

Fifth AT&T Ship Joins Cable Fleet

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

SEAFARERS LOG

Volume 55, Number 1

January 1993

SIU Crews Man U.S. Ships In Somalia Aid Mission

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SIU-crewed ships, like the 1st Lt. Jack Lummus shown above offloading cargo, are part of the swift sealift operation that is bringing food and medical supplies to the starving citizens of Somalia. Story on page 3.

**Slow Economy Ends
Lakes Shipping Season**

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**Thousands Hit the Bricks in Vegas
Against Union-Busting Hotel**

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President's Report

'That Ol' Time Religion'

For trade unionists, there is nothing like that ol' time religion—solidarity. Sticking together in a fight is at the heart of trade unionism and this time-honored principle was evident last month when thousands of union members joined striking Las Vegas hotel workers in a demonstration of support.

In a town known for its gaiety, fun and frolic, one hotel has provoked a bitter fight by refusing to negotiate in good faith with the unions which represent its more than 500 employees. The owners of the Frontier Hotel and Gambling Hall, who purchased the property in 1988, refused to consider a contract with its employees similar to the one in place since 1989 with the more than 30 other establishments along the famous Las Vegas Strip. Prior to the 1989 negotiations, the hotel, its employees and their unions had a 40-year history of smooth labor relations. The new Frontier owners, aided by a notorious union-busting attorney, reduced wages by more than \$4.00 an hour, slashed health care benefits, cut off payments to the employees' pension plan and wiped out seniority rights. Added to the company's illegal bargaining activities was a program of harassment—including eavesdropping, surveillance and intimidation—directed at unionized hotel workers.

Frontier employees, who have been on strike since September 21, 1991, have maintained a 24-hour-a-day, seven-day-a-week picket line. Not one of the union employees has crossed the line to join the scabs hired by Frontier management. The demonstration of solidarity organized by the federation of American unions—the AFL-CIO—last month, was but one action of many extending the support of trade unionists from around the country to the striking Frontier workers.

I am proud to have among our membership so many people who volunteered their time to join in that march and rally. Despite long bus rides, dozens of Seafarers made the trip to Las Vegas last month to show our support for our brother and sister trade unionists.

Fortunately, we in the Seafarers have not had this kind of knock-down-drag-out fight with an employer in quite a while. But in joining the Frontier employees, on strike for 15 months, we are reminded that workers never get too far away from potential conflict with their employers. And when fights are necessary or provoked, we are reminded by the Frontier strike, the support of fellow workers provides strength and sustenance.

This is what trade unionism is all about. It is a security blanket for a member and his or her family. It means that when a worker has to deal with an employer like Frontier, or any other employer of this type, he or she does not have to do it on their own. In sum, a union is a worker's only shot at a fair playing field.

DOT Secretary-Designate Pena Vows Maritime Reform Will Be a 'Priority'

Maritime reform will be a priority of the U.S. Department of Transportation, according to the secretary-designate picked by President-elect Bill Clinton to head the government department that oversees the U.S.-flag fleet.

Federico Pena, the former mