when U.S.-flag ships are not available.

During the hearing, which was a follow-up to one called in September 1992 to look into cargo preference practices, Bentley revealed the results of her research by citing example after example which took place in 1991 and 1992.

The five-term legislator presented examples of how the Maritime Administration (MarAd) during the Bush administration was contradicting its own earlier rulings on what is and is not covered by cargo preference laws. She also listed efforts by several federal agencies during the early '90s at avoiding or ignoring the law, including the Conventional Forces in Europe Treaty Implementation Act of 1991 (CFE Transfers), the Defense Department Humanitarian Assistance Programs, the Bush administration's \$10 billion loan guarantee to Israel and the rebuilding effort in Kuwait.

Fines 'Not Appropriate'

At the beginning of this year, she asked MarAd why the Agency for International Development (AID) was imposing loading delay assessments on Food for Peace shipments. Such fines are "not appropriate under the 1954 [Cargo Preference] act," she noted.

Continued on page 5

USCG Revives Work Tax Scheme

The U.S. Coast Guard will begin charging a fee for the issuance of merchant marine documents and marine licenses on April 19, the agency announced in a government publication last month. The scheme, labeled a "user fee" by the agency, revives a proposal initially put forward by the Coast Guard in June 1991.

When the Coast Guard's plan was introduced in 1991, it was greeted by a barrage of protest from seamen and boatmen throughout the United States. The SIU branded the ploy a "work tax" and raised vigorous objections about the measure to the agency, Congress and the courts. Issued in a notice for proposed rulemaking in the *Federal Register*, the 1991 Coast Guard plan to attach a fee to the issuance, evaluation and testing for merchant marine documents (also known as z-cards), marine licenses and certificates of registry had its roots in a 1990 budget action initiated by the Bush administration and Congress.

The 1990 Omnibus Budget Reconciliation Act was passed to raise funds to offset the nation's deficit. The act included the repeal of a long-standing statute that prohibited the collection of fees for the licensing of certain shipboard positions.

Majority Against Fees

On March 19 of this year, the Coast Guard announced in the *Federal Register* a final rule on the user fee plan. The Treasury Department agency admitted, "Only a few comments supported the concept of charging fees for these Coast Guard services. The majority of comments objected to any fee being charged, and many stated the view that the general public receives the benefit of the licensing program, and not the mariner who is required to obtain the license, certificate of registry or document."

The agency opened two comment periods to handle all the protests against the fees. More than 3,000 letters and 15 petitions with 1,600 signatures were received.

The fees being charged start at \$35 to duplicate a z-card, license or certificate of registry and can go as high as \$272 to acquire an upper level license. While the standard fee for a z-card alone is \$35, examination costs range between \$40 to \$150 depending on the test. Evaluation fees are between \$45 and \$70, again

depending on what is being sought. (See chart on page 4.)

For example, a Seafarer seeking to upgrade from an ordinary seaman to able bodied seaman would have to pay a total of \$135—\$60 for an evaluation fee, \$40 for an examination fee and \$35 for the new, updated z-card.

One of the statements against the work tax came from the Military Sealift Command (MSC) noting it barely had enough mariners to crew Ready Reserve Force vessels during the Persian Gulf war. MSC added that the user fees "would keep many otherwise available mariners from renewing their licenses."

The Coast Guard dismissed those who stood against the fees by saying the "licensing program does confer special benefits upon those who hold a license, certifi-

cate of registry (or z-card). The Coast Guard has determined that it is appropriate to establish fees for services provided to these individuals."

Public Hearing Dismissed

Many of the letters also asked the Coast Guard to hold a public hearing. However, the agency stated, "Whereas receiving oral presentations at public hearings would increase the number of comments, the hearing process would not materially assist in the development of the final rule."

In December 1991, the SIU filed a federal lawsuit seeking to have the user fees declared unconstitutional because they are actually a tax. The federal judge presiding over the case declared in March 1992 the suit could come before him only when the

Continued on page 4

Sacco Cites the Union Hiring Hall As Marine Unionism's 'Heart and Soul'

Editor's Note: The chairman of the Federal Maritime Commission, Christopher L. Koch, expressed his view on the state of the U.S. merchant marine in a recent interview with Sea Power (February 1993), the magazine of the Navy League of the United States. While Chairman Koch put forward many constructive and incisive observations about the industry's condition, he did attack the union hiring hall system.

This drew from SIU President Michael Sacco a response in which he emphasized the critical role of the union hiring hall throughout its history. Sacco sent his views to both Chairman Koch and to Sea Power magazine. The letter from Sacco to Chairman Koch is reprinted in its entirety:

Dear Chairman Koch:

Just a note to let you know that I thought your comments on the state of the U.S. merchant marine as reported in the February issue of *Sea Power* were, for the most part, right on target. The industry would be wise to give the maximum serious consideration to your views. Those of us who are committed to the preservation of a U.S.-flag industry will be putting

all our energies into the big job that faces us, because we recognize the gravity of the situation.

However, I was greatly disappointed in a viewpoint expressed in the interview that I thought revealed a narrow, anti-worker bias. I refer to your statement that "We have to break this thing where you have to go to the hiring hall."

I don't know whether or not you are aware of the reasons for the hiring hall or the constructive, stabilizing role it has played in maritime. It is the very heart and soul of maritime unionism and it came into being because of discriminatory and corrupt hiring practices that were rampant in an industry that was viciously anti-union and notoriously violative of seamen's civil and human rights. The hiring hall, with its democratic rotary system of shipping, for the first time gave American seamen a sense of dignity and self-respect. That was impossible under the employer-controlled, archaic and abusive hiring system which was an open invitation to exploitation by crimps and other corrupt employment practices, notable for the "piece-off" and other forms of bribery which seamen

had to endure to obtain jobs.

To "break" the hiring hall is to break the union. Even the late Senator Robert A. Taft, a sponsor of the restrictive Taft-Hartley law, recognized the superiority of the hiring hall over the chaotic hiring system that preceded it and agreed with the late Harry Lundeberg, who headed the Seafarers International Union of North America from 1938 until his death in 1957, that maritime union hiring halls should be exempted from his law banning closed shops.

Aside from its benefits to merchant seamen, the hiring hall is a distinct asset in a great many other ways to both the industry and the nation generally. During military operations—as for example in Desert Storm and Desert Shield, in the Korean and Vietnam wars—the hiring hall serves as a reliable source of experienced, skilled and responsible manpower for the crewing of the vital support ships.

Similarly, the seafaring unions' hiring halls make available to all shipping companies alike a manpower pool of trained, serious, career seamen which translates into the most efficient, cost-effective and equitable method of hiring that is particular-

ly suitable for the industry's peculiar requirements.

And the flexibility of the hiring hall is enabling the industry to meet each new demand of modern shipping—as it has in the case of the complex drug testing and benzene-related testing programs. The union hiring hall facilities permit cross-the-board implementation of the various government-instituted programs that otherwise would require substantial multiplication of the dollar costs involved if each shipping company had to deal with these situations on an individual basis.

Examples of the hiring hall's unique, essential role can be cited on and on. Perhaps the most telling testimony to the effectiveness of the hiring hall institution is the widespread endorsement it has been given by ship operators themselves.

If there is to be a revitalization of American-flag shipping, I think unions will contribute responsibly to the effort. The record will indicate that unions fight at least as hard for this industry as does management. Without the hiring hall that couldn't happen.

Sincerely,
Michael Sacco

All 33 Crewmembers Lost in Storm

Liberian-Flag Bulker Sinks Off Nova Scotia

Investigators still are searching for the reason why a Liberian-flagged, U.S.-owned bulker set sail from a Canadian port during the onset of a severe winter storm, then sank hours later taking the lives of all 33 crewmembers with it.

"We still are looking for the cause," noted Captain Bill Chadwick, who is heading the investigation for the Liberian-flag shipping registry, from his office in Reston, Va. "We can't add anything to what has been reported already in the press."

The fully loaded *Gold Bond Conveyor*, owned by Skaarup Shipping of Greenwich, Conn., was en route to Tampa, Fla. from Halifax, Nova Scotia on its regular gypsum ore run when it hit the full force of the storm shortly after midnight March 14.

65-Foot Seas

At approximately 12:20 a.m. the captain radioed waves were breaking over the bow and the crew was abandoning the 584-foot ship. Winds in the area were recorded at 80 miles per hour with swells listed at 65 feet.

When search-and-rescue planes descended on the area at daybreak, all they found were the body of one crewmember, an oil slick, a damaged lifeboat and two life rafts. There was no sign of life

from any of the Chinese, Hong Kong and Taiwanese crew.

The runaway-flag vessel had only six survival suits on board for the entire crew. (Canadian and American-flag vessels by law must have one survival suit for each member of the crew.) International standards call for three survival suits per lifeboat on a vessel. The *Gold Bond Conveyor* was equipped with two lifeboats. The Liberian registry only requires three suits be on board.

The suits are designed to help keep people alive even in frigid water and weather conditions for up to 36 hours. The lone crewmember whose body was recovered was wearing only work clothes and a life jacket.

Only Ship to Leave

The *Gold Bond Conveyor* was the only vessel to leave the Canadian port during the storm. Warnings and advisories were posted. The vessel's owners were reported as saying that there was no pressure on the captain or crew to head for sea.

"We are looking for any reason, any evidence that compelled the captain to sail on time," Chadwick said. "Unfortunately, the captain is no longer available for comment."

Canadian authorities are working with the Liberian ship-



This damaged lifeboat was nearly all that was left when search-and-rescue planes circled the North Atlantic where the *Gold Bond Conveyor* went down. There were no signs of life.

ping registry, which is taking the lead in the investigation. Chadwick estimated a final report would not be available for at least three months.

SIU Crewmembers Donate Funds To Build Subic Bay Bus Shelter

Citing the need to help those left behind when the Navy left Subic Bay, 2nd Lt. John P. Bobo crewmembers SA Maria S. Hanna and Recertified Steward Hans Schmuck collected contributions from the crew to build a bus shelter in the city of Gerona, Philippines.

"We donated the money to the people of Gerona to build a public bus shelter in a strategic spot to help protect those less fortunate in both rain and sun," Hanna told a reporter from the *Seafarers LOG*. She noted that her motivation to help the people of Gerona stemmed from the fact that she was born in the Philippines.

"There is so much misfortune there. We thought that we'd take up a collection and have something done on behalf of those we've left behind as a result of the closing of Subic Bay," Hanna said.

The eruption of Mount Pinatubo in 1991 caused extensive destruction to Gerona and the



Special recognition given to Hanna and Schmuck—as well as to the entire *Bobo* crew—is printed on the side of the bus shelter.

surrounding areas of the province of Tarlac. The destruction was so severe it caused the U.S. to reassess its position in the Philippines. Clark Air Force Base was damaged so heavily that the U.S. decided to abandon it. The U.S. then sought an extension on its lease of Subic Bay Naval Base. Despite efforts by Filipino President Corazon Aquino to support the extension, the Philippine

senate rejected the deal. The last American forces left Subic Bay on November 24, 1992, ending a 94-year history of U.S. military forces on the archipelago.

The Municipal Court of Gerona gave a special thank-you to the *Bobo* crew when it met on February 24 and forwarded a copy of the minutes to the ship. An excerpt of the proclamation stated:

"We extend our appreciation and thanks to the officers and crew of the *John P. Bobo* through M.S. Hanna for their generosity in donating a waiting shade at Nam Kuwang St., Gerona, Tarlac." The city recognized the contributions given by crew overall and Hanna and Schmuck specifically.

Hanna joined the Seafarers in 1990 and sailed with American Hawaii Cruises as a cabin steward. She is currently sailing as a steward assistant aboard the *Baldomero Lopez*. Hannah stated she plans to upgrade in the near future.



A Gerona resident relaxes in the "waiting shade" while waiting for a bus.

Coast Guard Announces Fees for Documents Will Begin This Month

Continued from page 3

Coast Guard implements the fees.

In February 1992, the House Coast Guard Subcommittee called a hearing to look into the matter. SIU Executive Vice President Joseph Sacco presented the panel with a petition against the work tax signed by more than 400 Gulf-based boatmen (both union and non-union).

Congress Offers Repeal

Shortly after the hearing, Subcommittee Chairman W.J. "Billy" Tauzin (D-La.) offered a bill to repeal the work tax. The House Coast Guard Subcommittee unanimously approved that the legislation go before the full House Merchant Marine and

Fisheries Committee, but Congress adjourned before any other action could be taken.

The Reagan administration started the idea that mariners should pay for their documents by including such fees in their budget proposals in the mid-1980s. However, the Congress refused to consider such fees.

But the latest round of user fees to be collected by the Transportation Department were amended onto the 1990 budget act without going through the normal legislative process.

As the *Seafarers LOG* was going to press, the SIU was studying the Coast Guard's final rules to determine a course of action on behalf of its members and their interests.

User Fee Costs to Mariners

	Evaluation Fee	Examination Fee	Issuance Fee	Total Fee
Z-Cards				
Without Qualified Rating	0	0	35	35
With Qualified Rating	60	40	35	135
Certificate of Registry				
Jr. Asst. Purser, Medical Doctor, Nurse	0	0	35	35
Chief Purser, Purser, Sr. Asst. Purser	45	0	35	80
License				
Continuity Endorsement	0	0	35	35
Renewals or Endorsement	45	55	35	135
Radio Officer	45	0	35	80
Lower Level	65	80	35	180
Upper Level	70	150	35	255
Duplicate or Replacement for Any of Above	0	0	35	35

Note — An additional charge of \$17 may be applied for an FBI criminal record check if the application is for an original z-card, license or certificate of registry.
 Source: Federal Register, Department of Transportation Coast Guard "User Fees for Marine Licensing, Certification of Registry and Merchant Mariner Documentation; Final Rule," March 19, 1993.

SIU to Congress: Time to End Foreign-Flag Day Cruises In U.S. Coastal Waters

The SIU is urging Congress to pass legislation that would put an end to foreign-flag passenger vessels operating one-day excursions from American ports. The bill, sponsored by U.S. Representative Gene Taylor (D-Miss.), would close the loopholes in several maritime acts which allow such voyages—known as “cruises to nowhere”—to take place.

The United States-Flag Passenger Vessel Act of 1993 (H.R. 1250) would amend both the Passenger Vessel Act of 1886 and the Jones Act of 1920 to close loopholes that permit the sailing of foreign-flag cruise ships to and from the same port without stopping anywhere else. Over the years, the U.S. Customs Service has ruled these voyages are legal.

(The Passenger Vessel Act of 1886 states no foreign vessel can transport passengers between two U.S. ports directly or by way of a foreign port. The Jones Act calls for commerce between two domestic locations to be carried on U.S.-owned, U.S.-built and U.S.-crewed vessels.)

Speaking before the House Merchant Marine Subcommittee



Rep. Taylor

Passenger Safety Vital

“Often a lack of shipboard safety skills and the inability to communicate in English to passengers—or even in a common language among the crew—underscore a serious threat to passenger safety,” Turner told the subcommittee. “American merchant mariners must meet U.S. Coast Guard requirements, are drug-tested, are subjected to an FBI background check and are able to communicate with passengers.”

Turner was asked by Subcommittee Chairman William Lipinski (D-Ill.) what the significance of such a bill would be on the U.S. merchant marine. He responded that passage of H.R. 1250 could mean thousands of jobs for American workers aboard ships as well as in shipyards and steel mills.

In presenting H.R. 1250 to the subcommittee, Representative

during a hearing on the bill on March 11, Terry Turner, the union’s legislative and government affairs director, noted passenger safety is a major reason to implement the bill. He stated the vessels predominantly serve U.S. ports and carry American citizens.

Taylor called the cruise-to-nowhere industry “a sham.” He noted U.S.-flag cruise ships represent jobs for American workers on board the vessels as well as in shipyards where they are built.

Pay No Taxes

Taylor pointed out that passengers on the world’s cruise ships—85 percent of whom are American—spend approximately \$8-10 billion annually. “These foreign-flag cruise-to-nowhere vessels are making millions of dollars in profits without paying one cent in taxes to the U.S. Treasury,” the congressman said. “Less than 3 percent of [all cruise ship] money is spent on American-flag ships because our government allows these foreign vessels all of the privileges of doing business in America but without them paying any of the costs.”



Rep. Lipinski



Terry Turner (center), SIU legislative and governmental affairs director, informs subcommittee members passage of H.R. 1250 would mean more American merchant mariners available in case of a crisis like the Persian Gulf.

Joining the SIU in testifying for the bill were representatives from the American Maritime Officers, the Masters, Mates and Pilots, U.S. shipbuilders and cruise operators.

The full House Merchant

Marine and Fisheries Committee is expected to take up the bill sometime this spring. Similar legislation to H.R. 1250 passed the House of Representatives in the last session of Congress.

Rep. Bentley: Loophole Clause Allows Government Freight to Sail Foreign-Flag

Continued from page 3

She told the panel that the response she received was that MarAd was “powerless to require AID to remove the [assessment] provisions from [the Food for Peace] program because it is not subject to cargo preference under the 1954 act.”

Bentley went on to ask under what authority MarAd can finance incremental differential for Food for Peace if the program is not subject to the 1954 act.

“The only authority for such financing is provided in the Merchant Marine Act of 1936. This authority only applies to programs which are subject to cargo preference. Therefore, MarAd—according to MarAd—appears to lack the authority to finance any freight differential for [Food for Peace]. Yet, it still has provided the financing.”

“I will be extremely interested in MarAd’s response on this issue because either MarAd’s legal opinion is faulty—as I believe it is—and should be retracted, or MarAd officials have been guilty of misappropriation of funds—a very serious offense. MarAd cannot have it both ways.”

Defense Programs Cited

The congresswoman then began citing the two Defense Department programs that ignored Congress’ call to obey cargo preference legislation.

“I believe the CFE matter is one of the clearest examples of deliberate cargo preference evasion,” Bentley told the subcommittee. She pointed out that Defense Department witnesses before a House panel were told in “great detail” about how cargo preference laws would apply to the transfer of surplus U.S.-owned equipment to allied European nations.

“Unfortunately, at this time more than 50 percent of the U.S. donated equipment already has been transported by foreign-flag vessels and there is virtually no chance that U.S.-flag vessels will

transport any of these donations unless something dramatic occurs,” she said.

Congress Ignored

Concerning the Humanitarian Assistance Program, she stated that Defense Department witnesses told Congress the delivery of meals ready to eat (MREs) were not covered by cargo preference laws.

Since those hearings, Congress included within the funding authorizations for the Humanitarian Assistance Program statements that the 1954 act does apply.

“It is my understanding that some MRE shipments are still moving on foreign-flag vessels because [the Defense Department] believes that only MRE shipments financed with [Fiscal Year] 1993 funds are embraced by cargo preference. . . . the Congress was not making a new

statute, but merely clarifying existing law to make crystal clear to government agencies its intent.”

The Maryland legislator told the subcommittee how she had contacted the secretary of state when the Israeli loan guarantees were being proposed seeking the Bush administration’s “assurance that binding U.S. procurement and shipment provisions will be applicable to this assistance initiative.”

Agreement Sought

After receiving no response, she contacted the secretary’s office, again only to be told the administration would not place such provisions on the original \$2 billion of assistance.

Bentley said she has written the new secretary of state, Warren Christopher, to include a side agreement covering the rest of the Israeli loan guarantee.

House Marine Panel Urges Clinton to Affirm Cargo Preference Law

The House Merchant Marine and Fisheries Committee is seeking a presidential executive order requiring federal agencies to comply with the nation’s cargo preference laws in the wake of a congressional hearing in which the departments of Defense, Agriculture and Transportation were cited for bypassing regulations that call for a certain percentage of U.S.-government aid to be carried aboard U.S.-flag vessels.

In a letter to President Bill Clinton dated March 4 and signed by the members of the House Merchant Marine and Fisheries Committee, Committee Chairman Gerry Studds (D-Mass.) noted, “No other nation in the world donates aid to other countries without returned economic benefits for their own maritime industries. We believe our maritime industry and the American taxpayers are entitled to benefit from the considerable amount of United States foreign aid we offer to needy nations around the globe.”

Precedence Established

The letter pointed out that precedence for such an order already exists. In 1962, President John F. Kennedy issued a directive that “all executive branch agencies comply fully with the purpose of our various cargo preference laws.”

The committee noted that during the Persian Gulf war, more than “80 percent of critical Department of Defense cargoes were carried on U.S.-flag vessels which were crewed by the United States merchant marine. Considering only two years have passed since the war, it is a travesty that our own federal agencies do not support the United States merchant industry.”

Follows Hearings

The letter came a week after a House Merchant Marine Subcommittee hearing in which U.S. Representative Helen Delich Bentley (R-Md.) detailed several programs that have avoided cargo preference laws during the Bush administration.

Among the government-generated programs that used shipping but avoided cargo preference were the transfer of U.S.-owned surplus equipment being shipped to allied European nations, the Defense Department’s humanitarian assistance efforts to ship meals-ready-to-eat to needy countries, the \$10 billion U.S.-backed Israeli loan guarantees with no “Ship American” provision included by the Bush administration and the Kuwaiti government’s exclusion of U.S.-flag ships to transport rebuilding materials to the country following the war.

Violations of Preference Laws

In recent testimony before the House Merchant Marine Subcommittee, U.S. Representative Helen Delich Bentley (R-Md.) revealed the names of several federal programs that avoided or ignored cargo preference laws during the Bush administration. By doing so, she noted the federal government has jeopardized revenues for U.S.-flag merchant shipping, thus aiding in the decline of size of the U.S.-flag merchant fleet.

Listed below are the programs included in Bentley’s testimony that have ignored cargo preference laws:

■ **The Southern Region Amendment Transfers.** This program, overseen by the Department of Defense, was an agreement between the U.S. and the former Soviet Union to move conventional military equipment from NATO bases in northern Europe to bases in southern Europe. Defense claimed the materiel no longer belonged to American forces but to NATO, so cargo preference did not apply.

■ **Food for Peace.** The Agency for International Development (AID), which administers the program, has been imposing loading delay assessments penalties. Bentley noted these fines should not be levied because the shipments are covered by cargo preference regulations.

■ **The Conventional Forces in Europe Treaty Implementation Act of 1991.** This Defense Department program has been using foreign-flag ships to deliver surplus U.S.-owned equipment to allied European nations despite being advised by Congress the program is covered by cargo preference.

■ **Humanitarian Assistance Program.** Another Defense Department program in which ready-to-eat meals are delivered to needy countries. The Fiscal Year 1993 authorization bill for the program includes cargo preference language “to make crystal clear to government agencies (Congress) intent,” Bentley said.

■ **\$10 Billion Israeli Loan Guarantees.** Bush administration officials within the State Department told Bentley the department would not include provisions to use U.S.-flag shipping when the first \$2 billion transfer took place. Bentley has asked the Clinton administration to include a side agreement providing for “Ship American” provisions for the remainder of the loan guarantee.

Charles Brown Crew 'Flawlessly' Handles Repair Exercise

Chief Steward Dennis Prescott reported that the SIU crewed cable ship *Charles L. Brown* recently "operated flawlessly" during a simulated cable repair exercise near Hawaii.

"Thanks to a dedicated SIU crew and the expertise of Captain John Dooley and Chief Mate David Sherman, it couldn't have gone any better," Prescott said in



Chief Steward Dennis Prescott prepares the weekly menus.

a letter to the *Seafarers LOG*.

The chief steward, who also sent the accompanying photographs, noted there is an interesting mix of work aboard the *Brown*. Owned and operated by the AT&T subsidiary Trans-Oceanic Cable, the *Brown* "is a unique ship," Prescott wrote. "It serves as both a cable repair ship and sometimes as a showpiece used for public relations occasions. She is kept in immaculate condition by the SIU crew and, when decked out with shining brass rails, varnished rails and duck-boardings, she looks like a millionaire's mega-yacht."

He added that the SIU has connections with both the unlicensed and licensed crew. Chief Engineer James Logan is an SIU hawsepiper.

Great Feeder

According to copies of the *Brown's* ship's minutes, the vessel is a great feeder and morale is outstanding. Items on one of the ship's recent daily menus included diced ham, eggs benedict, coffee cake and French toast for breakfast; roast turkey, dressing, mashed potatoes and honey-

glazed carrots for lunch; roast New York striploin of beef, chicken and turkey chow mein, baked potatoes and corn on the cob for dinner; and cherry pie and

homemade peanut butter and jelly cookies for desserts. The galley gang also provides plenty of health food such as iced yogurt and salads.



Chief Electrician Bill (Hoppy) Carroll (left) discusses the cable repair exercise aboard the *Charles L. Brown*, operating out of Honolulu, with Bosun Jeremiah Harrington.



AB Bob Freer is all smiles after a successful repair exercise.



Third Engineer Walter Jacobson (left) and Oiler Arthur Marshall keep the power up in the ship's engine room.



The crew gets a chance to enjoy a meal between cable operations. From the left are AB Victor Mariano, Oiler Arthur Marshall, Wiper Jerry Howard, Oiler Seamus Canada and Messman Jose Fernandez (in background).



SAs Toni Amalfatino (left) and Jennifer Storms prepare a health salad consisting of mixed greens, sliced mushrooms, broccoli, cauliflower buds, tomato wedges, sliced cucumber and carrot curls.

Committee Begins Work to Determine Scholarship Winners

As the staff of the Seafarers Welfare Plan collects the last of the applications for the annual Seafarers Scholarships, the men and women who review the submitted paperwork are beginning the process of deciding who will be awarded the seven grants.

Members, their spouses and dependents had until April 15 to apply for one of the seven scholarships offered by the plan. Four of the awards, worth \$15,000 each, are given to dependents or spouses of SIU members for use at a four-year college or university.

The remaining three grants are reserved for Seafarers themselves. One of these scholarships is for \$15,000 to be used at a four-year college or university with the remaining two valued at \$6,000 each for use at a two-year vocational school or community college.

The program, which made its debut in 1952 and presented its first four grants in 1953, has awarded altogether 221 scholarships to Seafarers and their family members.

25 Years of Service

A total of eight professional educators will comprise the scholarship review committee this year. All eight have served on the committee, with two going as far back as 1967.



Dr. O'Connell

Dr. Charles D. O'Connell is one of the two with a quarter-century of service to the scholarship review committee. The dean emeritus of the University of Chicago, Dr. O'Connell also served on the board of trustees for both the College Entrance Examination Board (of which he was chairman) and Educational Testing Service. Presently, he and his wife are serving with the Citizens Democracy Corps in the new Czech Republic where they are volunteer consultants to Palacky University.



Dr. Lyons Jr.

Also serving on the committee since 1967 is Dr. Charles A. Lyons Jr., chancellor emeritus of Fayetteville (N.C.) State University. He served as president of the National Association for Equal Opportunity in Higher Education from 1973 to 1981. The Maryland resident is president of the Center for

Leadership, Development and Research, Inc. of Arlington, Va.

Maryland Educators

Another Maryland resident who serves on the committee is



Dr. Carpenter

Dr. Trevor D. Carpenter. The Pennsylvania native is the director of physical education and intercollegiate athletics at Charles County (Md.) Community College. Dr. Carpenter received his doctorate from George Washington University in Washington, D.C.

Dr. Michael S. Glaser teaches as a professor of literature at St.



Dr. Glaser

Mary's College of Maryland. He also serves as the director of the school's study abroad program. Dr. Glaser received his bachelor's degree from Denison University and his doctorate at Kent State University. (Both schools are located in Ohio.)

Ethics Professor

The Rev. David Albert Boileau teaches as a professor of ethics at Loyola University in New Orleans.



Father Boileau

Father Boileau received his doctorate at the University of Louvain, Belgium in 1961. His work has included visiting all South American countries as director of Loyola's Inter-American Center.

A member of the staff at the University of New Orleans for the last 22 years,



Dr. Olson

Dr. Gayle A. Olson is the coordinator of the psychology department's doctoral programs. Dr. Olson received both her master's and doctorate at St. Louis University.

Dr. Keith K. Schlender is the dean of the graduate school as well as professor of pharmacology and therapeutics at the Medical College of Ohio in Toledo.



Dr. Schlender

During the 1992-93 academic year, Dr. Schlender was the "Visiting Professor of Pharmacology" at Shanghai Medical University, People's Republic of China. He holds a master's degree and doctorate from Michigan State University.

History of Seafaring

The final member of the committee is Dr. Henry P. Toutain, the dean of students at Gustavus Adolphus College in St. Peter, Minn. His working career includes positions within the student affairs curriculum at the University of Chicago (where he received his doctorate), Fordham University and Bucknell University. Dr. Toutain's biography reflects a multi-generational interest in the sea: his French ancestors were pirates. The *LOG* will announce the winners in the June issue.

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12 Stewards Attain School's Top Endorsement

Twelve SIU members recently completed the steward recertification course at the Seafarers Harry Lundeberg School of Seamanship in the Paul Hall Center for Maritime Training and Education, thereby finishing the highest curriculum available to Seafarers sailing in the steward department.

Recognized during the March membership meeting at Piney Point, Md., the recertified stewards were the first to complete the five-week course taking



Recertified Steward Monica Kohs gives an enthusiastic graduation speech, thanking the staff and instructors at the Lundeberg School.

advantage of the new steward department training facility.

The recertified stewards received advanced training in menu planning, computer operation, leadership and communication skills. They also took refresher courses in food preparation as well as firefighting, CPR and first aid.

Additionally, the group attended classes reviewing the union's medical and pension programs. Members learned about the SIU political and legislative operations and met with SIU officials.

Several of the recertified stewards said a highlight of their schedule was March 3, the day

they visited SIU headquarters and traveled to Washington, D.C. to join the SIU's legislative program for a day.

The Political View

Michael Thornton, 35, who sails from the port of Jacksonville, Fla. said, "I enjoyed learning about the political standpoint of the union during the visits to headquarters and Capitol Hill. We were informed on things that are politically helping our industry as well as hurting us."

"The political end of the course was very informative," said John Reid, who graduated from the Lundeberg School trainee program 14 years ago. "It is important to discuss the future of this union and gather information to keep our government representatives accountable on SIU issues."

"I got a lot out of speaking with President [Michael] Sacco and learning about my future in the SIU. It was very important to me to discuss the political and legislative action of the union," added Patrick Briggs, who noted that steward recertification was not the end of his training. "I'm looking at the long-term future of the SIU and I know I will always need additional training to grow with the union," said Briggs, 34.

He added that his grandmother, an SIU pensioner, worked in the union hall in New Orleans during the early years of the union.

"It is a little joke I play with people. I say 'My grandma has more time in the union than you!'"

Reflections on the School

In their graduation speeches and in interviews with the *Seafarers LOG*, the recertified stewards reflected on their most recent experience at the Paul Hall Center. The cohesiveness among the galley gang members was evident, and several noted that it helped the group in the schooling.

"This was a great group. I really enjoyed working and learning with qualified class members," said Carl Poggioli, who joined the union 11 years ago in Honolulu. "Ed White was a good



The 12 SIU members completing the recertified steward course are (from left, kneeling) William Winters, Andrew Austin, Michael Thornton, Patrick Briggs, (second row) Anthony Curran, Monica Kohs, President Michael Sacco, Julio Roman, Executive Vice President Joseph Sacco and Joe Ortega, (back row) Carl Poggioli, Richard Paulson, John Reid, Assistant Vice President Tony Sacco and Mark Flores.

instructor and we all worked well together breaking in the new lab."

Several of the recertified stewards began their SIU careers at Piney Point and have continued upgrading over the years until being accepted into the recertification program at the Seafarers Harry Lundeberg School of Seamanship.

"I enjoyed meeting and learning from my peers. It is always nice to return to meet new people and to recognize familiar faces," said Anthony Curran, 32, who graduated from the Lundeberg School as a trainee in 1982.

William Winters described his experience at the Paul Hall Center as "very good. The course touched on a lot of areas in the steward department that I was not sure of. Training has really improved for the steward department and the entire culinary field with the addition of the facility." Winters, 38, also signed on at Piney Point as a trainee 17 years ago.

"Being a recertified steward is the best," said Mark Flores, 45, who joined the SIU 15 years ago in Houston. "Once recertified, you have the advantage of training and education. That is the best part of being a recertified steward." Flores added that he also gained a lot from the CPR, firefighting and first aid sections of the course.

Proud of Endorsement

"They don't pick just anyone for this," commented Richard Paulson, 37, who joined the Marine Cooks and Stewards (MCS) two years before that union merged with the union's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). "I am proud that I completed the steward recertification program, and I am happy to get the endorsement that will enable me to keep moving ahead." Paulson added he enjoyed the computer training which covers word processing, the windows program, spreadsheets and disk operating systems. He first began upgrading at the Lundeberg School in 1980.

Joe Ortega, at 61 the oldest of the new recertified stewards, is preparing to take advantage of his new skills. "I came here to better myself—and I have. Now that



Deftly chopping vegetables is Recertified Steward Mark Flores.

I'm recertified, I have reached the top. I've waited 30 years for this," Ortega enthusiastically said.

Andrew Austin appeared almost overwhelmed. "It was all very exciting," Austin, 37, told a reporter from the *Seafarers LOG*. "I particularly enjoyed the different demos given by the other stewards." He added that learning to create ice carvings and canapés was also a favorite part of the course. Austin began his career in 1978 as a member of class 265 out of Philadelphia.

In his graduation speech, Julio Roman gave a special note of gratitude: "I would like to thank my best friend, my mother, for all of the encouragement and support she gave me. Without her this would have not been possible." Both of Roman's parents traveled to Piney Point from Pennsylvania to attend the graduation ceremony.

A former MCS member, Roman said the course was "very beneficial. It was worth coming all the way [to Piney Point]. Upgrading your skills is very important."

Monica Kohs, 30, thanked the staff and instructors of the Lundeberg School. "The course was great and I enjoyed my stay at Piney Point," Kohs said.



Joe Ortega mixes up batter for his recertification demonstration.



Demonstrating their ice-carving abilities are Recertified Stewards William Winters and Andrew Austin.



SIU President Michael Sacco joins Recertified Steward Julio Roman and his parents for a photo following the graduation service.

Conveyorman Provides Experience, Education To Crew on Sam Laud

After the *Sam Laud* had tied up in Sturgeon Bay, Wis. late in December, Conveyorman **John Frankovich** came down the gangway having completed his 42nd year of sailing on the Great Lakes. He began his sailing career in 1951 before the SIU represented crewmembers there.

His vast, rich experience is a source of much conversation with his fellow *Laud* shipmates. In discussions with Frankovich, crewmembers learn from someone who has firsthand knowledge of the beefs and struggles that built the SIU.

In the mid-'50s, the engine department member got involved with the SIU in the movement to organize mariners sailing on the Lakes. "We got started in 1956 and 1957 and organized the Tomlinson fleet," Frankovich recalled. "Late in 1957, we voted the union in and had to go on strike the next year for five weeks

before getting a good contract." He sailed and collected pledge cards, one of the first steps a union takes in an effort to secure union representation for non-union workers, aboard the *Sylvania*.

Upon completion of that drive, Frankovich signed on the *William J. Reiss* in 1959 as an oiler. Once again, he helped to organize another Great Lakes fleet and collected pledge cards on the Reiss Company ship. That fall, the crewmembers of that company voted to join the SIU.

After that, Frankovich returned to sail with the Tomlinson fleet aboard the *G.A. Tomlinson* until 1971. He spent the next shipping season working on a towboat, but returned to the bulkers for good in 1973 aboard American Steamship Company vessels.

Having sailed through the infancy of the SIU on the Great

Lakes and seeing it grow to be the union it is today on the five lakes, the 60-year-old admitted he would do it all over again. He noted that the change in pay scales, overtime rates and living conditions on the ships have been substantial.

The one piece of advice he would offer to new members is to "keep moving up, keep upgrading. Learn as much as you can and go as far as you can. The union, through the school [Seafarers Harry Lundeberg School of Seamanship], provides a wonderful opportunity for members to do whatever they want. There is no limit."

Frankovich stated he has no plans to retire to his cattle farm in Michigan's upper peninsula anytime soon.

The 43rd sailing season on the Lakes began in late March for the



Waiting for the signal to start offloading coal from the *Sam Laud* are Gateman Randy Frank and Conveyorman John Frankovich, who helped organize several companies on the Lakes for the SIU in the '50s.

conveyorman and the crew of the 635-foot self-unloader. John Frankovich was on board as the ship left for another season of transporting coal, iron and whatever else was needed along the shores of the Great Lakes, ready to tell crewmembers of the union's past, present and potential for the future.



Wiper Vilena MacRury sweeps up in the engine room.

Seafarers Help Ready Ships for Lakes Fitout

Fitout on the Great Lakes is in full swing, with 36 ships in service as of April 1. Eighteen more vessels are scheduled to be operating by the end of the month.

Seafarers got an early start this year, as the crew of the *American Republic* reported for work in mid-February in the port of Toledo, Ohio. Also in Toledo, SIU members last month got the *American Mariner* and the *H. Lee White* under way. The *Buffalo* is scheduled to sail on April 14, while the *Paul Thayer's* deck department will report on April 5. No sailing date had been set for the *Thayer* as the *Seafarers LOG* went to press.

The SIU-crewed *Indiana Harbor* and *St. Clair* already have sailed from the port of Duluth, Minn., while the *John J. Bolland* will sail in mid-April.

Three Inland Lakes Management vessels have begun operations in the Algonac, Mich. area. Seafarers had the *S.T. Crapo* and the *Alpena* ready by mid-March, while the *Paul H. Townsend* sailed on March 29.

The *Walter J. McCarthey* and the *Sam Laud* at press time were due to sail from Sturgeon



AB/Watchmen Brian Wagner and Bill Padgett are aboard the *Indiana Harbor*, which already has sailed from Duluth, Minn.

Bay, Wis. In Milwaukee, the *Medusa Challenger's* forward end was to report on April 3, while the *Presque Isle's* deck department got started on March 29.

In Erie, Pa., the deck gang of the *Richard Reiss* is scheduled to report on April 3. No sailing date has been set.

Elsewhere, the *Charles E. Wilson* is slated to sail on April 14 from Calcite, Mich. and the *Kinsman Independent* is due to leave Buffalo early this month. The *Independent's* deck department reported on March 30.

Several other SIU-crewed ships, including the *William J. Roesch* and the *Kinsman Enterprise*, will not begin operating on the Lakes until later this year.

The Lakes region had relatively mild weather this winter, although ice in Lake Huron delayed some ships.

The Soo Locks opened on March 21 so that one million tons of iron ore could be moved. The St. Lawrence Seaway opened on March 30.



Ready for his next assignment is QMED John Gamache.



Deckhand Adil Hussein leaves his fo'c'sle to go to work.



QMED John Cull takes a break from welding aboard the *Sam Laud*.



Taking part in a shipboard meeting is AB/Watchman Tom Chabot.



No matter what is on the menu, Second Cook Ray Calo makes it special for the crew.



Looking in the tool shed is AB/Wheelsman Tim Bell.



Ships were able to pass through the Soo Locks as of March 21.

Lundeberg School Team Outlines Inland Training Needs

In an ongoing effort to determine the industry's training needs and fine-tune the Lundeberg School's curriculum for Seafarers sailing on tugs and tows, representatives from more than a half-dozen inland companies last month met with SIU officials at the Paul Hall Center for Maritime Training and Education.

The group, which also included Coast Guard representatives, is a subcommittee of the Inland Tugboat Advisory Board.

The focus of the two-day meeting was further development

of the school's courses for boatmen, whose time-off requirements are different from members in the deep sea division. The Lundeberg School already has provided tailor-made training for Seafarers who work for Delta Queen Steamboat Co., Great Lakes Towing Co., Luedtke Dredge and Allied Towing Corp., among others. An expanded curriculum is being planned and is scheduled to be in place by the end of the year.

Mark Rohn, director of fleet operations for Great Lakes Towing, said that based on his

experiences with the school, he is optimistic about future training. Ten SIU members who sail for Great Lakes Towing recently completed special courses covering AB and engineroom skills at the Paul Hall Center. The courses were developed for the company by Lundeberg School instructors due to new tonnage regulations affecting tugboats.

"What pleased me the most about the school was that they could develop a program to meet a specific company's needs as to when the men are off their ves-

sels," Rohn said. "They accommodated my personnel schedules, and I got a lot of positive feedback from the men who took the courses, some of whom initially weren't too excited about going back to school."

"But they enjoyed it and learned a lot, and the high rate of people passing the courses indicates the quality of the programs being put forth."

Similarly, Captain Russell McVay of Moran Towing said his experience with the school makes him very optimistic about upcoming courses. "That same week of the meeting, we had 12 crewmembers from Moran of Texas taking a course at the school," McVay said. The course included a refresher on the simulator, updates on oil pollution prevention, vessel response plans and company policy. "The cooperation between our office and crew has improved tremendously since we started these programs," McVay said. "The members' reaction always is very positive."

He added that the subcommittee meeting "went very well. Everybody had their own positive thing coming out of it."

When the advisory board met in late 1992, Lundeberg School instructors presented outlines of the courses already available to the inland industry. Vocational Director Bill Eglington also made sure that the company reps knew the school is willing to meet the unique training needs of each company.

Lundeberg School Representative Bill Saul pointed out that the Coast Guard requires a minimum amount of hours for teaching the courses for many ratings, so the school "shortens some courses in terms of days, but not hours. It makes for longer days, but nothing is omitted."

The companies represented last month at the meeting were Maritrans, Crowley, Express Marine, Orgulf, Moran, Allied and Great Lakes. Representatives from two other companies could not attend the meeting due to severe weather.

Special Course Provides Boatmen The Skills for Allied Enginerooms

Seafarers employed by Allied Towing Corp. recently completed a special course covering engineroom skills at the Paul Hall Center for Maritime Training and Education.

The two-week utilityman course was designed by Seafarers Harry Lundeberg School engine department instructors specifically to meet the needs of inland division members who sail for Allied Towing. While the initial course was given in September, with students receiving both classroom and shop instruction, seven more students completed the more recent course, which ended in February.

Classroom studies focused on diesel engine theory and operation, with emphasis on four different types of diesels. Shop work included welding, hydraulic systems, pumps, electrical safety and use of electrical test equipment. A utilityman works as an unlicensed assistant or chief engineer on Allied Towing vessels.

"The members all said they found the course helpful and informative," said Allied Towing Port Captain Jeff Parker. "I've been dealing with the school for 15 years, and they're always helpful."

Parker pointed out that inland members often have very limited



Successfully completing the special utilityman course at the Lundeberg School are (from left, front row) Wayne Woodland, Leonard Paul, (second row) Wayne Potter, Frank Ingellis Sr., Norman Peters, John H. Reber III and Louie Payne. Instructor Bill Foley is at far right.

time off their boats, so their training needs are unique. That is why the school and the company worked together to create a course which offers maximum instruction in a relatively short period. The course also will be offered for other Allied members.

Seafarers who completed the class are Wayne Woodland, Leonard Paul, Wayne Potter, Frank Ingellis Sr., Norman

Peters, John H. Reber III and Louie Payne. Lundeberg School Instructor Bill Foley taught the course.

Variety of Work

The power on Allied's seven tugboats ranges from 1,000 to 2,500 horsepower.

While the company's operations are based in Norfolk, its equipment can be found along the Atlantic and Gulf Coasts.

One of the tugs is used for bunkering in the Hampton Roads and Chesapeake Bay areas. Another carries phenol, a chemical used in a variety of items from cough syrup to plastics, from Frankfort, Pa. to Hopewell, Va. The other five sail along the coastline with oil, sugar or chemicals in their holds.



From the left, Frank Ingellis Sr., Leonard Paul and Wayne Potter listen as Instructor Bill Foley (behind Ingellis) gives some pointers.



Members of the class use a hydraulic trainer to see the operation of valves and cylinders. From the left are Frank Ingellis Sr., Wayne Woodland, Leonard Paul, Norman Peters, Louie Payne, John Reber III and Wayne Potter.



During the course, John Reber III learns the correct way to connect a pressure gauge to a directional control valve.

Labor Briefs

CWA Launches Organizing Drive Against Anti-Union Long Distance Co.

Workers at one of the nation's long distance telephone services have called upon the Communications Workers of America (CWA) in an effort to hang up on Sprint's low-wage, low-benefit service.

Among the items to which the workers object are that women workers earn typically \$7,000 less than women workers at unionized telecommunications companies (like AT&T), operators have their schedules changed weekly so they are unable to make any advance plans with friends and family, and supervisors secretly monitor and tape conversations between operators and the public. Also Sprint telemarketers are required to be on the phone almost seven hours a day, make a sale every three-and-a-half minutes and take only 10 seconds between calls.

Sprint has initiated a vicious anti-union campaign designed to keep members from signing up with the CWA. Supervisors have been given "Union-Free Management Guides" and try to keep pro-union workers from speaking at mandatory meetings. Meanwhile, the union is working on many fronts including a corporate campaign and public outreach.

The CWA has created an organization called the Friends of Sprint Workers to let them know the public supports their right to unionize. The organization can be contacted by writing to Friends of Sprint Workers, Communications Workers of America, 501 Third Street NW, Washington, DC 20001-2797.



Food Lion Continues to Lose Its Roar Following News on Poor Working Conditions

The bad news against anti-union Food Lion continues to come in after the public saw what has been taking place in the Charlotte, N.C.-based grocery store chain last year.

Following a November broadcast on ABC's *PrimeTime Live* that showed unsanitary practices and told of illegal activities, Food Lion has suffered one financial setback after another.

Its reported fourth quarter profits for 1992 were down 55 percent. The company was forced to cut its quarterly stock dividends by 20 percent and scale back its plans to open new stores. At the end of March, the long term debt rating of the chain was lowered because Food Lion is not expected to recover the sales and earnings momentum it once had prior to the broadcast.

The majority of Food Lion's stores are in right-to-work states. A story in the January 1993 *Seafarers LOG* noted the chain, a subsidiary of a Belgian company, pushes its anti-union policy in its employee handbook. Food Lion continues to block efforts by the United Food and Commercial Workers to unionize its workforce.



Elite Department Store Chain Settles OT Suit; Employees Will Receive More than \$20 Million

Nordstrom Inc. agreed to pay more than \$20 million in back wages, legal fees and administrative costs to its present and past employees across the country to settle a suit filed in 1990 by the United Food and Commercial Workers (UFCW).

The suit alleged Nordstrom, which has 71 stores in 11 states, required employees to work off the clock, write thank-you notes on personal time and do other jobs without pay.

Each employee involved could receive as much as \$2,000 in what the UFCW called "the largest monetary settlement reached in a private wage and hour lawsuit."

'Gourmet' Galley Garners Raves from Kestrel Crew



Showing off another of his culinary creations is Chief Steward Chris Clanton.

Thursday and Saturday evenings are special in Diego Garcia when the *American Kestrel* is at anchor in the harbor.

On those nights, Chief Steward Chris Clanton and the rest of the galley gang on the LASH (Lighter Aboard Ship) vessel prepare "excellent" dinners of "out of this world" prime rib and "very tender" steak, according to Baltimore Port Agent Sal Aquia who recently visited the ship.

"Military people come from ashore to eat with the crew on those nights," Bosun Carl Ricker noted in his report. "But the whole galley is like a gourmet restaurant for us at all times."

Working with Clanton in the

galley is Chief Cook Brenda Gail Cheatham who makes sure all meals are special for the crew.

During his visit to the vessel, Aquia updated crewmembers on union activities as well as answered questions about the contract and welfare plan. He stated the crew was in good spirits, "especially thanks to the galley gang."

The *American Kestrel*, which is operated by Osprey Management, carries military goods from the atoll located southwest of India in the Indian Ocean to wherever it is needed. Barges are carried aboard the vessel that can be used for loading and offloading cargo when the *Kestrel* is unable to dock.



Returning to the *Kestrel* after being ashore are Chief Cook Brenda Gail Cheatham and OMU Allan Lejeune.



SA James Quinn makes sure the salad bar is well stocked.



Crewmembers gather in the *Kestrel's* messhall to attend a union meeting.



While AB John Durhkoff (left) waits for lunch, Bosun Carl Ricker gets ready to dig in.



Catching up on seafaring news is AB George McClendon.



Ready for dinner to be served is AB Francis Sloan.



OMU Calvin Lawson relaxes in the crew lounge between shifts.



Checking on boiler operations is OMU Charlie Perryman.

Seafarer Stamatelakys Owns Lakes' Oldest Tugboat

Seafarer Greg Stamatelakys lists photography, fishing, bowling and restoring old boats as some of his hobbies.

Based on his outlays of time and money, he definitely takes the last one more seriously than the others.

Stamatelakys, a 38-year-old AB who works for Great Lakes Towing Co., owns what is believed to be the oldest tugboat operating on the Lakes. He bought the *Islay*, which first was launched in 1892, about 10 years ago. The tug had no engine and needed lots of other work, but Stamatelakys eagerly forged ahead. He researched the tug's history, changed its name from the *Bayfield* back to its original *Islay* and eventually found and purchased a Kahlenberg diesel engine for the 60-foot craft, which took several years to make seaworthy.

"I'm working to get it on the National List of Historic Places," says Stamatelakys, a Milwaukee resident who joined the SIU last year. "But the *Islay* is in no shape to go to work, so I just run it as a pleasure boat. It really is making a full cycle."

Indeed, while the boat has had a remarkably varied career, it first

was used as the private club boat of its builder, Alexander McDougall.

But in 1899, financial troubles led McDougall to part with the boat. For the next 12 years, the *Islay* assisted ship traffic in Twin Ports harbor in Wisconsin.

Duluth Marine Supply Co. bought the *Islay* in 1911, and for the next 30 years it was used as a grocery supply boat in Duluth, Minn. Another new owner came

along during World War II and turned the tug into a floating repair shop.

The 1950s and '60s brought more new owners, a name change and new uses. Renamed the *Bayfield* in 1949, the boat was a lumber-tower during the '50s. It became part of the construction industry in Port Huron, Mich. during the '60s.

The boat made its last run in the 1970s, and in 1979 was

recorded as abandoned in Milwaukee.

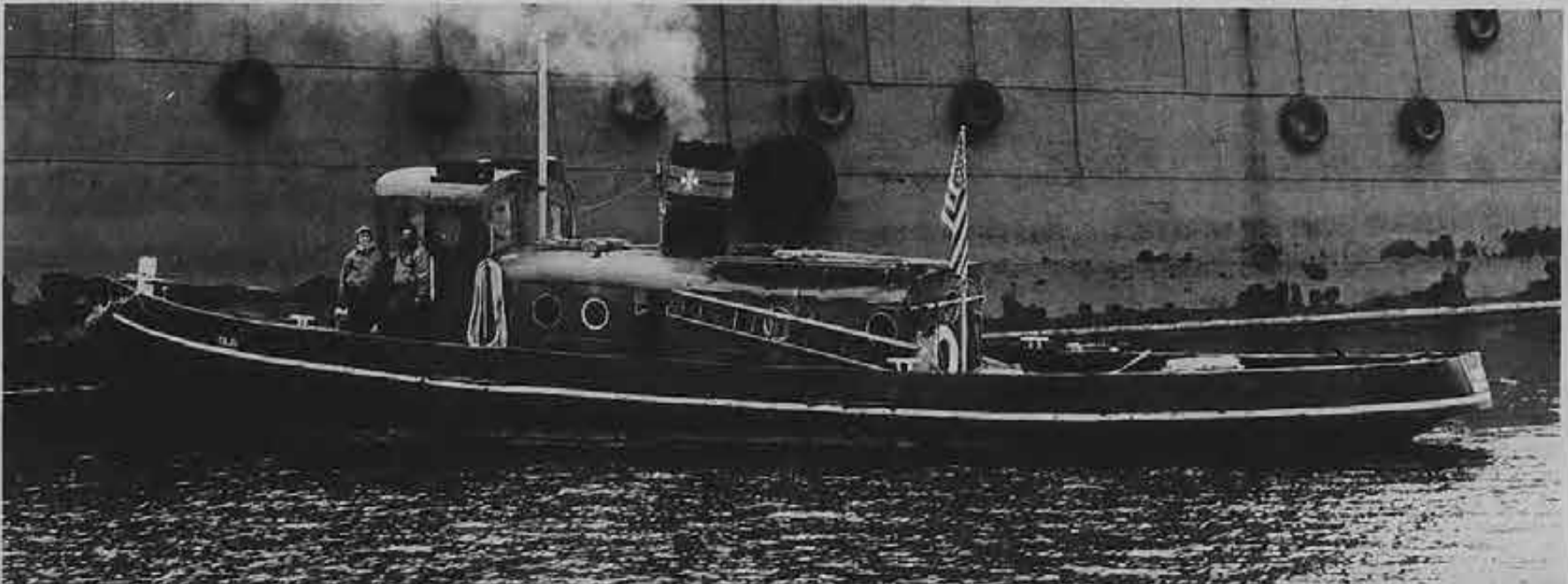
Stamatelakys, looking for just such a project, bought the craft in 1983. He changed its name back to *Islay*, then started searching for a Kahlenberg diesel engine. He found a '36 Kahlenberg available from someone who was stripping an old commercial fishing boat.

"The engine is a three-cylinder, and a type known as a two-cycle, hot-bulb, semi-

diesel," Stamatelakys explained. "It's 12 feet long, weighs five tons and has 90 horsepower at 375 rpm."

A longtime Milwaukee resident and former U.S. Navy boatswain's mate, Stamatelakys added that both the engine and the boat were built in Wisconsin.

"I got the boat really cheap, and when I found out about its history, I decided to stick with it," he said.



Seafarer Greg Stamatelakys restored the *Islay* and now uses the 101-year-old vessel as a pleasure boat on the Great Lakes.

Polish Winter

Is a Bit Harsher Than Home For Louisiana Seafarer



Snow lightly covers the Polish dock where the *Liberty Sun* is tied up.

Winters in Poland can be cold and cruel. Just ask any crewmember who recently sailed to Gdansk in the middle of the season aboard the *Liberty Sun* and they will verify it.

"It snowed the whole time we were over there," AB Arthur Machado told the *Seafarers LOG* shortly after the *Liberty Maritime* vessel completed a round trip at the end of February. "We were always breaking ice off the hatches and clearing the decks of snow."

The bulker left New Orleans on January 2 loaded with 50,000 tons of coal and sailed for Polish port on the Baltic Sea. Machado, who sent the photographs on this page to the *Seafarers LOG*, reported the offloading took several days. The crew was invited to look around the town, but the weather was too rough for the Louisiana resident.

On the way back, the crewmembers practiced fire, survival and hazardous materials drills as well as performed their regular duties in the deck, engine and steward departments aboard the seven-year-old ship, Machado added.



From left, AB K. Gilson, QMED Douglas Felton and DEU Darren Walker are part of the *Liberty Sun*'s crew.



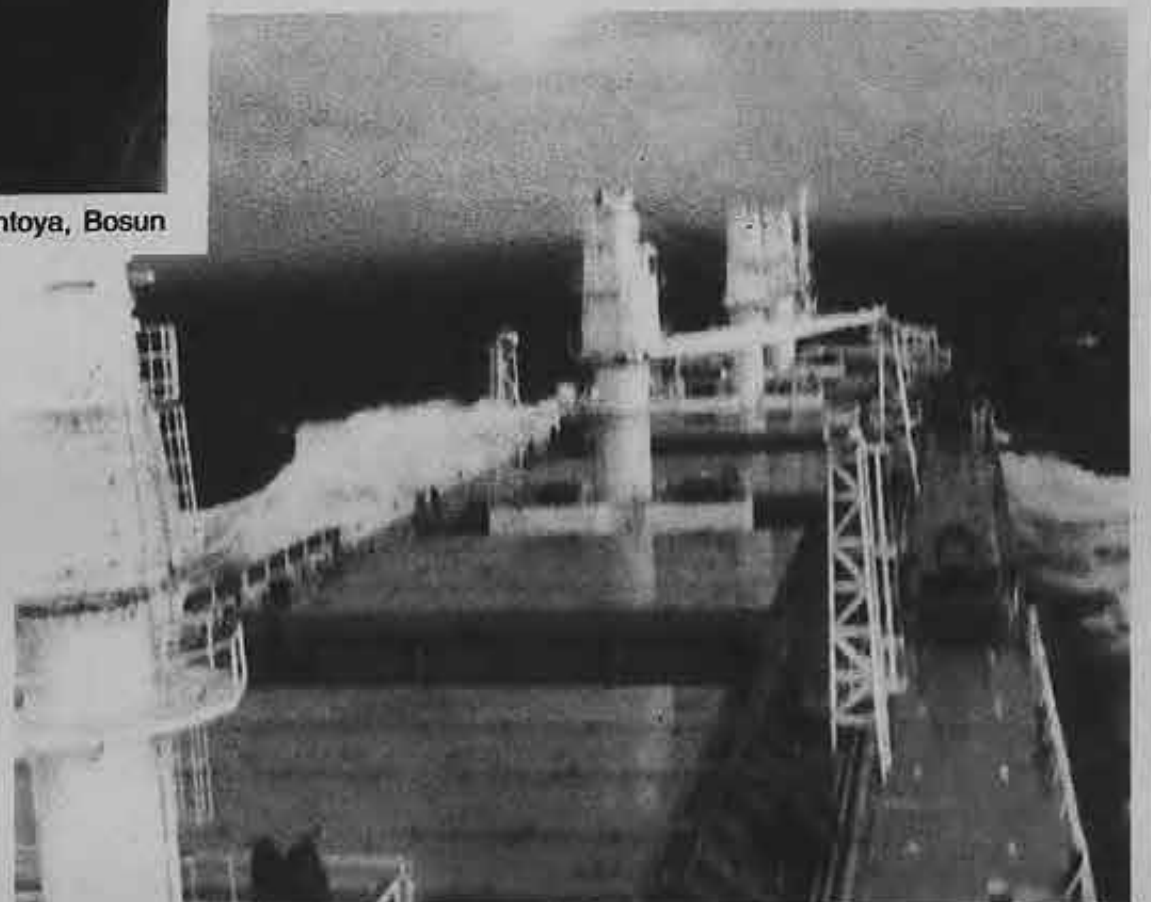
Comprising the *Liberty Sun*'s deck department are (from left) AB/Dayman R. Montoya, Bosun Wilfredo Rice, AB J. Oliver and AB Arthur Machado.



Members of the ship's galley gang include (from left) GSU Audley Green, Steward Frederick Washington and Chief Cook Gary Truvia.



Viewing the Polish landscape was a real treat for the *Liberty Sun*'s crewmembers, even if just from the dock.



The *Liberty Sun* sailed through bad weather on the way home.

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 yet treacherous supply run in World War II to Russia known as the Murmansk Run.

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 SIU members.

Part II of Brother Henderson's diary left off with the Yaka first in drydock and then at anchorage as constant air raids broke the monotony of shipboard life. What follows is Part III of his narrative. The concluding portion of the diary will appear in a future issue of the LOG.

Part III

June 23. Air raid at 11:50 a.m. Shooting over town. We could see a number of German bombers. Many Russians took to the air. Big fire set over town.

Air raid at 1:05 p.m. One reconnaissance plane passed right over us. Looks bad! Firing from shore batteries. Warning lasted 'til 2:30 p.m. Large Russian ship came alongside and tied up to give us water at 2:45 p.m.

Air raid at 4:00 p.m. Seven Germans circled over the city through tremendous barrage. Dived several thousand feet, and I suppose dropped bombs, then leveled off to tangle in dogfights with Russians. They soon moved beyond sight, but there were a large number of Russians after them.

Air raid at 8:10 p.m. Plane shot down over town.

June 24. Air raids at 6:00 and 8:10 a.m. Barrage fired between us and town for 15 minutes. Air raid at 9:15 a.m. The warning flags had just been pulled down on the other ships and I had started forward to go to work when a barrage was suddenly thrown up by the shore batteries almost right over us. Five two-motored bombers were coming in quite low. They made a slow, half-circle into the sun. Our machine guns opened up. They passed a bit beyond us and then peeled off into their dives. We all thought they'd come under at us again. Instead, they dropped bombs at the ship across the inlet. We couldn't see any hits from here, but plenty of water was flying. They continued up the inlet and the Russian fighters engaged them in the distance.

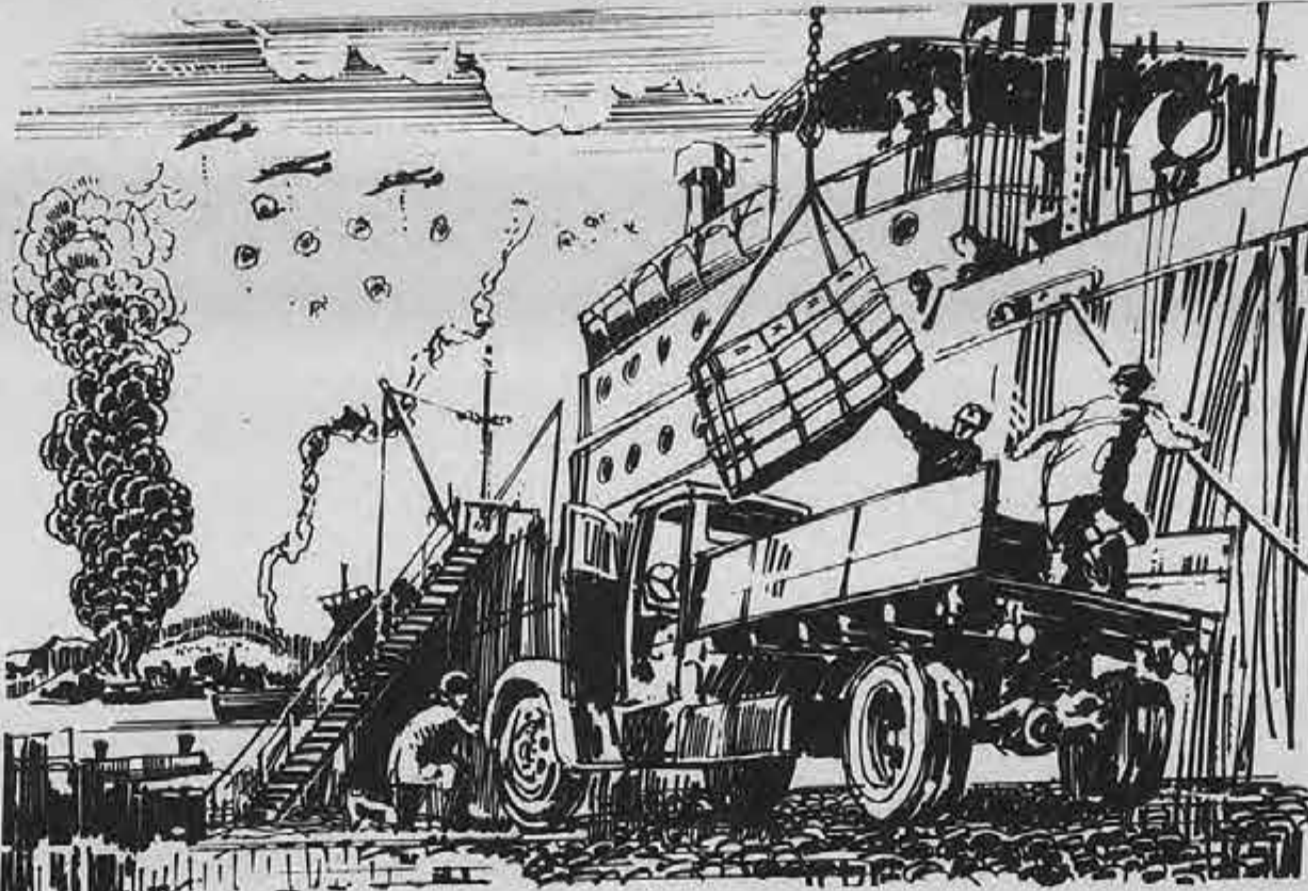
Air raid at 9:30 a.m. Two more planes, apparently not bombers, passed over ships that had been bombed before at considerable altitude. A little fire was thrown up, but they didn't dive. The sky is cloudless and intensely blue. So clear, in fact, that it seems even harder to spot planes than on a cloudy day.

Air raids at 2:25 and 3:10 p.m. At 3:15 p.m. The shore batteries opened up on 14 or 15 Nazi bombers. They came in from the north, medium high, crossed between us and the sun. For a minute it was a toss-up whether they'd come this way or not. They dived off over the town, however. A tremendous anti-aircraft barrage was thrown up around their course before they dived. Not until they were gone did the sound of this barrage reach us. Then it came in like thunder, rolling for a couple of minutes or so.

Air raid at 5:45 p.m. At 6:05 p.m., five or perhaps six enemy bombers (looked like single-motored jobs) came in between us and the city, turned and crossed over the city through considerable barrage. Russian fighters pursued quickly. We could hear machine-gun bursts as they receded beyond clouds and hills.

Air raid at 7:05 p.m. One plane crossed over us from the city, very high. Considerable barrage. One delayed-action shrapnell shell exploded a few feet above the water 20 yards off our stern with a loud crack. No shrapnel on deck though.

Air raid at 10:45 p.m.



The captain, the ensign and Sparks attended the convoy conference today. Russian interpreter and aide came aboard also. It looks as though we may get out very soon. I expect it'll be pretty tough out there—but some of us are bound to make it!

June 25. Air raid at 9:10 a.m. No developments. Air raid at 10:15 a.m. Seven bombers came across from south to north at 10:30 a.m. between us and town. Heavy barrage was put up. They dived through this over the town. We thought one of them was shot down, but it was hard to be sure as he might have recovered below the hills.

Air raid at 11:40 a.m. Some shooting. Air raid at 1:00 p.m. Lasted 1 1/4 hours. Air raid at 6:00 p.m. No developments.

A truly lovely summer day. Almost tropical in its penetrating, humid warmth. The low new-green hills below the cumulus clouds and West Indian sky were not unlike the hills of Panama.

June 26. Cloudy and dark all day. Much colder. No air raids. British naval officer came aboard this evening, apparently arranging for the leaving of the convoy. The Russian boatman told us by signs that we would soon leave. I think by noon tomorrow.

June 27. Saturday. Watches set at noon. Cloudy and overcast. No air raids. Anchor aweigh at 4:15 p.m.

The Long Voyage Home

I have always maintained that adventure was a one-way ticket. That whenever you started back the adventure was over. And so perhaps with this trip—though not in the full flavor of adventure, it is quite sure to be eventful. But in the fullest sense of life ever unfolding, ever progressing into the new, the deep, quiet, joy of adventure is still there for those who are capable of it.

As I look off over the gray, lake-like inlet, bordered round by now somber green hills beneath the dark melancholy sky where other ships are getting ponderously underway, and as I feel the subdued slow-ahead vibration of the propeller beneath the stern, I recall the words of Baroness Blixen-Fincke to her sportsman friend

and intimate: "Come, let us go out and risk our lives unnecessarily, for if they are worth anything at all, it is this, that they are worth nothing!"

Out of the inlet through high barren rocks at 8:00 p.m. into the cold, gray Barents Sea. High, square-topped cliffs run along the

ning too. Some depth charges in distance. Floating mines passed on port side.

July 2. We rejoined the convoy in thick fog soon after midnight. Two reconnaissance planes came into sight about 9:30 a.m. As there are patches of fog now and then, the planes might come down on us

Massmar, whose position in the column was directly ahead of us. She was down by the stern with her after decks already awash. Men were working at her lifeboats.

Explosions were coming from everywhere. I couldn't tell what they were. Somebody yelled mines! But I knew it was more than mines or torpedoes, for there were spouts of water between us and a following ship. It was far too thick for planes to operate, so I assumed it was a surface raider shelling us from somewhere out in the mist. But I could see nothing.

The convoy was in confusion. We hauled left and passed the *Massmar* on our starboard side. One boat was launched and pulling away from her side loaded. She must have had 40 men in her. I saw another boat with just one man in it, grotesquely pulling on a lone oar. How he managed to get her away from the side alone I don't know.

The bow was rising slowly. The after end was completely under up to the midships house. The lifeboats seemed to be having a hard time getting away still. They seemed to be driven back onto the ship by the sea and the wind. But still they were making some progress. I think I saw a raft aft on the port side, too. I saw at least two men bobbing about aft of the ship. They had evidently jumped over the stern immediately or been blown over.

But forward they were having a lot of trouble getting onto the port life raft because the bow was rising steadily. Men were coming down a ladder which now was at least twenty feet short of reaching the water and dropping into the water near the raft. I think there was one man clinging to the ladder to the last, apparently afraid to jump.

A corvette came up from astern and commenced picking men up out of the water.

Presently the bow canted straight up rather rapidly. The stack and midships house went under in a cloud of steam. The ship stuck straight in the air down to about the bridge. Then, slowly, she began to slide straight down. The hatches blew out of #1, falling down over the mast and onto the submerging bridge-like matches.

She sank slowly, ponderously, deliberately. I should judge it was five or 10 minutes from the beginning 'til the fo'c's'le slipped quietly beneath the surging waves.

Nearly all the crew must have been saved.

All the while, shells were bursting around us on the water. I put the plugs in #3 and #4 lifeboats, then went down to the machine shop and got a monkey wrench to tighten them with, as the threads were so rusted that they would only screw on about three-fourths of one turn.

The ships of the convoy were turned in all different directions. Two or three ships after and to port of us were firing their four-inch guns rapidly to port, so they must have been able to see the attacker. I saw machine gun, tracer bullets, flying either toward or away from us on the port beam. I warned those around me to get down in case they raked our decks.

A freighter aft of us signalled for us to stand by to give assistance as she was hit. The signalman answered that he would contact a naval vessel for them, but that we couldn't stop.

The *Exterminator*, a Panamanian ship, was struck in #2 hold and the hatches flew in the air. A ship appeared to be hit on the bridge. *Exterminator* was able to continue.

sea not unlike Iceland or the Cape of Good Hope.

Still overcast, but it looks as though it may be breaking away around the edge. Hope not! Anyhow, as Bennie used to say, "Here goes nothin'!"

June 28. Still overcast at 2:00 p.m. Several depth charges went off at 1:30 p.m. The first "shooting." They must have been quite a way off, but the concussion in the ship was sharp.

At 3:45 two merchant ships came in from starboard with several escorts. That's all so far of the Archangel convoy. I wonder what became of the rest? Maybe lost in the thick weather... maybe...

5:45 p.m. The Archangel convoy came in. Hooray! Air raid warning flags were hoisted at 8:05 p.m. Very thick, low cloud ceiling. Misty on the water. No planes observed.

June 29. Sky started to clear at noon. By 4:00 p.m. the sky was clear with some strato-cumulus clouds. Sun bright. No planes yet, but they ought to be here any time now.

Tomorrow evening we should be off North Cape. So tomorrow and Wednesday will probably see the worst of the air attacks. Passed floating mine on port side this morning.

June 30. Close, low clouds offered some screen from aircraft 'til noon when it became clearer. Sunshine most of afternoon. No aircraft yet (4:30 p.m.). We should be off Bear Island sometime this evening.

Air raid alarm at 5:45 p.m. One reconnaissance plane low on horizon. I suppose we're in for it now! Well, here goes nothin'!

Thick weather closed in. Plane left at 5:45 p.m. Heavy fog followed. Many seals and ducks and gulls on water at midnight. We must have been close to Bear Island.

The convoy changed course in evening to miss a large iceberg.

July 1. Wednesday. Alarm at 5:50 p.m. when we came very close to being rammed in stern during thick fog. At noon all ships were still together. A wonder, considering thick weather. Still cloudy.

Thick fog all afternoon. Chief Mate lost us again on his watch. Nearly rammed a boat this eve-

during poor visibility. We are only 400 miles or so off Norway, so a determined plane attack is not impossible yet.

Depth charges every now and then. Planes left before noon. Suspicious looking surface craft reported in vicinity at noon by fog signal. We could see a little smoke on the starboard beam. Perhaps it's some of our own fleet scouting around, or perhaps Nazi raiders are waiting their change, or perhaps we are passing a convoy going up.

Fog banks all afternoon. Sky overcast at a high level even when fog clears. Ice forming on rigging now.

July 3. Followed massive ice floe all afternoon. Changed course around 3:30 p.m. to avoid running into it.

Overcast. No planes. No depth charges. Convoy splitting up to Scotland and to Iceland soon. Broke through small ice floes between 5:00 and 7:00 p.m. Fog, overcast, cold.

July 4. Fourth of July—and no shooting!

Strong following wind that blew fog wisps of vapor from the crest of the waves like smoke. Ship rolling and pitching. Temperature somewhat moderated, but air is often mist-laden, always damp and penetrating.

Thus we crossed the Arctic Circle around noon and approached the North Cape of Iceland, though we had not been able to get a bearing for several days. Apparently hidden and secure in the deep folds of dense weather, we were relaxed and thankful for a safe voyage to Iceland.

Massmar Is Hit

About 9:30 p.m. I was awakened by a hard sharp explosion and the violent trembling of the ship. I had no doubt we were hit.

Slipping on my life-preserver and grabbing my rain gear, I ran forward to the boat deck, arriving there among the first two or three.

Explosions were shaking the air. Visibility was particularly bad, but I could see a half dozen of our ships about us.

Looking ahead, I saw the



It may look like a wedding, but 2MED J. Pamiano and his wife actually are celebrating their 25th wedding anniversary—with all the trimmings. Pamiano sails aboard the Sea-Land Developer.

SEAFARERS FAMILY photos



Ken Johnson attended the chief cook upgrading course at the Lundeberg School this past fall and winter. His wife, Kristi, and four-week-old daughter, Erica, joined him during the week of Thanksgiving. Here he poses with the "littlest Seafarer."



A New Year's celebration brings the Scott family together in Mobile, Ala. Pictured above (from left) are Recertified Steward Robert Scott, his wife, Olivette, their oldest son, Richard (standing), and their other son, Robert Jr.

Here's another peek into the Seafarers LOG family album to see what some of our members and their families have been up to recently. We welcome your photographs and will publish them on a periodic basis.



Riding the snow whale they built in Piney Point are steward department upgraders (from left) Cindy Winter, Jack Freeman, Veronika Cardenas, Tracy Maiello and Norman Erickson.



2MED/Oiler Amos B. Myers honeymoons with his wife, Jennifer, in Tema Ghana, West Africa. The wedding took place February 7, 1992 with Chief Steward Calvin Hazard as best man. The couple resides in Detroit, Mich.



SM Cook "Robbie" Heath caught this monster freshwater sturgeon a few blocks away from the union hall in Algonac, Mich. He battled the 51-pound, 58-inch long fish for one hour and five minutes.

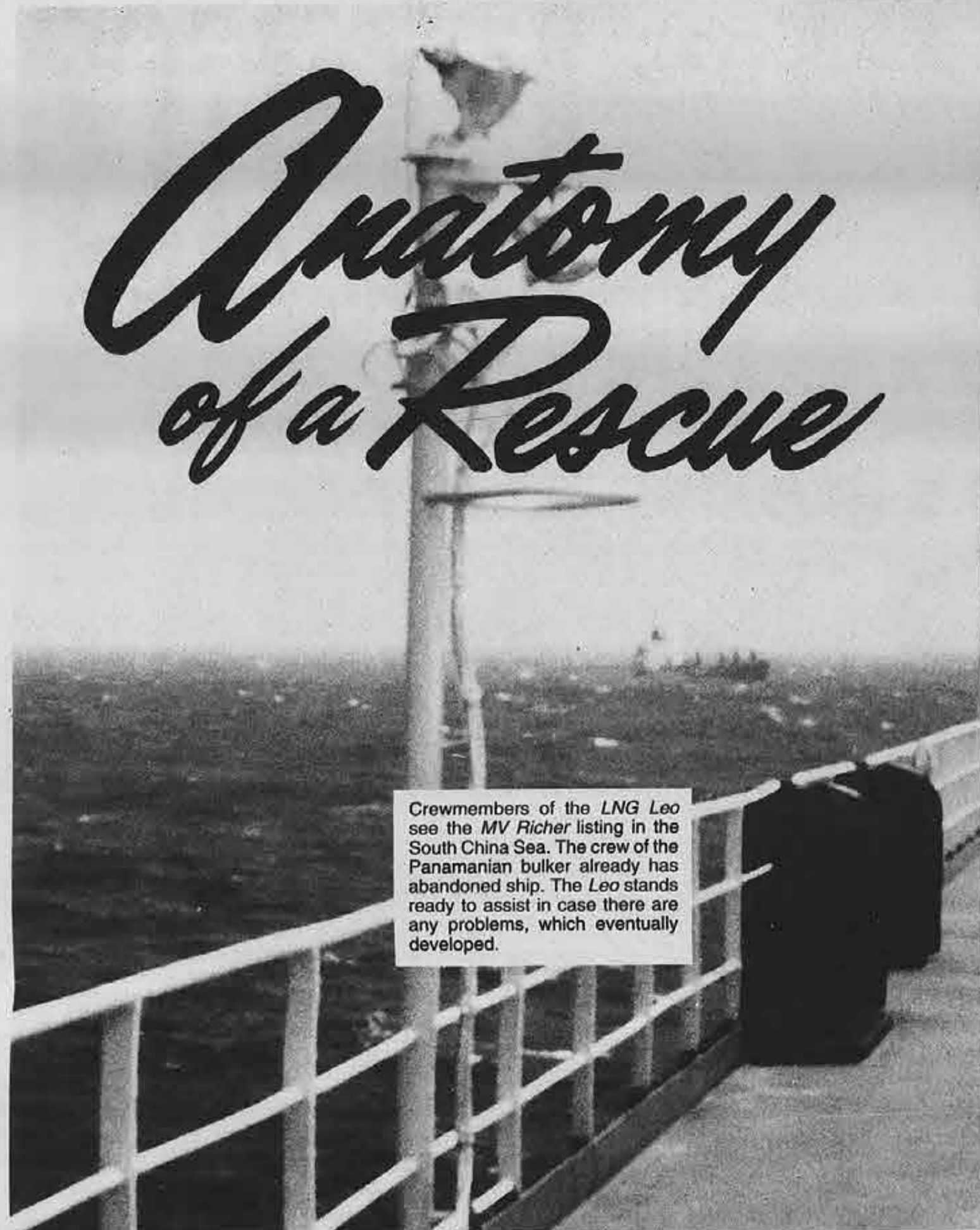


Twins David and William Richard Peterson turned 13 in January. The sons of retired boatman William "Pete" Peterson and his wife, Joan, the twins were pictured in a 1980 Seafarers LOG article following their premature births which required special medical assistance at a cost of \$45,000, all of which was paid for by the Seafarers Welfare Plan.



The family of Robert Adams Sr. took the opportunity to visit him in Piney Point while he was attending upgrading courses. From left are Joseph, Robert Jr. (class 454), Thom Robertson (son-in-law), Nancy (daughter), Patricia, baby Stephen, Rebecca (wife) and Adams. 2MED Adams sails out of the port of Jacksonville.

Anatomy of a Rescue



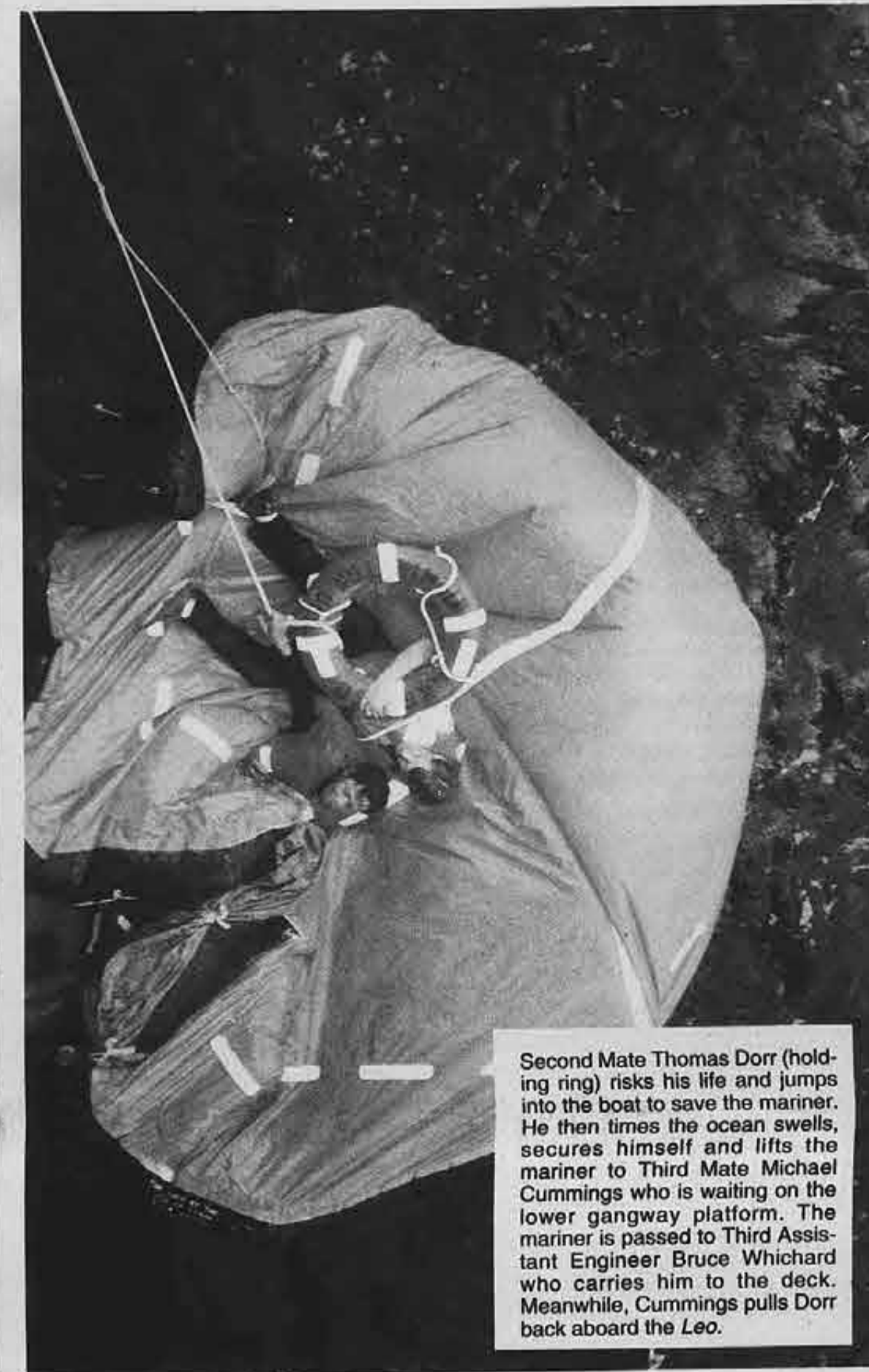
Crewmembers of the LNG Leo see the MV Richer listing in the South China Sea. The crew of the Panamanian bulker already has abandoned ship. The Leo stands ready to assist in case there are any problems, which eventually developed.



The LNG Leo locates the remains of the lifeboat and spots a crewmember still on it. The Leo moves in to save the stranded mariner. The gangway is lowered with Third Assistant Engineer Bruce Whichard (upper) and Third Mate Michael Cummings securing it for a rescue attempt.



Third Mate Michael Cummings (upper) and Second Mate Thomas Dorr throw a life ring and lines to the stranded mariner. However, the man is too weak to hold on to the lines to be pulled up to the gangway as the heavy seas continue to rock him and what is left of the boat.



Second Mate Thomas Dorr (holding ring) risks his life and jumps into the boat to save the mariner. He then times the ocean swells, secures himself and lifts the mariner to Third Mate Michael Cummings who is waiting on the lower gangway platform. The mariner is passed to Third Assistant Engineer Bruce Whichard who carries him to the deck. Meanwhile, Cummings pulls Dorr back aboard the Leo.

SIU-Crewed Leo Reacts To Listing Vessel's SOS

The dramatic rescue of an Indonesian seaman was captured on film by AB Angel Perez and other crewmembers aboard the LNG Leo. The seaman, along with the others aboard a Panamanian-flagged bulker, was forced to abandon ship in the South China Sea.

The MV Richer was sailing from China to Brunei with a load of cement when water began leaking into the number two hold. The captain of the stricken vessel issued a distress signal that was monitored by the SIU-crewed Leo, the LNG Taurus (also SIU crewed) and two foreign-flag vessels.

The Richer's crew of 22 mariners abandoned ship in the same lifeboat. The Taurus was the first vessel on the scene; however, it was unable to get close enough to the raft because of the proximity of the sinking ship and rough seas.

The tanker Neverita moved in to pick up the mariners, but seven

of the Richer crew were swept into the water. All other vessels sailed in to assist in the search and rescue.

The Leo found one live crewmember still within the remains of the raft. However, he was too weak to climb the gangway which had been lowered to help him. Second Mate Thomas Dorr jumped into the raft and lifted the mariner to Third Mate Michael Cummings to bring him to the deck of the Energy Transportation Company ship.

According to Perez, the rescued mariner—Oiler Mochtar Muni—was revived on deck but was badly malnourished. The AB said all the crew of the Panamanian bulker had to eat was rice.

"He was on board with us for five days," added Perez, who joined the SIU in 1988. "He was happy to be with us—well-fed and clothed."

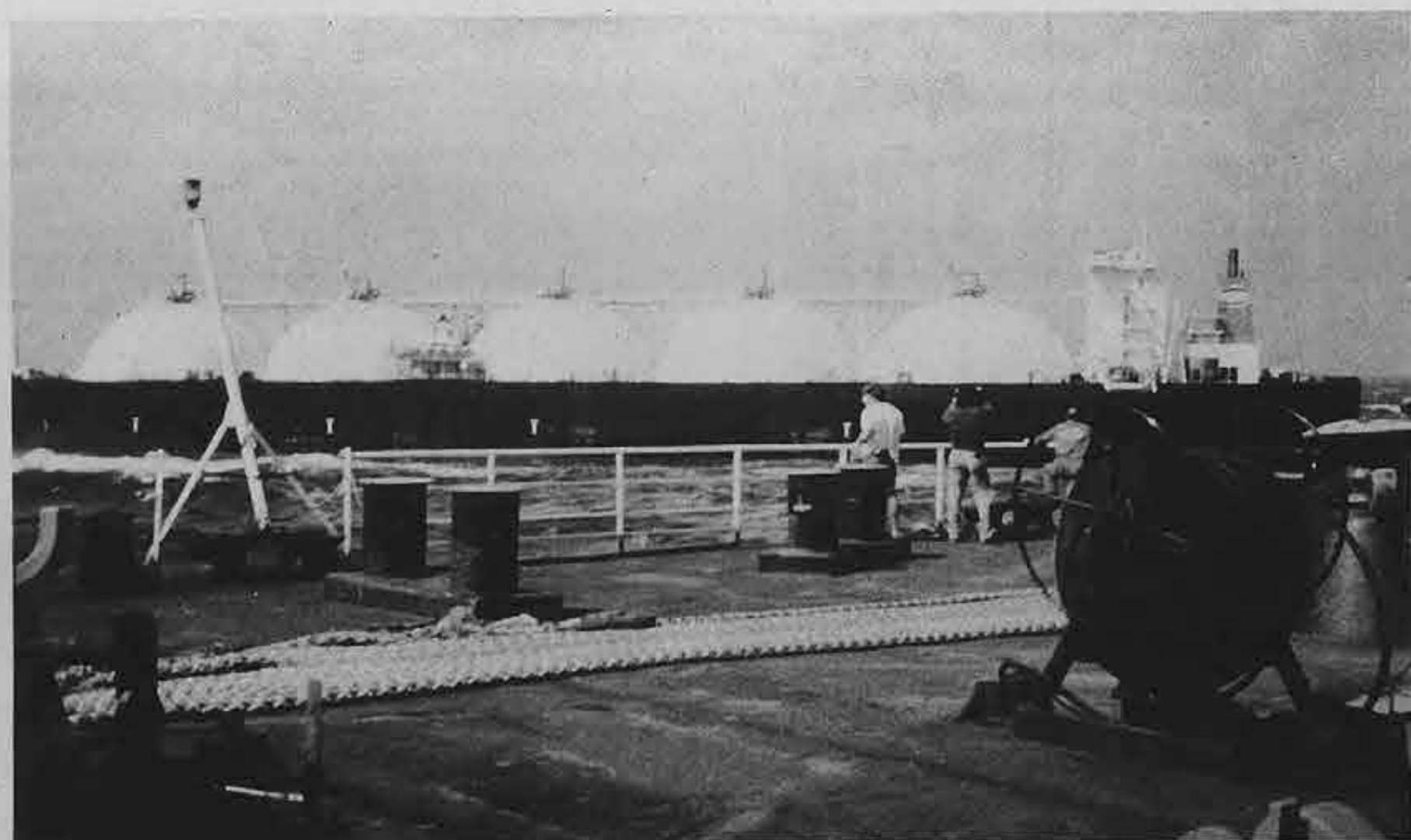
The Taurus rescued the Richer's electrician, while the Neptune Amber was able to pick

up the bulker's captain. However, the other four mariners thrown from the raft had died.

Also witnessing the rescue were members of the U.S. Coast Guard inspection team, who were conducting their annual vessel inspection of the Leo. Perez stated they were very impressed with the way the Leo and Taurus handled their roles in the rescue.

"LNG crewmembers are constantly drilled," Perez stated. "Safety equipment is reviewed each week, so it wasn't strange to see everyone pull together."

"However, it is unbelievable to see firsthand how the crew of the LNG Leo was able to come together at a time of need with the efforts of the LNG Taurus, MV Neptune Amber and Neverita to save the lives of some of our foreign brothers of the sea. This made me realize that the term 'Brotherhood of the Sea' is a term whose meaning extends to all of those countries and persons who sail the vast oceans of our world!"



The Leo sails past the LNG Taurus, which was the first ship on the scene and took control of organizing the rescue. Because of rough seas and the location of the Richer to the lifeboat containing all 22 crewmembers, the Taurus was not able to pick up the survivors on its original two passes. A smaller tanker named the Neverita attempted the rescue and secured 15 of the crew. However, seven others were swept into the ocean.



Survival efforts are under way on the deck of the LNG Leo. AB Angel Perez (left) takes the pulse while Chief Mate Lionel Senes provides oxygen for Mochtar Muni. In the background, Steward Assistant Greg Howard prepares a stretcher to lift Muni into the hospital. The Indonesian mariner was not badly injured and recovered from the ordeal. He sailed with the Leo for five days until the vessel docked in Japan and thanked the crew for its efforts and fine food.

Wayward Sparrow

by Daniel Idos

*Oh lost and weary sparrow,
Exhausted from your flight.
The winds have blown you seaward
And out into the night.*

*Come morn the sun is hiding,
The rain and clouds take form.
My wayward little sparrow
Is lost within a storm.*

*Behold, a merchant vessel,
A shelter from the rains,
A place to rest your body
Until the seastorm wanes.*

*In time the seastorm passes,
The sea and winds are calm.
The tired hungry sparrow
Eats bread crumbs from my palm.*

*This temporary dwelling
Is nothing like his home.
So with the breeze he rises
Across the sea to roam.*

*Fly on my wayward sparrow,
Fly home where you belong.
Fly on my wayward sparrow,
Fly home to sing your song.*

(An SIU member since August 1991, Daniel Idos currently sails out of Piney Point as a cook/baker. He formerly sailed aboard the USNS Silas Bent.)

**A Sailor's Love**

by C.J. Hill

*I love to sail the ships
Across the watery space.
I love the feel of the wind and spray
Of a western gale against my face.*

*I love to sail under northern lights
And under the Southern Cross.
And in my company I love to have
The bird of good luck, the Albatross.*

*I love the sun, moon, stars and sea
Almost as much as family.
But at night when I close my eyes, I see
The cross on the hill at Calvary.*

*And as to Him
I make my plea.
I know He died
For you and me.*

(Retired member C.J. Hill joined the SIU in the port of Savannah in 1944, sailing from East Coast ports until 1950 when he got married and joined the Savannah Police Department. From 1954 until 1956 he returned to sea as a car deckman aboard Seatrain vessels. He presently resides with his wife in Pasadena, Texas.)

**One With the Sea**

by Sylvia M. Niemi

*Come away with me to the sea,
it captures the soul and sets you free*

*Free to wander exotic places,
filled with new and curious faces*

*Free to absorb nature's glory and grace,
never alone in God's embrace*

*Free to explore the inner you,
touching upon what's pure and true*

*Free to dream and grow with passion,
creating a world of your own fashion.*

*So with the whispering winds, caress of the sun,
and the moon and the stars . . .
You become as one.*

(This poem by Sylvia Niemi "comes from my heart." The steward department member from Washington state wrote to the LOG that she is grateful to the SIU for the life it has opened up for her.)

LOG-A-RHYTHMS

*The poems on this page
were written by
Seafarers, pensioners
and members of their
families. In a different
way, all of the poets
reflect on the power—
physical, emotional or
mystical—that the sea
holds over them and so
many others who make
seafaring their career.*

**When I Close My Eyes**

by John Baker

*. . . I see you. I see you in the distance,
you are alone, just as I am.*

*When I close my eyes . . . I see the
waves crashing around you. The pale
silver moonlight enhances the white
water as it rolls off of your skin. Oh,
such beauty can capture the heart of
any seafaring man!*

*You approach me now. As you come
closer, my mind wanders to the things
we can do together. I think about the
sun rising above us, then falling
beneath us as the darkness takes us in.
I think about all of the beautiful
places our love will carry us. Oh, so
many places to go.*

*We are together now. I stand before
you, admiring your structure, your
beauty . . . You are indeed a lady. I
reach for your hand. I pull myself to
you. My heart beats furiously as I
begin to climb. Alas! I am on top of
you. I smile as I . . . as I . . . I open my
eyes and you are gone. My eyes are
open now, and I see nothing. You
were a dream.*

(This is John Baker's first piece for the Seafarers LOG although he has been writing poetry for years. It was written while sitting in the Puerto Rico hall "hoping, praying for a ship to come in." In this poem, the three-year SIU member decided to bring together the two things he cares for most—writing poetry and sailing.)

**My Lady, My Love, the Sea**

by Lisa Cator

*Long ago
in my childhood days
I became curious to her mysterious ways.
So elusive and out of reach,
searching for treasures along the beach.*

*When I grew to be a man,
I heard her calling "come to me."
That's when I took the mystery voyage
with my Lady of the Sea.*

*She took me to places so far away,
from Nova Scotia to the Chesapeake Bay.
Drifting on down to the southern-most state,
through warm Gulf waters to the Golden Gate.*

(Lisa Cator is the wife of John Cator III, an SIU member since 1982, who sails as an assistant cook from the port of Baltimore.)

Sea Power

by Robert J. Seaman

*The power of the sea
Is way beyond reproach.
Her massive arms surround us
And reach from coast to coast.*

*Her majestic colors lure us,
Rich reds, deep blues and greens.
That's been a longtime basis
For many sailors' dreams.*

*To be cradled in her arms
And feel her gentle breeze.
To ride upon her waters
Will set your soul at ease.*

*The sea's not always gentle
As many will profess
That have been rocked and tattered
And taken to its depths.*

*For me I'll keep on steamin'
Enroute to distant shores
'Til the ocean claims me
and spreads me on her floors.*

*If I shall pass while landlocked
My last request will be
To take my humble ashes
And spread them on the sea.*

(This is Robert J. Seaman's first published poem. The chief steward has been a member of the SIU since 1983 and sails from the port of New York.)

**A Description**

by Timothy Eric Dumsha

*Riding the motions,
Setting the pace,
Cruising the oceans,
Such a mystical place.*

*Rising and falling,
Rolling and rocking,
The full moon's calling,
The clock's tick-tocking.*

*The sounds are few,
The views are many,
The sky's rich blue,
The water's plenty.*

*The day is full
Of memories and ideas.
Under the captain's rule
We serve the meals.*

*Home has been missed,
But lessons were learned.
I hold my clenched fist
Collecting respect that I've earned.*

(Timothy Eric Dumsha wrote this poem in 1991 following the Gulf war. He was a messman aboard the Cape Canaveral and now sails on the Nuevo San Juan.)



Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 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	33	29	6	15	25	7	7	63	37	24
Philadelphia	2	8	0	1	7	0	1	2	9	3
Baltimore	5	14	1	4	9	2	0	5	15	2
Norfolk	16	14	5	10	11	5	2	21	25	17
Mobile	9	20	3	8	11	2	4	13	30	7
New Orleans	28	15	7	21	20	6	8	36	25	10
Jacksonville	25	15	2	14	10	4	7	49	39	14
San Francisco	22	27	7	15	12	3	3	53	50	13
Wilmington	17	15	2	13	11	1	5	24	28	9
Seattle	17	20	3	24	14	5	7	36	30	10
Puerto Rico	9	3	1	1	1	1	0	23	10	5
Honolulu	5	9	12	3	16	7	13	10	15	14
Houston	21	25	10	14	21	1	9	42	57	21
St. Louis	2	3	2	2	1	1	0	0	5	1
Piney Point	1	7	1	1	5	0	2	1	14	3
Algonac	0	1	0	1	2	0	1	0	2	0
Totals	212	225	62	147	176	45	69	378	391	153
ENGINE DEPARTMENT										
New York	16	19	7	14	13	3	6	47	36	8
Philadelphia	3	4	0	1	3	0	0	5	5	2
Baltimore	1	3	3	5	5	1	1	4	11	4
Norfolk	4	9	3	8	8	1	1	9	12	6
Mobile	11	7	2	4	5	0	2	21	14	3
New Orleans	8	13	6	6	13	2	4	20	23	10
Jacksonville	15	16	8	9	11	3	4	31	30	18
San Francisco	19	18	3	7	9	1	5	35	46	14
Wilmington	8	10	3	10	8	2	2	10	15	7
Seattle	9	17	1	10	9	3	4	18	24	6
Puerto Rico	7	6	0	4	3	0	1	13	4	0
Honolulu	2	11	4	2	14	4	6	5	8	9
Houston	15	12	5	13	9	2	2	23	26	9
St. Louis	1	1	0	1	2	0	0	0	2	0
Piney Point	2	7	1	0	4	0	0	4	23	2
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	121	153	46	94	116	22	38	245	279	98
STEWARD DEPARTMENT										
New York	13	6	2	10	6	1	10	29	17	7
Philadelphia	1	2	1	2	0	0	0	2	3	4
Baltimore	5	4	0	2	3	0	1	6	4	0
Norfolk	5	6	2	4	3	2	6	7	10	5
Mobile	3	3	1	5	0	0	1	8	10	2
New Orleans	8	7	2	3	5	3	1	13	7	0
Jacksonville	11	6	1	7	6	0	4	20	12	3
San Francisco	36	13	1	18	6	0	10	80	29	4
Wilmington	12	5	0	9	2	1	4	18	6	1
Seattle	17	3	1	11	4	3	2	32	4	1
Puerto Rico	1	0	2	2	1	0	2	6	2	3
Honolulu	14	19	12	13	16	11	44	18	28	18
Houston	11	8	0	3	4	1	2	18	10	1
St. Louis	0	3	0	0	0	0	0	0	3	0
Piney Point	6	14	1	2	5	1	0	6	24	2
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	143	99	26	91	61	23	87	263	169	51
ENTRY DEPARTMENT										
New York	8	42	13	9	16	6	0	18	85	50
Philadelphia	1	0	1	1	0	1	0	1	4	5
Baltimore	1	9	0	1	12	0	0	3	9	0
Norfolk	4	12	5	4	12	1	0	5	24	17
Mobile	3	19	0	1	7	0	0	4	31	5
New Orleans	9	21	10	8	9	1	0	13	40	22
Jacksonville	2	22	6	2	7	1	0	5	39	19
San Francisco	18	22	10	7	6	2	0	47	59	40
Wilmington	1	4	2	3	8	0	0	7	14	14
Seattle	4	17	4	5	15	2	0	15	21	13
Puerto Rico	8	5	3	5	2	0	0	13	13	7
Honolulu	7	39	77	5	41	110	0	8	52	108
Houston	3	11	4	1	9	1	0	7	29	10
St. Louis	0	3	0	0	1	0	0	0	7	0
Piney Point	0	39	3	0	18	3	0	0	40	6
Algonac	0	2	0	0	0	0	0	0	4	0
Totals	69	267	138	52	163	128	0	146	471	316
Totals All										
Departments	545	744	272	384	516	218	194	1,032	1,310	618

* "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 1,312 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,312 jobs shipped, 384 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From February 16 to March 15, 1993, a total of 194 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 18,402 jobs have been shipped.

May & June 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: May 3, June 7
- New York**
Tuesday: May 4, June 8
- Philadelphia**
Wednesday: May 5, June 9
- Baltimore**
Thursday: May 6, June 10
- Norfolk**
Thursday: May 6, June 10
- Jacksonville**
Thursday: May 6, June 10
- Algonac**
Friday: May 7, June 11
- Houston**
Monday: May 10, June 14
- New Orleans**
Tuesday: May 11, June 15
- Mobile**
Wednesday: May 12, June 16
- San Francisco**
Thursday: May 13, June 17
- Wilmington**
Monday: May 17, June 21
- Seattle**
Friday: May 21, June 25
- San Juan**
Thursday: May 6, June 10
- St. Louis**
Friday: May 14, June 18
- Honolulu**
Friday: May 14, June 18
- Duluth**
Wednesday: May 12, June 16
- Jersey City**
Wednesday: May 19, June 23
- New Bedford**
Tuesday: May 18, June 22

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

Personals

BURTON HIRSH

Please contact John Applegate at (609) 652-5344.

JOHN WAYNE NEWTON

Anyone knowing the whereabouts of John Wayne Newton, please contact Linda Welch at (205) 343-4114.

ROBERT O'ROURKE

Please contact Joyce Kolbaek at either (800) 235-5466 or (702) 322-9171 immediately because of a family emergency.

RED CHAPMAN

Please contact an old shipmate, Ray Nowak (Overseas Alice '81), at 465 Winslow Way East, #207, Bainbridge Is., WA 98110; or call (206) 780-1917.

Corrections

Mike Paladino was elected to a four-year term as port agent of the constitutional port of Baltimore. In the March 1993 issue of the *Seafarers LOG*, he was incorrectly listed as being elected from Norfolk. We regret any confusion this error may have caused.

Robbynson Suy, not Robert Schwartz, was the bosun of the *LNG Aries* during a rescue operation reported in the November 1992 issue of the *Seafarers LOG*. 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 Corgey
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

FEBRUARY 16 — MARCH 15, 1993

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	5	3	0	3	0	0	42	5
ENGINE DEPARTMENT									
Algonac	0	8	0	0	3	0	0	27	5
STEWARD DEPARTMENT									
Algonac	0	2	0	0	3	0	0	10	5
ENTRY DEPARTMENT									
Algonac	0	9	8	0	0	0	0	42	20
Totals All Departments	0	24	11	0	9	0	0	121	35

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

Dispatchers' Report for Inland Waters

FEBRUARY 16 — MARCH 15, 1993

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	3	0	0	3	0	0	50	2	0
Gulf Coast	7	2	12	1	1	7	13	6	13
Lakes & Inland Waters	26	0	3	0	0	0	37	0	3
West Coast	0	0	4	48	0	15	5	0	13
Totals	36	2	19	52	1	22	105	8	29
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	2	0	0	11	1	0
Gulf Coast	1	0	3	0	0	0	1	0	6
Lakes & Inland Waters	14	0	1	0	0	0	31	0	1
West Coast	0	0	0	0	0	0	0	0	0
Totals	17	0	4	2	0	0	43	1	7
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	12	0	0
Gulf Coast	0	0	3	0	1	1	0	0	11
Lakes & Inland Waters	6	0	0	0	0	0	12	0	1
West Coast	0	1	0	0	0	0	1	2	0
Totals	7	1	3	0	1	1	25	2	12
Totals All Departments	60	3	26	54	2	23	173	11	48

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

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

SIU BULLETIN BOARD

SOUTH STREET SEAPORT MUSEUM ANNOUNCES SPRING PROGRAM

Many activities are scheduled at the South Street Seaport Museum in New York through the month of June. Tours of ships, galleries and the historic district are held daily, as are harbor sails and demonstrations at the maritime crafts center, boat building shop and the museum's center for city archaeology.

Upcoming special events include "Spring Launchings" on Saturday, May 1. This is an annual volunteer day to help refurbish the ships and piers for the summer season. Call (212) 669-9400 for information.

And on Saturday and Sunday, June 19 and 20, the Fourth Annual Wooden Boat Festival will be held to showcase traditional wooden boats by professional and amateur builders. There is no charge for this event.

The museum is open to the public daily from 10 a.m. to 5 p.m. Beginning May 29, it will remain open until 6 p.m. on weekends.

ATTENTION: DESERT STORM SEAFARERS

Video footage of Seafarers and SIU-contracted ships participating in activities related to Operation Desert Shield, Desert Storm or Desert Sortie is being sought by the SIU Communications Department.

If any Seafarer has such footage taken with a home video camera, please contact the Seafarers LOG office. The union would like the footage to be sent in so that copies of the original videotape can be made. The union will return to each member all original footage submitted.

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

BOAT MODEL SHOW OPENS IN MAINE

A unique exhibition of boat models and marine art will be on display at the Portland, Maine showroom of Thos. Moser Cabinetmakers, 415 Cumberland Ave., from March 19 through April 17, coinciding with the Maine Boatbuilders Show. For additional information, call (207) 774-3791.

STEWARD DEPARTMENT: MEMBERS UPGRADE NOW

Attention galley gang members: Here is your chance to use the new steward department training facility at the Paul Hall Center for Maritime Training and Education. SIU members can practice and learn in the new state-of-the-art facility as part of any steward department upgrading course.

Check-in dates for the assistant cook, cook and baker, chief cook and chief steward courses all are open-ended. Contact the Lundeberg School admissions office by writing to Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674 for starting dates.

UPDATE YOUR ADDRESS!

If you recently moved or changed your name, it is necessary to have your correct address on file with the Seafarers Vacation Plan.

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

Three members who graduated from recertified programs at the Seafarers Harry Lundeberg School of Seamanship are among the 25 members who are retiring as announced by the Seafarers Welfare Plan.

Brothers William Tillman and Leo Paradise graduated from bosun recertification in 1974 and 1975 respectively, while Brother David Velandra successfully completed the steward recertification program in 1984.

A total of 22 members signing off sailed in the deep sea division while one member from each of the inland, Great Lakes and Atlantic fishermen divisions is retiring.

Twelve of those signing off served in the military: five in the Army, three in the Air Force and two in the Navy. Brother Calvin Langley served in both the Army and Air Force.

Brief biographical sketches of Brothers Langley, Paradise, Tillman and Velandra as well as the other new pensioners follow.

DEEP SEA



PETER BATAYIAS, 69, joined the Seafarers in 1972 in the port of Jacksonville, Fla. A native of Georgia,

he sailed as a chief steward. He calls Savannah, Ga. home.

DAVID BOONE, 59, joined the SIU in 1967 in the port of Seattle. Born in Philadelphia, he sailed as a steward/baker. Brother Boone upgraded at the Lundeberg School frequently. He still calls Seattle home.



HARRY BOURNE, 65, joined the Marine Cooks and Stewards (MSC) in 1945 in the port of San Francisco,

before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A Baltimore native, he sailed in the steward department. Brother Bourne served in the U.S. Air Force from 1950 to 1953. He retired to Long Beach, Wash.

SAL BUZALI, 65, joined the Seafarers in 1969 in the port of New York. Born in Argentina, he sailed in the steward department. Brother Buzali lives in Metairie, La.



JOSEPH CROWLEY, 65, joined the SIU in 1957 in his native New York. He sailed in the deck department.

Brother Crowley served in the U.S. Navy from 1944 to 1946. He retired to Shelton, Wash.

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

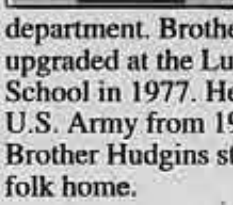
Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

ERNEST DOMINGUEZ, 65, joined the MCS in 1965 in the port of New York, before that union merged with the AGLIWD. Brother Dominguez sailed as a steward assistant. Born in New York, he upgraded at Piney Point in 1982. Brother Dominguez lives in the Bronx, N.Y.

ROLAND FRANCISCO, 65, joined the union in 1957 in the port of Wilmington, Calif. A native of New Orleans, he sailed as a chief cook. Brother Francisco retired to Sacramento, Calif.



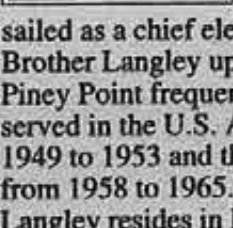
JOHN HUDGINS, 54, joined the Seafarers in 1969 in his native Norfolk, Va. He sailed in the steward department. Brother Hudgins upgraded at the Lundeberg School in 1977. He served in the U.S. Army from 1957 to 1959. Brother Hudgins still calls Norfolk home.



ALI JABER, 61, joined the SIU in 1968 in the port of San Francisco. Born in Yemen, Arabia, he sailed as a steward assistant. Brother Jaber retired to Seattle.



CALVIN LANGLEY, 65, joined the union in 1969 in the port of Mobile, Ala. A Mississippi native, he sailed as a chief electrician. Brother Langley upgraded at Piney Point frequently. He served in the U.S. Air Force from 1949 to 1953 and the U.S. Army from 1958 to 1965. Brother Langley resides in Mobile.



HUBBERT LEE, 49, joined the Seafarers in 1968 in the port of San Francisco. Born in Jennings, La., he sailed as a QMED. Brother Lee upgraded at the Lundeberg School frequently. He lives in New Orleans.



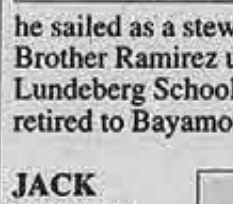
GEORGE NICHOLSON, 65, joined the SIU in 1973 in the port of Seattle. A Washington

native, he sailed as a cook/baker. Brother Nicholson retired to Chicago.

LEO PARADISE, 66, joined the union in 1947 in the port of New York. Born in Fall River, Mass., he completed the bosun recertification course at Piney Point in 1975. Brother Paradise resides in Moultonboro, N.H.



RUFINO RAMIREZ, 68, joined the Seafarers in 1969 in the port of New York. A native of Puerto Rico, he sailed as a steward assistant. Brother Ramirez upgraded at the Lundeberg School in 1981. He retired to Bayamon, P.R.



JACK RANKIN, 66, joined the SIU in 1968 in his native Mobile, Ala. Brother Rankin sailed as a chief cook. He served in the U.S. Army from 1944 to 1946. Brother Rankin still calls Mobile home.



REYNALDO RODRIGUEZ, 66, joined the union in 1976 in the port of Yokohama, Japan. Born

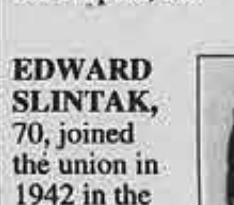


in Manila, Philippines, he sailed in the steward department. Brother Rodriguez served in the U.S. Navy from 1945 to 1949. He resides in San Francisco.

ALFRED SEVERE, 61, joined the Seafarers in 1967 in the port of Baltimore. A Maryland native, he sailed as a steward/baker. Brother Severe served in the U.S. Army from 1948 to 1955. He lives in Baltimore.



MURLE SHIRLEY, 65, joined the SIU in 1962 in the port of Houston. Born in Louisiana, he sailed in the engine department. Brother Shirley served in the U.S. Navy from 1943 to 1945. He retired to Shreveport, La.



EDWARD SLINTAK, 70, joined the union in 1942 in the port of Baltimore. A native of Czechoslovakia, he sailed in the deck department. Brother Slintak upgraded at Piney Point in 1981. He resides in Brooklyn, N.Y.



WILLIAM TILLMAN, 62, joined the Seafarers in 1964 in the port of New Orleans. Born in Pass Christian, Miss., he completed the recertified bosun course at the Lundeberg School

in 1974. Brother Tillman retired to Mt. Shasta, Calif.

RAFAEL TORO JR., 51, joined the SIU in 1965 in the port of New York. A native of Puerto Rico, he sailed in the steward department. Brother Toro served in the U.S. Army from 1965 to 1967. He lives in Brooklyn, N.Y.



DAVID VELANDRA, 63, joined the union in 1967 in the port of Baltimore. Born in Michigan, he completed

the steward recertification course at Piney Point in 1984. He served in the U.S. Army from 1956 to 1959. Brother Velandra retired to Imlay City, Mich.

INLAND

JAMES LEE, 68, joined the SIU in 1972 in the port of Houston. A Florida native, he sailed in the deck department. Boatman Lee upgraded at the Lundeberg School in 1973. He resides in Blountstown, Fla.

GREAT LAKES

NORBERT WERDA, 65, joined the Seafarers in 1950 in his native Alpena, Mich. Brother Werda sailed as a conveyorman. He served in the U.S. Army from 1946 to 1947. Brother Werda still calls Alpena home.

ATLANTIC FISHERMEN

SAMUEL SCOLA, 65, joined the Seafarers in 1968 in his native Gloucester, Mass. He sailed as a cook. Brother Scola still calls Gloucester home.

CORRECTION

On page 19 of last month's *Seafarers LOG*, an error was made in the pension notice for Martin McHale. Brother McHale sailed in the steward department.

CONTRIBUTE TO SPAD

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

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 estab-

lished 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 attempt-

ing 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 sup-

ports 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.**

Summary Annual Report SIU Pacific District Pension Plan

This is a summary of the annual report for the SIU Pacific District Pension Plan (Employer Identification No. 94-6061923, Plan No. 001) for the year ended July 31, 1992. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$14,483,715. These expenses included \$1,150,516 in administrative expenses and \$13,333,199 in benefits paid to participants and beneficiaries. A total of 6,015 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$156,607,498 as of July 31, 1992, compared to \$146,139,338 as of July 31, 1991. During the plan year the plan experienced an increase in its net assets of \$10,468,160. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had total income of \$24,951,875 including employer contributions of \$2,129,368, earnings from investments of \$6,483,120, stock dividends of \$885,884, net realized gain on sale or exchange of assets of \$13,831,196, unrealized appreciation of assets of \$1,611,235 and other income of \$11,072. Employees do not contribute to this plan.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investments.
3. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the Plan Administrator, SIU Pacific District Pension Plan, 522 Harrison Street, San Francisco, California 94105. Telephone number: (415) 495-6882.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, California 94105 or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Letters to Editor

Crew Aboard *Harding* Is Happy and Well Fed

Happy New Year! We, the members of the deck gang on the *President Harding*, would like to go on record as being "Well Fed" on Christmas and New Years. The steward department really did an outstanding job in putting out the holiday fare.

These men: Steward **Ron Mathew**, Chief Cook **Gerald Fig** and GSU **Timo**, have consistently put out a fine menu and we are all talking of our neglected diets. When the food is as well prepared as these union men put out, you have a happy ship, and we're all happy to have them aboard.

Hoping that all good things happen to you and yours during the New Year, we are distressingly overweight.

**Deck Gang Crewmembers
President *Harding***

↓ ↓ ↓

Kudos Given to Three Aboard *LNG Aquarius*

Please be informed of the absolutely outstanding work of the Steward/Baker **Franklin Robertson** and Chief Cook **Martin E. Buck** and SA **Mark W. Kotojarvi**, during the past tour of duty on the *LNG Aquarius*.

Our holiday meals have been just stupendous and service excellent.

Please be sure that a copy of this congratulatory letter gets into their personnel files.

**John J. Donahue
Master, *LNG Aquarius***

↓ ↓ ↓

Helping the Russians Before Murmansk Run

This is old **Rich Heffley**, better known as **Heff**. In 1943, when I first went to sea in Philly at 6th and Market, the only foreign ships we had were the Persian Gulf runs. I made four or five trips there.

The first one was on an old Hog Islander, the *SS Kansan*. We were at anchor for over a month,

and that was in June. It was over 180 degrees. On my next trip there, I was on the *Liberty SS Stephen Vincent Benet*. Joseph DiGiorgio [SIU secretary-treasurer from 1972 to 1990] was our BR. I made two more trips there on the *Shick-shinny*.

So you see, all the cargo we took to the Gulf went up to Russia. So don't you think we should get our medals, too?

**Richard Heffley
Cardiff, NJ**

↓ ↓ ↓

Setting the Record Straight Regarding *Liberty* Ships

Being a sponsor and lifetime member of Project *Liberty* Ship, a *Liberty* Ship made into a museum in Baltimore, Md., I wanted to clarify an error made in a local story about Project *Liberty* Ship. The story stated that the *Liberty* Ship *SS Paul Hamilton* sank at Anzio, Italy on April 20, 1944, losing all hands (504 American troops, 47 merchant crew and 29 armed guards).

This actually happened off Algiers, North Africa, in convoy UGS #38. While aboard the SIU *Liberty* Ship *SS Josiah Bartlett*, we were attacked by dive bombers and torpedo planes. Coming down our column was the German plane that hit and sank the *SS Paul Hamilton*. Our ship made direct hits on the plane with assistance from a British gun boat running at our stern as we brought the plane down. That night, Axis Sally on radio claimed a great German victory—15 American ships sunk and no planes lost. The actual count was four ships and two planes lost.

Any crewmember on the *SS Josiah Bartlett* who is still with us will never forget that aboard our ship (loaded with ammunition and with drums of high octane gasoline on our deck), while under enemy fire, one of our crewmembers known as "Brooklyn Charlie" was singing the national anthem!

Yes—the greatest seamen of the century sailed on SIU ships.

**Peter Salvo
McKeesport, Pa.**

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.

UST PACIFIC (IOM), October 11—Chairman **Raymond Brown**, Secretary **George Borronio**, Educational Director **F. Durand**, Deck Delegate **Steve Foster**, Engine Delegate **Kenny Hansen**. Chairman reported transfer of ship's funds and read letter in response to scholarships. Educational director encouraged members to upgrade at Piney Point. Treasurer reports \$100 in ship's fund. No beefs or disputed OT reported. Chairman announced current issues of *Seafarers LOG* available. Crew discussed way news is communicated. Crew also discussed sanitation duties and purchase of new movies. Crew requested a patrolman to come on board next port.

UST PACIFIC (IOM), November 29—Chairman **Raymond Brown**, Secretary **George Borronio**, Educational Director **F. Durand**, Deck Delegate **Steve Foster**, Engine Delegate **Kenny Hansen**, Steward Delegate **Faith Downs**. Chairman announced job rotation during lifeboat drill to familiarize crew with all aspects. Educational director informed crew of safety personnel on ship for training. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Chairman announced scholarship opportunity notice sent. Crew requested public telephone be made available. Crew also raised questions about availability of satellite television, more movies and library books. Crew requested patrolman for clarification of shore leave and launch service.

LNG GEMINI (ETC), December 20—Chairman **R. Mohamed**, Secretary **Kris Hopkins**, Educational Director **R. Gosnel**, Deck Delegate **James Kash**, Engine Delegate **M. Hill**, Steward Delegate **R. Aubuchon**. Secretary reported Chief Cook Ron Aubuchon will attend chief steward course at Lundeberg School and wished him luck from all. Secretary also thanked crew for pleasant voyage. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$712 in ship's fund. No beefs or disputed OT reported. Crew gave vote of thanks to steward department. Next port: Bontang, Indonesia.

OVERSEAS VALDEZ (Maritime Overseas), December 18—Chairman **Frank Cottongin**, Secretary

T. Laffitte, Educational Director **Earl Macom**. Chairman announced year-end payoff and Coast Guard inspection. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crew requested lighting system, sink and TV antenna be repaired. Crew asked contracts department to look into leave time.

SEA-LAND EXPRESS (Sea-Land Service), December 31—Chairman **John Lundborg**, Secretary **G. Bryant**, Educational Director **A. Bell**, Deck Delegate **Brian Bassett**, Engine Delegate **Jean Couvillion**, Steward Delegate **Don Flunker**. Chairman urged members to support union, guard rights and donate to SPAD. Educational director reminded members to upgrade at Paul Hall Center. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew asked contracts department to look into raising pension cost of living allowance. Crew gave vote of thanks to steward department for holiday meals. Next port: Tacoma, Wash.

UST PACIFIC (IOM), December 27—Chairman **Raymond Brown**, Secretary **George Borronio**, Educational Director **F. Durand**, Deck Delegate **Steve Foster**, Engine Delegate **Kenny Hansen**, Steward Delegate **Faith Downs**. Educational director urged members to go to Piney Point and upgrade skills. Treasurer reported \$112 in ship's fund. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew requested patrolman to come aboard. Also asked contracts department to look into relief in Persian Gulf and 20-year retirement period. Crew stated repairs needed for dryer. Next port: Galveston, Texas.

AMERICAN CORMORANT (Pacific Gulf Marine), January 3—Chairman **Vernon Huelett**, Secretary **Darryl Goggins**, Educational Director **L. Parker**, Deck Delegate **Charles Simmons**, Engine Delegate **Lamar Parker**, Steward Delegate **Mariano Moreira**. Chairman announced layup of ship for six months. Educational director encouraged members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew reported mail not being received. Crew gave vote of thanks to steward department (Steward/Baker **Darryl Goggins**, Chief Cook **Mariano Moreira**, Assistant Cook **Robert Wright**, SAs **Bertrand Macary** and **Derek Fye**) for job well done. Next port: Kenya.

AMERICAN HERITAGE (Apex Marine), January 24—Chairman **Carlos Soto**, Secretary **Pedro Rodriguez**, Steward Delegate **Ivan Salis**. Chairman distributed *Seafarers LOGs*.

CONSTELLATION (Maersk Lines), January 23—Chairman **Salvatore Ciculla**, Secretary **Donald Williams**, Deck Delegate **Thomas Atwell**, Engine Delegate **Lenny Strong**. Chairman reminded crew to have shipping card when reporting to vessel. Educational director announced Piney Point upgrading applications available. Treasurer reported \$649.98 in ship's fund and reminded crew to sign out movies. Deck delegate reported disputed OT. No beefs or disputed OT from engine or steward delegates. Crew thanked chief cook and galley gang for job well done. Next port: Singapore.

COURIER (Vulcan Carriers), January 17—Chairman **Seymour Yaras**, Secretary **Richard Brumage**, Educational Director **Adrian Saavedra**. Chairman asked crew to keep radio volume down. Educational director reminded crew to get benzene test. Deck delegate reported disputed OT. Engine delegate reported beef. No beefs or disputed OT reported by steward delegate. Crew reported mail not being received and TV and VCR need repair.

GALVESTON BAY (Sea-Land Service), January 10—Chairman **Carlton Hall**, Secretary **R. Ascano**, Steward Delegate **D. Huffman**. No beefs or disputed OT reported.

GROTON (Sheridan Transportation), January 31—Chairman **Neil Matthey**, Secretary **Marvin Deloatch**, Educational Director **Richard Natoli**, Deck Delegate **Eric Perez**, Engine Delegate **Peter Murtaugh**, Steward Delegate **Sukirman Suraredjo**. Chairman reported smooth sailing and payoff upon arrival. He also reminded crew to donate to SPAD. Secretary extended vote of thanks to crew for keeping messroom clean. Educational director stressed importance of upgrading at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for job well done. Next port: Stapleton, N.Y.

CPL. LOUIS J. HAUGE JR. (Maersk Lines), January 30—Chairman **T. Grosskruth**, Secretary **William Justi**, Educational Director **Dave Nance**. Educational director reminded crew to upgrade at Paul Hall Center. Treasurer reported \$150 in ship's fund. No beefs or disputed OT reported. Crew discussed restricted-to-ship pay.

ITB BALTIMORE (Sheridan Transportation), January 31—Chairman **Jimmy Rogers**, Secretary **Andrew Hagan**, Educational Director **Paul Honeycutt**, Steward Delegate **John Padilla**. Chairman reported new couch for messhall received and VCR sent for repairs. He announced payoff in New York. No beefs or disputed OT reported. Crew requested new ice machine. Crew thanked steward department for delicious fresh tuna from St. Croix. Next port: Stapleton, N.Y.

ITB PHILADELPHIA (Sheridan Transportation), January 31—Chairman **V.T. Nielsen**, Secretary **Marvin St. George**, Educational Director **Monte Beck**, Steward Delegate **Jack Hart**. Secretary thanked crew for keeping messhall clean. Educational director urged crew to upgrade at Piney Point. No beefs or disputed OT reported.

JAMES ANDERSON JR. (Maersk Lines), January 31—Chairman **Thomas Anderson**, Secretary **William Bunch**, Educational Director **R. Baker**, Deck Delegate **James Hailstone**, Engine Delegate **Kim Brown**, Steward Delegate **Thomas McCurdy**. Chairman thanked galley gang for excellent job performance during Operation Restore Hope. Educational director urged crew to take advantage of education and training facilities at Lundeberg School. No beefs or disputed OT reported. Chairman reminded crew to keep dues current and the need for benzene testing. Chairman announced furniture in crew lounge sent to Singapore for repairs. Crew discussed need to provide Welfare Plan with marriage and birth certificates for dependents. Crew was thanked for keeping tidy ship. Entire crew thanked galley gang for excellent service and meals. Next port: Mogadishu, Somalia.

LIBERTY SEA (Liberty Maritime), January 24—Chairman **T.A. Burrell**, Secretary **W. Manuel Jr.**, Deck Delegate **C.E. Bonilla**, Engine Delegate **Al Thomas**, Steward Delegate **Joseph Brooks**. Chairman thanked steward department for nice Christmas dinner. No beefs or disputed OT reported. Next port: Haifa, Israel.

LIBERTY STAR (Liberty Maritime), January 24—Chairman

Carlos Spina Jr., Secretary **H.G. Williams**, Educational Director **James Scanlon**, Deck Delegate **Randy Black**, Engine Delegate **Isaac Rowel**, Steward Delegate **Gerardo Lopez**. No beefs or disputed OT reported. Crew asked contracts department to look into getting additional medical care on ship. Galley gang thanked by entire crew and officers for excellent job. Next port: Alexandria, Egypt.

LNG LIBRA (ETC), January 31—Chairman **Bill Darley**, Secretary **Alexander Reyer**, Educational Director **Otis Sessions**, Deck Delegate **George Koblis**, Engine Delegate **Mark Glinka**, Steward Delegate **Henry Daniels**. Chairman reported all is well and TVs are in crew lounge. Additional *Seafarers LOGs* requested. Chairman announced posting of Piney Point classes and reminded crew getting off to clean room and leave keys. Educational director urged crew to upgrade at Paul Hall Center. Treasurer reported \$1,125 in

OMI SACRAMENTO (OMI), January 10—Chairman **Ray Gorju**, Secretary **Nazareth Battle**, Deck Delegate **Francisco Orta**, Engine Delegate **Alex Resendez**, Steward Delegate **Earl Mathews**. Chairman reported new chairs needed for recreation room and urged crew to donate to movie fund. Crew discussed launch service. Educational director encouraged crew to upgrade at Lundeberg School. Crew said trip was very pleasant. No beefs or disputed OT reported. Crew asked for clarification of retirement qualifications. Crew requested new bedsheets, sheets, TV and VCR head cleaner. Crew reported entertainment center and dishwasher need repairs. Next port: New Orleans.

OMI WILLAMETTE (OMI), January 19—Chairman **D. Ellette**. Chairman announced payoff and reported chief cook will be signing off. Educational director encouraged crew to upgrade at Paul

Union Meeting Aboard ITB Mobile



While at Stapleton Anchorage in New York, Bosun Fred Jensen (left), Steward Pedro Sellan (center) and Chief Cook Theodore Quammic attend the union meeting aboard the *ITB Mobile*.

ship's fund. No beefs or disputed OT reported. *LOGs* distributed. Crew voted for new microwave oven. Chairman asked crew to help locate TV remote. Steward department thanked by crew for outstanding job. Next port: Arun, Indonesia.

NEDLLOYD HOLLAND (Sea-Land Service)—January 24—Chairman **P. Butterworth**, Secretary **Carroll Kenny**, Steward Delegate **Ronald Tarantino**. Chairman announced payoff and reminded crew to pay union dues and put in for vacation pay. Educational director urged crew to upgrade at Paul Hall Center. Steward delegate reported some disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to look into emergency leave for members without loss of job. Crew requested new coffee pot and better movies. The entire crew thanked steward department for excellent trip.

NEDLLOYD HUDSON (Sea-Land Service), January 17—Chairman **John Bertolino**, Secretary **Edward Collins**, Educational Director **Kenneth Hart**, Engine Delegate **Roy Speer**. Chairman announced payoff and urged members to donate to SPAD. Educational director encouraged members to upgrade at Lundeberg School. Treasurer reported \$68 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into emergency leave due to death or serious family illness. Crew thanked galley gang for job well done. Next port: Boston.

OMI MISSOURI (Vulcan Carriers), January 10—Chairman **Michael Ventry**, Secretary **Clyde Kreiss**, Deck Delegate **Mark Wright**, Engine Delegate **Donald Wright**, Steward Delegate **Jorge Bernardez**. Chairman announced payoff in Portugal and reminded crew to clean rooms and linen. Educational director reminded qualified members to upgrade at Piney Point. Disputed OT reported by deck delegate. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for job well done.

Hall Center and donate to SPAD. Deck delegate reminded crew to wear respirators when hooking up hoses. Beefs reported by engine and steward delegates. No beefs or disputed OT reported by deck delegate.

OVERSEAS NEW ORLEANS (Maritime Overseas), January 3—Chairman **J.L. Bass**, Secretary **C.S. Navarro**, Deck Delegate **Donald Gilbert**, Engine Delegate **John Rapp**, Steward Delegate **Marco Guevara**. Chairman advised crew to upgrade at Lundeberg School and use education as job security. Secretary thanked crew for cooperation in keeping messhall and crew lounge clean. Educational director encouraged those with enough seamate to upgrade at Piney Point. No beefs or disputed OT reported. Crew reported dryer needs repair. Crew thanked galley gang for excellent holiday meals.

OVERSEAS VALDEZ (Maritime Overseas), January 17—Chairman **Frank Cottongin**, Secretary **C. Miks**, Educational Director **Earl Macom**, Deck Delegate **Kenneth Moore**, Engine Delegate **Gene White**, Steward Delegate **T. Kreis**. Chairman announced change of captains and payoff. He reminded crew to keep lower passage door closed at all times. No beefs or disputed OT reported.

RALEIGH BAY (Sea-Land Service), January 25—Chairman **A. Mohsin**, Secretary **R. Malozi**, Educational Director **V. Carpi**, Deck Delegate **D. Davis**, Engine Delegate **J. Coombe**, Steward Delegate **G. Vorise Jr.**. Chairman discussed importance of donating to SPAD to help get jobs and encouraged crew to upgrade at Paul Hall Center. Secretary reported receiving fresh stores and sending linen ashore in Houston. He thanked crew for keeping messhalls clean at night and gave special thanks to Chief Electrician **V. Carpi**. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew reported new cushions and vacuum cleaner needed in lounge. Next port: Houston.

Continued on page 22

Getting a Good View



From the left, Pedro Marcial, Antonio Rodriguez and Luis Perez—all members of the Sea-Land shoregang in Puerto Rico—get to work.

Ships Digest

Continued from page 21

SAM HOUSTON (Waterman Steamship), January 10—Chairman Jorge Osorio, Secretary Ernie Hoitt, Educational Director Donald Christian, Deck Delegate Claude Lee Hollier, Engine Delegate Brian Monnerjahn, Steward Delegate Ronald Moore. Secretary reported year-end vouchers will be delivered to ship in Suez Canal. He discussed importance of upgrading at Lundeberg School. Treasurer reported \$280 in ship's fund. Deck, engine and steward delegates reported beefs. No disputed OT reported. Crew requested three-way switch for TV. Entire crew thanked steward department for good food during Thanksgiving and Christmas.

SEA-LAND ATLANTIC (Sea-Land Service), January 31—Chairman Calvin James, Secretary F. Costango, Educational Director Miguel Rivera, Deck Delegate Mario Batiz, Engine Delegate Paul Moran, Steward Delegate Eugene Perez Jr. Chairman reported crew lounge chairs are going to be fixed or replaced and TV and VCR need repair. Secretary reported new TV promised but sent to wrong ship. No beefs or disputed OT reported. Crew thanked galley gang. Next port: Boston.

SEA-LAND CHALLENGER (Sea-Land Service), January 10—Chairman Roy Williams, Secretary H.L. Scyces. Chairman reported new TV is being discussed and announced payoff. Secretary stated more linens are needed on ship. No beefs or disputed OT reported. Vote of thanks given to steward department for deck cookouts. Next port: Elizabeth, N.J.

SEA-LAND DEFENDER (Sea-Land Service), January 31—Chairman John Stout, Deck Delegate R.E. Wagner, Engine Delegate Horst Beatjer, Steward Department James Harper. Chairman thanked galley gang for Christmas and New Year meals and reminded crew to leave rooms clean and keys behind when signing off. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed time and work at sea.

SEA-LAND DISCOVERY (Sea-Land Service), January 24—Chairman Carlos De Gracia, Secretary J.R. Culls, Deck Delegate Joseph Lebeuw, Engine Delegate J. Gotschlich, Steward Delegate J. Wadsworth. Chairman reported new dryer ordered. Secretary reported new refrigerator for galley ordered. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), January 17—Chairman Elex Cary Jr., Secretary E. Michael Douroudous, Educational Director Jim McBride, Deck Delegate Walter Price, Engine Delegate Charles Kichak. Chair-

man discussed importance of SPAD for job security and encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

SEA-LAND HAWAII (Sea-Land Service), January 31—Chairman J. Carter, Secretary J. Jones, Educational Director D. Gordius. Chairman reported a good trip to Hong Kong despite very cold weather. Crew thanked galley gang and deck department for jobs well done. Next port: Tacoma, Wash.

SEA-LAND INDEPENDENCE (Sea-Land Service), January 3—Secretary A. Davis, Educational Director C.M. Devonish, Engine Delegate Saleh Ali, Steward Delegate Cecil Gubisch. Crew gave vote of thanks to Assistant Vice President Tony Sacco for helping during payoff. Secretary and educational director reminded members of importance of upgrading at Piney Point. No beefs or disputed OT reported. Crew said they are glad to see *Sea-Land Independence* off European routes and back in United States. Next port: Kobe, Japan.

SEA-LAND NAVIGATOR (Sea-Land Service), January 31—Chairman Werner Becher, Secretary R. Spingat, Educational Director J.B. Canaghan, Deck Delegate Sean Daherty, Engine Delegate Robert Zurfluh, Steward Delegate Raymond Garcia. Chairman thanked crew for cooperation and togetherness that made shipyard stay pleasant. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested new coffee machine. Crew gave vote of thanks to galley gang for fine food served and special thanks for excellent Christmas dinner. Next port: Tacoma, Wash.

SEA-LAND PATRIOT (Sea-Land Service), January 20—Chairman S. Evans, Deck Delegate G.T. Milabo, Steward Delegate A. Hussein. Educational director announced upgrading schedule posted. No beefs or disputed OT reported. Crew thanked chief steward, chief cook and entire galley gang for variety of good food. Next port: Oakland, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), January 20—Chairman Richard Moss, Secretary Gary Griswold, Educational Director William Cameron, Steward Delegate Bert Winfield. Chairman reported a great crew and everything ran smoothly. He thanked steward department for good meals. Secretary thanked crew for picking up after themselves in lounge and messhall. Educational director reminded members to upgrade skills at Paul Hall Center and become more professional. No beefs or disputed OT reported. Crew asked contracts department to look into an increase in pension benefits. Next port: Charleston, S.C.

SEA-LAND PRODUCER (Sea-Land Service), January 24—Chairman J. Edwards, Secretary J. Jim, Steward Delegate M. Abdulla. Chairman announced payoff. Educational director encouraged members to upgrade at Piney

Point. No beefs or disputed OT reported. Crew requested VCR be hooked up in crew lounge.

SEA-LAND TACOMA (Sea-Land Service), January 17—Chairman R. Stuverud, Secretary M. Meany, Educational Director Brett Landis, Deck Delegate G. Poer, Engine Delegate M. Ferguson, Steward Delegate G. Shirley. Secretary reminded members of importance of donating to SPAD and helping passage of a maritime bill. Educational director encouraged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into retirement at any age for members who have 20 years seetime.

SEA-LAND VALUE (Sea-Land Service), January 17—Chairman Domingo Leon Jr., Secretary A. Hassan, Educational Director Steven Miller, Engine Delegate Gerald Rogers, Steward Delegate Miguel Pabon. Crewmembers discussed pension increases and seetime. No beefs or disputed OT reported. Crew requested new recliners for lounge and stated they are looking forward to entertainment system. Vote of thanks was given to steward department for a well prepared Christmas and New Year's dinners. Next port: Elizabeth, N.J.

SEA-LAND VOYAGER (Sea-Land Service), January 31—Chairman J.R. Colson, Secretary Scott Opsahl, Educational Director William Hatchel, Engine Delegate O. Mortensen, Steward Delegate Jose Maglalang. Chairman announced ship going into dry dock for 14 days in Kobe. Educational director posted Piney Point schedule and discussed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for holiday feast, especially the barbecue.

SEALIFT PACIFIC (IMC), January 17—Chairman William Sharp, Secretary Franchesca Rose, Educational Director Raymond Prall, Deck Delegate Wayne Ward, Engine Delegate Charlie Sandino, Steward Delegate Mansour Abdalla. Chairman and crew thanked steward department for wonderful holiday feast. He stated it was like being at a Hawaiian luau. The galley gang included Chief Steward Franchesca Rose, Chief Cook Mansour Abdalla and SA Joshua Hollinger. He said smooth sailing with happy crew makes one big happy family. Secretary encouraged members to take advantage of educational program at Lundeberg School and upgrade. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew promised to work together to keep union strong. Next port: Jacksonville, Fla.

USNS POLLUX (Bay Tankers), January 23—Chairman Michael Davis, Secretary H. Ward, Educational Director D. Jones, Deck Delegate Ronnie Lambert, Engine Delegate Robert Stevenson, Steward Delegate Martha Lion. Secretary reported very safe trip with good crew. Crew requested new movies. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Crew thanked galley gang for job well done.

USNS PREVAIL (USMMI), January 28—Chairman Grant Shipley, Secretary A. Davidson, Educational Director Michael Hooper, Deck Delegate William Fielding, Engine Delegate Gary Hare, Steward Delegate Michelle Hopper. Secretary reported ballots from Naval Base in Rota, Spain were not received by members in time to vote in presidential election. Local voting was done. Educational director announced eight members received CPR certification in Rota. He reported information on upgrading, vacation and medical benefits available to all members. Crew asked contracts department to send copies of SIU/USMMI contract. Crew reported ship's books donated to local naval library and more books have been received from American

Merchant Marine Society.

BROOKS RANGE (IOM), February 24—Chairman M.G. Gutierrez, Secretary J.S. Smith, Educational Director K. Miles, Deck Delegate M.R. Hester, Engine Delegate J. Laguna. Chairman reminded crew to separate plastic from garbage in room trash. Crew requested new TV. No beefs or disputed OT reported.

CAPE HENRY (OMI), February 12—Chairman T.S. Votsis, Secretary A. Holland, Educational Director Irwin Rousseau, Deck Delegate Benny Freeland, Engine Delegate Troy Fleming, Steward Delegate R.C. Catahan. Chairman reminded members to donate to SPAD and keep dues up-to-date. He announced payoff. No beefs or disputed OT reported. Educational director urged members to upgrade at Piney Point. Next port: Tacoma, Wash.

COURIER (Vulcan Carriers), February 14—Chairman S. Yaras, Secretary A. Ross. No beefs or disputed OT reported. Crew reported efforts being made for ship's fund.

GALVESTON BAY (Sea-Land Service), February 14—Chairman Carlton Hall, Secretary R. Ascano, Steward Delegate Donald Huffman. No beefs or disputed OT reported. Crew thanked steward department for excellent variety of good food. Next port: Port Everglades, Fla.

GLOBAL SENTINEL (Transoceanic Cable), February 12—Chairman J. Olson, Secretary D. Collison, Deck Delegate J. Stringer, Engine Delegate C. McCoy, Steward Delegate David Nason. Chairman thanked galley gang for cookout and reminded crew to keep lounge clean. Treasurer reported \$1,400 in ship's fund. No beefs or disputed OT reported. Crew asked bosun to check into transportation to and from ship in Astoria, Ore. Next port: Astoria.

GROTON (Sheridan Transportation), February 28—Chairman N. Matthey, Secretary A. Banky, Educational Director R. Natobi, Engine Delegate P. Murtach, Steward Delegate M. Hammock. Chairman announced payoff and layup of ship in May or June. He thanked steward department for great barbecue. Educational director reminded members of Lundeberg School scholarship deadline on April 15 and urged them to upgrade. No beefs or disputed OT reported. Steward delegate thanked crew for help and participation in cookout. Crew requested short-wave radio, a mixer and was told new sofa was ordered. Repairs needed to TV, radio antennas and galley refrigerator.

ITB PHILADELPHIA (Sheridan Transportation), February 19—Chairman T. Tierney, Deck Delegate Joe Turcoy, Engine Delegate Leo Sullivan, Steward Delegate J. Emidy. Crew reported dishwasher needs repair. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew requested new couch for lounge. Members urged to use caution on decks due to icing in cold weather. Crew discussed importance of educating public on merchant marine and its function—not only in defense but commercial use. Crew suggested union commercials educating public. Crew gave vote of thanks to steward department for fine meals. Galley gang thanked crew for keeping messhall clean. Next port: New York.

LIBERTY SUN (Liberty Maritime), February 21—Chairman Willie Rice, Secretary F.L. Washington, Educational Director Douglas Felton, Engine Delegate D. Walker. Chairman announced payoff. Secretary reminded crew to strip bunks, clean room and leave key before signing off. Educational director discussed importance of upgrading at Paul Hall Center. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates.

LNG LIBRA (ETC), February 8—Chairman Bill Darley, Secretary

Alexander Reyer, Educational Director O. Sessions, Deck Delegate George Keblis, Engine Delegate Mark Glinka, Steward Delegate Henry Daniels. Chairman announced room inspection for those signing off. Secretary

What's for Lunch?



Chief Steward Franchesca Rose prepares the daily menu aboard the *Sealift Pacific*.

reminded members to upgrade at Piney Point. Educational director announced SIU representative to visit ship in next port. Treasurer reported \$144 in members' fund and \$1,397 in general fund. No beefs or disputed OT. Crew reported *Seafarers LOGS* received. Crew requested new movies and current issues of magazines.

LNG VIRGO (ETC), February 28—Chairman Monte Pereira, Secretary Robert Brown, Deck Delegate John Batorski, Steward Delegate Glenn Williams. Chairman reported SIU port agent Sal Aquia visited ship in Japan and crew voted to use ship's fund for second subscription to *Stars & Stripes*. No beefs or disputed OT reported. Crew requested shore gang for Indonesia. Crew thanked galley gang for fine meals. Next port: Osaka, Japan.

NEWARK BAY (Sea-Land Service), February 14—Secretary J. Jordan, Educational Director Richard Johnson, Deck Delegate Robert Kirk, Engine Delegate Philip Pardovich, Steward Delegate Willie Grant. Secretary announced payoff. Educational director reminded members of importance of upgrading at Lundeberg School. No beefs or disputed OT. Crew thanked steward department for job well done. Next port: Boston.

OVERSEAS ALASKA (Maritime Overseas), February 13—Chairman John Zepeda, Secretary D. DeCesare, Educational Director C.K. Dunnivant, Deck Delegate B. Riddick, Engine Delegate John Cooper, Steward Delegate Malcolm Holmes. Chairman read letter received from headquarters. Educational director urged members to take opportunity to upgrade at Paul Hall Center. Treasurer reported \$50 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Chief pumpman gave vote of thanks to steward department for excellent food. Next port: New Orleans.

OVERSEAS MARILYN (Maritime Overseas), February 21—Chairman Peter Victor, Secretary Ray Fletcher, Deck Delegate A. Sjaastad, Engine Delegate Hector Frederick, Steward Delegate Lucas Martinez. Chairman reported smooth sailing and good crew. He asked crew signing off to clean rooms and leave fresh linens. He announced payoff. He noted this was great crew and thanked everyone. Secretary thanked crew for cooperation in keeping tidy ship. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Next port: New Orleans.

Everything in Its Place



Bosun Teddy Nielsen makes sure all lines are stowed during the *ITB Philadelphia's* payoff at Stapleton Anchorage in New York.

Final Departures

DEEP SEA

WILLIAM ALLEN



Pensioner William Allen, 84, died February 16. He joined the Marine Cooks and Stewards (MCS) in 1949 in his native Seattle, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Allen began receiving his pension in September 1976.

LORENZO ALVARADO



Pensioner Lorenzo Alvarado, 63, passed away February 24. Born in Puerto Rico, he joined the SIU in 1961 in the port of New York. Brother Alvarado sailed in the steward department. He served in the U.S. Army from 1951 to 1953. Brother Alvarado retired in October 1988.

JAMES BOTANA



Pensioner James Botana, 70, died February 11. The native of Cuba joined the Seafarers in 1961 in the port of New York. Brother Botana sailed in the steward department. He began receiving his pension in April 1988.

LARRY BOUTTE

Pensioner Larry Boutte, 69, passed away December 10, 1992. Born in Louisiana, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the AGLIWD. Brother Boutte began receiving his pension in July 1973.

HARVEY BURGE



Pensioner Harvey Burge, 75, died February 11. A native of Picayune, Miss., he joined the union in 1945 in the port of New Orleans. Brother Burge sailed in the deck department. He retired in September 1983.

YUNG K. CHOW

Pensioner Yung K. Chow, 87, passed away December 28, 1992. Born in China, he joined the Marine Cooks and Stewards in 1950 in the port of San Francisco, before that union merged with the AGLIWD. Brother Chow began receiving his pension in December 1969.

SHIU L. CHOY

Pensioner Shiu L. Choy, 75, died January 3. A China native, he joined the Marine Cooks and Stewards in 1946 in the port of San Francisco, before that union merged with the AGLIWD. Brother Choy retired in August 1974.

FEDELE DIGIOVANNI

Pensioner Fedele DiGiovanni, 86, passed away February 10. He joined the SIU in 1951 in his native New Orleans. Brother DiGiovanni sailed in the steward department. He served in the U.S.

Navy from 1943 to 1946. He began receiving his pension in January 1974.

GEORGE GREEN



Pensioner George Green, 70, died December 2, 1992. A native of Seattle, he joined the Marine Cooks and Stewards in 1940 in the port of San Francisco, before that union merged with the AGLIWD. Brother Green retired in July 1977.

JOSEPH GUIDICE JR.



Joseph Guidice Jr., 34, died January 19. Born in New York, he graduated from the Lundeberg School in 1979. Brother Guidice sailed in the deck department.

DARWIN HAND



Darwin Hand, 51, passed away February 15. A native of Gary, Ind., he joined the Seafarers in 1982 in the port of Honolulu. Brother Hand sailed in the steward department. He upgraded at Piney Point in 1988. Brother Hand served in the U.S. Navy from 1960 to 1968.

PAUL HUGLI

Pensioner Paul Hugli, 72, died December 30, 1992. A California native, he joined the Marine Cooks and Stewards in 1941 in the port of San Francisco, before that union merged with the AGLIWD. Brother Hugli began receiving his pension in June 1964.

WILLIAM HUNTER

Pensioner William Hunter, 74, passed away January 24. Born in Warren, Ark., he joined the SIU in 1969 in the port of Jacksonville, Fla. He sailed in the engine department. Brother Hunter upgraded at the Lundeberg School in 1978. He served in the U.S. Navy from 1935 to 1962. Brother Hunter retired in September 1983.

ROBERT JOFFERN

Pensioner Robert Joffern, 80, died January 5. Born in Arizona, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the AGLIWD. Brother Joffern began receiving his pension in October 1970.

JAMES JOHNSON

Pensioner James Johnson, 74, passed away January 10. A native of Louisiana, he joined the union in 1955 in the port of New Orleans. He sailed in the steward department. Brother Johnson served in the U.S. Army from 1945 to 1946.

LEON KANE

Pensioner Leon Kane, 66, died February 19. A New York native, he joined the Seafarers in 1946 in the port of Baltimore. Brother Kane sailed in the deck department. He retired in July 1969.

JOSEPH LISI

Pensioner Joseph Lisi, 74, passed away February 8. He joined the SIU in 1960 in his native New York. Brother Lisi sailed in the engine department. He upgraded at the Lundeberg School in 1982. Brother Lisi served in the U.S. Army Air Force from 1941 to 1945. He retired in March 1984.

R.J. LOWE



R.J. Lowe, 63, died December 16, 1992. Born in Mississippi, he joined the union in 1961 in the port of San Francisco. Brother Lowe completed the steward recertification class at Piney Point in 1983. He served in the U.S. Navy from 1945 to 1946.

HARRY LUCKEY



Pensioner Harry Luckey, 70, passed away December 19, 1992. A native of LaBelle, Fla., he joined the Seafarers in 1965 in the port of Baltimore. Brother Luckey sailed in the engine department. He served in the U.S. Navy from 1942 to 1945. Brother Luckey began to receive his pension in January 1988.

GREGORIO MADERA



Gregorio Madera, 43, died January 12. Born in Puerto Rico, he joined the SIU in 1978 in the port of New York. Brother Madera sailed in the engine department. He upgraded at the Lundeberg School frequently.

JESSIE MARTIN



Jessie Martin, 67, passed away January 6. A native of Alabama, he joined the union in 1975 in the port of San Francisco. Brother Martin sailed in the engine department.

JUAN MELENDEZ



Pensioner Juan Melendez, 65, died February 4. Born in Puerto Rico, he joined the Seafarers in 1966 in the port of New York. He sailed in the steward department. Brother Melendez upgraded at Piney Point in 1977. He retired in July 1992.

WILLIAM MINES



William Mines, 62, passed away February 1. An Oklahoma native, he joined the SIU in 1959 in the port of Portland, Ore. Brother Mines sailed in the steward department.

ROBERT MORRISON

Pensioner Robert Morrison, 75, died February 11. Born in Iowa, he joined the Marine Cooks and Stewards in 1940 in the port of San Francisco, before that union merged with the AGLIWD.

AHMED MOUSSAIN

Ahmed Moussain, 63, passed away January 18. A native of Yemen, Arabia, he joined the union in 1990 in the port of Honolulu. Brother Moussain sailed in the steward department.

RUY K. NG

Pensioner Ruy K. Ng died January 5. Born in China, he joined the Marine Cooks and Stewards in 1947 in the port of San Francisco, before that union merged with the AGLIWD. Brother Ng began receiving his pension in July 1976.

JIMMIE NICHOLSON



Jimmie Nicholson, 40, passed away February 12. A native of Cheyaw, S.C., he graduated from the Lundeberg School in 1978. Brother Nicholson sailed in the engine department. He upgraded frequently at the Lundeberg School.

MILTON PANG

Milton Pang, 56, died September 12, 1992. Born in China, he joined the Seafarers in 1988 in the port of Honolulu. Brother Pang sailed in the steward department.

FRANK PENNINO



Frank Pennino, 42, passed away December 24, 1992. He joined the SIU in 1990 in his native New York. Brother Pennino sailed in the steward department.

EMMANUEL RAPITIS



Pensioner Emmanuel Rapitis, 70, died December 23, 1992. Born in Greece, he joined the union in 1965 in the port of New York. Brother Rapitis sailed in the engine department. He began receiving his pension in December 1988.

GERONIMO REFUERZO

Pensioner Geronimo Refuerzo, 84, passed away January 18. A native

Continued on page 25

S.N. 'Smitty' Smith Passes Away; Sailed in Galleys for 50 Years

Samuel N. "Smitty" Smith passed away February 7. The retired steward department member—a fixture in the San Francisco hall—was 74.

Brother Smith began sailing in 1938 with the Marine Cooks and Stewards as a cook aboard an American President Lines ship. He decided to give it a try after listening to an uncle describe what life is like at sea. He continued sailing until his retirement from the SIU in 1989, when he signed off the *President Taft*.

For most of his maritime career, he sailed aboard passenger ships. But, during World War II, he signed on to whatever ship needed his help in the galley. Smith, in an interview in 1990 with a reporter for the *Seafarers LOG*, recalled the most memorable shipment aboard a vessel on which he sailed during that period was "transporting mules for the 97th Infantry."

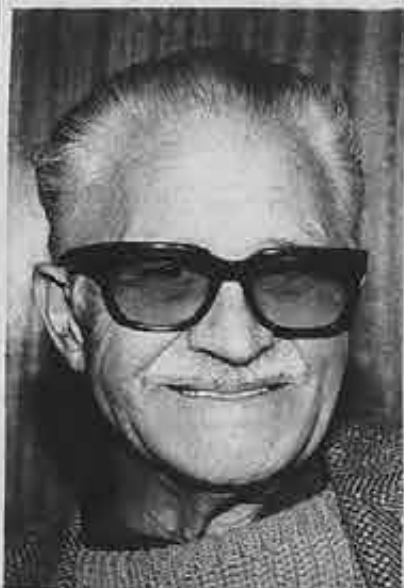
Worked Passenger Ships

Following the war, the New York native returned to sailing on passenger ships. He worked his way up the ladder from waiter to maître d'. Along the way, he picked up some tricks of the trade that made his voyages memorable for the passengers.

"One evening on the trips, we featured a 'Nights of Arabia' theme. I helped make the costumes for the event," he recalled. "In fact, we tried to have costumes and decorations for all kinds of special parties. That's why so many people came back to my ships."

6,000 Christmas Cards

One of Smith's characteristics was making friends whenever he sailed. At the time of his death, his Christmas card list was greater than 6,000. He mailed cards to each person on the list every year.



Samuel N. Smith

In 1980, Smith came to the Seafarers Harry Lundeberg School of Seamanship to work with SIU members preparing to crew the dining room staff of the *SS Independence*. He served as chief steward when the first American Hawaii Cruises vessel made its inaugural run, then worked his way up to hotel manager. He also served as hotel manager aboard the *Indy's* sister ship, the *SS Constitution*.

44 Round Trips

The galley gang member estimated he made 44 trips around the world during his career on the various passenger ships. He stated his favorite vessel was the *President Roosevelt* because of "the great crewmembers aboard."

Following his retirement, Smith volunteered his time in the San Francisco hall, making coffee for members and helping with special events.

At his request, Brother Smith's ashes were scattered at sea outside the Golden Gate Bridge following a ceremony aboard the *President Jackson*.

Cruise Director and Staff Members Put the Fun into Sailing Hawaii



Ready to help travellers aboard the *Constitution* are (from left) Jr. Asst. Purser Desiree Dold, Chief Purser Lynn Santos and Jr. Asst. Purser Eldie Bawden.

No cruise is complete without the people who provide the special, personal touches—those who take away any of the possible worry a passenger might have while sailing around the Hawaiian islands.

On board the SIU-crewed *Independence* and *Constitution*, cruise directors like Robert Tanaka and Greg Fucci oversee almost all of the passenger activities on the seven-day voyages. From organizing passenger talent shows or trivia contests to lining up magic shows or big band-style entertainment for listening and dancing pleasure, the cruise directors and their staffs keep things moving.

"Our goal is make sure the passengers are happy and involved," Fucci noted. "We want to make sure there always is something on board the ship for them to see or do."

Cruise directors and staff, all of whom are Seafarers, start at

sunrise with aerobics, walking and jogging sessions. For those passengers not going ashore on a given day, there are—among numerous other activities—ukelele and hula lessons, arts and crafts sessions, bingo games and children's programs.

In the afternoon, the staff might put on short plays or entertain tea-time passengers with a few trips down memory lane on the piano. The ships' orchestras entertain in the evenings before late-night pajama and dance parties begin.

However, when the American Hawaii Cruises vessels are docked and passengers seek to become tourists, another SIU-crewed department is there to help. A stop at the purser's office on the main deck of either of the "White Ships" can make sure passengers have no problems when they go ashore.

Chief pursers like Sally Jo Robinson and Lynn Santos

work with other SIU members to sell tour tickets, offer information about on-shore attractions, line up car rentals, cash travellers checks and do many other things for tourists seeking to enjoy the beauty of one of the islands.

Their offices are open 24 hours and assist passengers on board with such after-hours items as providing an extra pillow for the cabin or locating a medical officer for someone who had too much sun during the day.



The *Constitution* orchestra, composed of SIU members, plays for passengers after dinner in the Tropicana Showplace.



Assisting a passenger on the *Independence* is Jr. Asst. Purser Alex Vienez.



Cruise Director Greg Fucci organizes passenger activities aboard the *Constitution*.



Sports Director Derrick Mizuguchi keeps track of a passenger's workout aboard the *Independence*.



Taking a call from a passenger on the *Constitution* is Jr. Asst. Purser Shannon Perry.



Members of the *Independence* orchestra are (from left) Tom Rastorfer, Eric Shifrin, Robin Miyashiro (band leader), Sean Lyons, Rich Rychel and Chris Sharkey.



Saxophonist Sean Lyons finds a secluded place to practice on-board the *Independence*.



Working in the purser's office aboard the *Independence* are Chief Purser Sally Jo Robinson and Jr. Asst. Purser Steve Hinton.



Taking a moment to plan the evening's activities are (from left) Musician Keoni Manuel, Attendant Roey Daugherty, Deck/Lounge Steward Deidre Larkin, Stage Manager Greg Trochill, Deck/Lounge Steward Sonny Whiting and Asst. Stage Manager Rick Erickson.

Final Departures

Continued from page 23

of the Philippine Islands, he joined the Marine Cooks and Stewards in 1941 in the port of San Francisco, before that union merged with the AGLIWD. Brother Refuerzo sailed as a merchant mariner during World War II. He retired in April 1970.

LESTER SMITH



Pensioner Lester Smith, 68, died January 25. Born in Washington, N.C., he joined the SIU in 1946

in the port of Norfolk, Va. Brother Smith completed the bosun recertification class at the Lundeberg School in 1974. He served in the U.S. Navy from 1941 to 1945.

WILLIAM SMITH

Pensioner William Smith, 65, passed away January 17. He joined the Seafarers in 1947 in his native Philadelphia. Brother Smith sailed in the deck department. He began receiving his pension in January 1986.

BOBBIE B. SPEARS



Pensioner Bobbie Spears, 67, died February 8. A native of Okhurst, Okla., he joined the union in 1944

in the port of New York. Brother Spears sailed in the deck department. He retired in January 1987.

ORVILLE STICH



Pensioner Orville Stich, 71, passed away February 9. Born in Dahlgren, Ill., he joined the SIU in 1943

in the port of New York. Brother Stich sailed in the engine department. He began receiving his pension in October 1981.

GREGORY TAYLOR



Gregory Taylor, 37, died November 21, 1992. A native of Jonesboro, Ark., he graduated from the Lundeberg School in 1974. Brother Taylor sailed in the steward department.

THOMAS WALKER



Pensioner Thomas Walker, 57, passed away February 18. A Los Angeles native, he joined the Seafarers in

1960 in the port of New Orleans. Brother Walker completed the bosun recertification course at the Lundeberg School in 1975. He served in the U.S. Army from 1953 to 1955.

HENRY WU

Pensioner Henry Wu, 84, died November 27, 1992. Born in China, he joined the Marine Cooks and Stewards in 1939 in the port of

San Francisco, before that union merged with the AGLIWD. Brother Wu began receiving his pension in January 1968.

INLAND

SIDNEY ASNER



Sidney Asner, 58, passed away January 26. A New York native, he joined the SIU in 1979 in the port of Norfolk, Va.

Boatman Asner sailed in the steward department. He served in the U.S. Navy from 1952 to 1971.

JAMES DILLON

Pensioner James Dillon, 63, died February 6. Born in Easton, Md., he joined the Seafarers in 1976 in the port of Baltimore. Boatman Dillon sailed in the engine department. He upgraded at Piney Point in 1982. Boatman Dillon served in the U.S. Army from 1946 to 1948. He began receiving his pension in September 1991.

STANLEY JAMES

Stanley James, 55, passed away January 23. A native of Jackson, Miss., he joined the union in 1979 in the port of New Orleans. Boatman James sailed in the deck department.

WILLIAM MALLARD



Pensioner William Mallard, 76, died January 17. A New Bern, N.C. native, he joined the SIU in 1963 in the port of

Norfolk, Va. Boatman Mallard sailed in the engine department. He served in the U.S. Army from 1941 to 1944. Boatman Mallard began receiving his pension in August 1978.

ANTHONY MAXWELL



Pensioner Anthony Maxwell, 72, passed away February 3. He joined the Seafarers in 1957 in his native New Orleans. Boatman Maxwell sailed in the deck department. He retired in February 1988.

WILFRED ROUX



Pensioner Wilfred Roux, 74, died February 11. Born in Louisiana, he joined the union in 1967 in the port of

Seattle. Boatman Roux sailed in the engine department. He began receiving his pension in December 1981.

GREAT LAKES

HUSSEIN ALEIDAROOS



Pensioner Hussein Aleidaros, 58, passed away October 16, 1992. A native of Yeman, Arabia, he

joined the SIU in 1966 in the port of Detroit. Brother Aleidaros

began receiving his pension in January 1989.

FRANCIS POTTER



Pensioner Francis Potter, 82, died February 6. Born in Michigan, he joined the Seafarers in 1962 in the

port of Detroit. Brother Potter sailed in the engine department. He retired in November 1975.

LEON STILLWELL

Pensioner Leon Stillwell, 78, passed away February 15. A native of Mackinaw City, Mich., he joined the union in 1961 in the port of Detroit. Brother Stillwell sailed in the engine department. He began receiving his pension in July 1981.

ATLANTIC FISHERMEN

RAYMOND RICHARDS

Pensioner Raymond Richards, 75, died January 30. Born in Newburyport, Mass., he joined the SIU in 1947 in the port of Gloucester, Mass. Brother Richards served in the U.S. Navy during World War II. He retired in November 1978.

RAILROAD MARINE

JOHN WEIDNER



Pensioner John Weidner, 90, passed away January 25. Born in Brooklyn, N.Y., he joined the

Seafarers in 1963 in the port of New York. He sailed in the deck department. He retired in January 1968.

JAMES MCTIGHE



Pensioner James McTighe, 80, died January 10. A native of Paterson, N.J., he joined the SIU in 1963

in the port of New York. Brother McTighe sailed in the deck department. He began to receive his pension in April 1970.

Morale Reported High On LNG Capricorn

"Hard work is a pleasure among SIU members aboard the *LNG Capricorn*," reported Bosun A.L. "Pete" Waters to the *Seafarers LOG*. The February 21 ship's minutes reported no beefs or disputed OT on the Energy Transportation Corp. vessel. The minutes were signed by Chairman Waters, Secretary J.L. Gibbons, Educational Director D. Busby, Deck Delegate Dirk Adams, Engine Delegate Thomas Harris and Steward Delegate George Taylor.

The camaraderie among crewmembers is evident in everyday activities at sea, Bosun Waters added. The steward department prepares excellent meals, and he noted his pleasure in sailing with such an enjoyable and experienced crew.

Chief Cook George Taylor and SA Donna Moore add smiles and laughter to each day with their happy approach to a long day's work aboard the *Capricorn*, he pointed out.

The report noted Waters plans to retire this year after one more voyage. The crew stated they will miss him when he signs off for the last time.



Members of the deck department take time out from a busy day to pose for a group photo. They are (from left) OS Kevin Young, Bosun A.L. "Pete" Waters, AB Dirk Adams, OS Jake Mayo and AB Jeff Fry.



SA Darrell Weatherpoon helps with galley washup.



Cleaning air conditioner screens is QMED Tom Harris.



Wiper D. Bell stows his cleanup materials for the day.



SA Donna Moore and Recertified Steward John Gibbons clean fresh red snapper.



Preparing each meal with a smile is Chief Cook George Taylor.

**Summary Annual Report
SIU Pacific District
Supplemental Benefits Fund, Inc.**

This is a summary of the annual report for the SIU PD Supplemental Benefits Fund, Inc. (Employer Identification No. 94-1431246, Plan No. 501) for the year ended July 31, 1992. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$10,857,639. These expenses included \$293,902 in administrative expenses and \$10,563,737 in benefits paid to participants and beneficiaries. A total of 2,188 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,052,472 as of July 31, 1992, compared to \$3,934,296 as of the beginning of the plan year. During the plan year the plan experienced a decrease in its net assets of \$881,824. The plan had total income of \$9,975,815 including employer contributions of \$9,773,180, earnings from investments of \$169,055, and other income of \$33,580. Employees do not contribute to this plan.

Your Rights to Additional Information

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

1. An accountant's report,
2. Assets held for investments,
3. Transactions in excess of five (5) percent of the fund assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the Plan Administrator, SIU PD Supplemental Benefits Fund, Inc., 522 Harrison Street, San Francisco, California 94105. Telephone Number: (415) 495-6882.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 508—Graduating from trainee lifeboat class 508 are (from left, kneeling) William Sorenson, Dale Rice, Kimberly Clark, Michael Santiago, Gamal Fitahey, (second row) Bryan Ellis, Terrence Carmody, Andrew Palmer, Duane Washington, Eric Graham, Ben Cusic (instructor), (third row) David Connole, Michael Moore, Everett Downey, Bruce Sewer, Charles Wright and Patrick Levens.



Upgraders Lifeboat—Members of the February 8 graduating class receiving their lifeboat endorsements are (from left, front row) Saleh Nagi Hussen, Gualberto Mirodor, (second row) Ben Cusic (instructor), Lee Toczykowski, Stephen Adams and Robert Habina Jr.



Welding—Members of the March 9 class in welding are (from left) Bill Foley (instructor), Robert Curtin, Joshual Mayer, Marcos Hill, Olifidio Esquivel Jr., William Jarvi, Sergio Pasilong, Paul Peterson, Gilbert Tedder Jr., David Plumb, Jim Gibson and Larry Pittman.



Radar—Renewing their radar endorsements on February 12 are (from left) Bill Lupton, Milton Gomes, Gerard McGovern and Jake Karaczynski (instructor).



Able Bodied Seaman—Completing the AB course on March 9 are (from left, kneeling) Scott Snodgrass, Dale Kaiser, James Ward, Darryl Smith, Sean Flaherty, Thomas Sneed, Mike Boulier, David Denizac, Rodney Irons, (second row) Phillip Jackson, Daniel Bryant, Michael Smith, Joseph Young, Mark Bleau, Sean Essex, Derek Law, Ahmed Naga, Cory Gardiner, (third row) Rick James, Phillip Evans, Michael Ethridge, Kevin Masfield, William Dize, Kenneth Cuffee, Alfred Tucker, Robert Stanback, (fourth row) Casey Taylor (instructor), Dodd Edington, Michael Conway and Clay Swidas.



Marine Electronics Technician I—Graduating from this engine department course on February 23 are (from left, seated) Robert C. Adams, David Murphy, Henry Muller, (standing) Albert Schroeder, Floyd Turner and Russ Levin (instructor).



Celestial Navigation—Completing the three-week celestial navigation course on February 8 are (from left, front row) Jake Karaczynski (instructor), Donald Marini, Darren Bates, George Urban III, (second row) Carl Kriensky, Stephen Tannish, Bernard De Repentigny and William Robitzsch.



Marine Electrical Maintenance—Successfully completing the marine electrical maintenance course on March 10 are (from left) Mark Stewart, Jon Beard, Ed Rynberg, Monroe Monseur, Tom Priscu, Michael Hall, William Mogg and Eric Malzkuhn (instructor).

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between May and September 1993 at the Seafarers Harry Lundeborg 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 2
	July 19	August 27
	September 13	October 22
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Shiphandling	June 21	July 2
	August 23	September 3
	September 27	October 8
Radar Observer - Unlimited	May 17	May 21
	July 12	July 16
	August 16	August 20
	September 20	September 24
Celestial Navigation	May 24	June 18
	July 19	August 13
Third Mate	May 3	August 13
	August 30	December 10

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	May 24	May 29
	August 2	August 6
Lifeboatman	May 24	June 4
	June 21	July 2
	July 19	July 30
	August 16	August 27
Basic/Advanced Fire Fighting	September 13	September 24
	May 11	May 21
	July 13	July 23
Sealift Operations & Maintenance	September 7	September 17
	May 10	June 4
	July 5	July 30
August 30	September 24	

UPGRADING APPLICATION

Name _____ Date of Birth _____
 Address _____
 Telephone _____
 Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS trainee program? Yes No
 If yes, which program: from _____ to _____
 Last grade of school completed _____
 Have you attended any SHLSS upgrading courses? Yes No
 If yes, course(s) taken _____
 Have you taken any SHLSS Sealift Operations courses? Yes No
 If yes, how many weeks have you completed? _____
 Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No
 Date available for training _____
 Primary language spoken _____

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	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	July 19	October 8
Fireman/Watertender and Oiler	June 7	July 16
All students must take the Oil Spill Prevention and Containment class.	September 27	November 5
	Pumproom Maint. & Operations	June 21
Basic Electronics	August 16	September 24
	August 30	September 24
Marine Electrical Maintenance I	July 6	August 27
Marine Electrical Maintenance II	September 13	October 22
Refrigeration Maint. & Operations	July 6	August 13
Marine Electronics Technician I	May 10	June 18
Marine Electronics Technician II	June 21	July 30
Hydraulics	June 7	July 2
	August 2	August 27
Diesel Engine Technology	August 9	September 3

1992-93 Adult Education Schedule

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

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

College Program Schedule for 1993

FULL 8-week sessions July 19 September 10

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 Lundeborg 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

<input type="checkbox"/> DECK <input type="checkbox"/> AB/Sealift <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate <input type="checkbox"/> Radar Observer Unlimited <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Simulator Course	<input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance & Operation <input type="checkbox"/> Refrigeration Systems Maintenance & Operation <input type="checkbox"/> Diesel Engine Technology <input type="checkbox"/> Assistant Engineer/Chief Engineer Motor Vessel <input type="checkbox"/> Original 3rd Engineer Steam or Motor <input type="checkbox"/> Refrigerated Containers Advanced Maintenance <input type="checkbox"/> Electro-Hydraulic Systems <input type="checkbox"/> Automation <input type="checkbox"/> Hydraulics <input type="checkbox"/> Marine Electronics Technician	ALL DEPARTMENTS <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman (must be taken with another course) <input type="checkbox"/> Oil Spill Prevention & Containment <input type="checkbox"/> Basic/Advanced Fire Fighting
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<input type="checkbox"/> ENGINE <input type="checkbox"/> POWT <input type="checkbox"/> QMED—Any Rating <input type="checkbox"/> Variable Speed DC Drive Systems (Marine Electronics)	<input type="checkbox"/> STEWARD <input type="checkbox"/> Assistant Cook Utility <input type="checkbox"/> Cook and Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Chief Steward <input type="checkbox"/> Towboat Inland Cook	ADULT EDUCATION DEPARTMENT <input type="checkbox"/> Adult Basic Education (ABE) <input type="checkbox"/> High School Equivalency Program (GED) <input type="checkbox"/> Developmental Studies (DVS) <input type="checkbox"/> English as a Second Language (ESL) <input type="checkbox"/> ABE/ESL Lifeboat Preparation
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<input type="checkbox"/> COLLEGE PROGRAM <input type="checkbox"/> 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: Lundeborg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



SUMMARY ANNUAL REPORTS
 SIU Pacific District
 Pension Plan
 — Page 20
 SIU Pacific District
 Supplemental Benefits Fund, Inc.
 — Page 25

SS Constitution Saves Two in Night Rescue

Two Oahu Island residents owe their lives to the sharp ears of Ordinary Seaman Jayson Agana who heard their cries for help as the *SS Constitution* sailed past them early on the morning of March 14.

Agana was standing watch on the port bridge wing more than 70 feet above water level when he heard the cries of "Help!" coming from Victor Bakke and Tom Holquin. After notifying the bridge, the deck department member tossed life rings and water lights to mark the location, approximately eight miles south of Koko Head on Oahu. In less than an hour, the pair was warming up and drying off aboard the American Hawaii Cruises vessel. Later that morning, a Coast Guard cutter returned them to land.

Chief Officer Maik Darley spoke with Bakke a few days after the rescue to find out what had happened and how he and Holquin were doing. Darley provided the *Seafarers LOG* with a copy of the interview as well as details of the rescue.

Initial Sailing

On the afternoon of March 13, the duo had been sailing a catamaran Bakke recently purchased when the port hull went under, causing the craft to flip. They were approximately three miles from shore and could see the Kahala Hilton. On their seaward side, the duo saw small crafts and vessel traffic. The time was approximately 3:30 p.m.

Within 45 minutes, the currents had taken the inverted craft and its two passengers past all the boats and through the shipping lanes. No one had spotted them, and attempts to remove the mast—which stayed intact when the catamaran flipped—were unsuccessful.

At 4:30, after a boat sailed past but did not spot them, Bakke and Holquin decided to get off the catamaran rather than risk being carried further into the Pacific



Following the rescue off Koko Head of the two pleasure boaters, the *Constitution* emergency squad gathers on the ship's bow. From left to right are (front row) Chief Officer Maik Darley, AB Maintenance John Madsen, OS Fire Patrol Emmanuel Bayani, OS Fire Patrol Sanyboy Whiting, Carpenter Pat Patterson, (second row) AB Watch Tobias Rose, Captain Ricardo Araiza, Bosun Louie Zizzo, OS Watch Jayson Agana, AB Watch Francisco Sousa, (back row) OS Watch Lawrence Delay, OS Fire Patrol Robert Williams, AB Watch Robert Corbett, AB Maintenance Brett Van Drie and AB Maintenance Albert Dela Alma.

Ocean. The pair secured a bungee line around each other so they would not separate. Neither had a life jacket or vest. Early in their stay in the water, two sharks swam near but did not bother the pair.

Helicopter Misses Them

After nightfall, the two saw a Coast Guard helicopter flying over the ocean, shining a spotlight and making parallel tracks between Diamond Head and Koko Head. The pair thought they were about to be saved, especially when the chopper was directly above and shone its light directly over them. However, the helicopter flew on, making a few more passes, then returned to land. The time was close to 10 p.m.

Later a tug and barge passed within 200 yards of Bakke and Holquin. But the vessel was too

noisy for anyone to hear their yells. The pair attempted to stay in the shipping lane as neither thought they had the strength to swim to land.

Around midnight, the two spotted a cruise ship leaving Honolulu harbor and, as Bakke related, they started watching it. That vessel turned out to be the *Constitution*, which was departing more than three hours late because many flights—thus cruise passengers—were delayed by a strong winter storm affecting the southern and Atlantic regions of the United States.

Storms Cause Changes

Although the "*Connie*," as it is known to the crew, was scheduled to sail west to Nawiliwili, a Pacific storm with gusts of up to 60 knots was approaching Oahu, and Captain Ricardo Araiza sailed east to circle the island and avoid the bad weather. This change in sailing direction had the vessel headed straight for Bakke and Holquin.

Bakke noted, "The distant and interesting passenger vessel which had left Honolulu now began to look more and more like the World Trade Center bearing down on us. I do not know which way we attempted to swim, but we knew it was time to get out of the way as both running lights were visible."

As the bow began to pass Bakke and Holquin, they counted to three, then starting yelling at the top of their lungs. That is when Agana heard their cries, with several other crewmembers and a passenger also picking up the yells.

"Then the best sounding word I have ever or will ever hear sounded from the bow of the ship—'Overboard!'" Bakke told Darley.

"Sweeter prose has never been written by the most gifted poets or learned writers. We guessed we had been spotted, then became alarmed when the ship turned away from us."

Rescue Begins

Once Agana notified the bridge of the cries for help, Second Officer Raymond Bal-

dado ordered the ship to begin a Williamson turn to initiate rescue operations. Araiza arrived on the bridge. He ordered Bosun Louie Zizzo to call up the emergency squad and requested that medical officers be awakened and spotlights turned on.

Shortly after 2 a.m., Bakke and Holquin were spotted when the *Constitution* made its return pass. A lifeboat was lowered and emergency squad members ABs John Madsen, Tobias Rose, Francisco Sousa, Robert Corbett, Brett Van Drie and Albert Dela Alma; OSs Emmanuel Bayani, Sanyboy Whiting, Lawrence Delay and Robert Williams; and Carpenter Pat Patterson worked together to pluck the pair from the sea. Within minutes, they were safely aboard the passenger ship. Both men were suffering mild cases of hypothermia and stayed in the ship's hospital until their temperatures rose. They were transferred to a Coast Guard cutter around 4 a.m.

'Euphoric Air'

Darley stated "a euphoric air of accomplishment was clearly evident" among the crew after the rescue. He noted the Coast Guard congratulated the *Constitution* on a job well done.

While talking with the chief officer days after the rescue, Bakke said he and Holquin had not properly thanked the crew of the *Constitution* for spotting and rescuing them. He said they both were very grateful and planned to let the crew know it when the vessel returned to Honolulu.



The survivors thanked the crewmembers for their efforts when the passenger ship returned to Honolulu. Posing in front of the lifeboat used in the rescue are (left to right) Tom Holquin and Victor Bakke, who spent 10 hours in the Pacific after their catamaran flipped; OS Watch Jason Agana, who heard their cries for help; Captain Ricardo Araiza and Second Officer Ray Baldado, who was on duty on the bridge when the pair was spotted.

Help Find This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Leonard Louis Romanelli, a 7-year-old boy from Beacon, N.Y.

Missing since August 7, 1992, the boy was abducted by his non-custodial mother, Lisa Marie DeBiase. A felony warrant for custodial interference has been issued against DeBiase.

At the time of his disappearance, the blonde-haired, blue-eyed boy was 4 feet tall and weighed 68 pounds. He has a 4 to 6 inch scar on his shin.

Anyone having information on the disappearance of Leonard Romanelli should contact the National Center for



Leonard Louis Romanelli

Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Dutchess County (N.Y.) Sheriff's Office at (914) 452-0400.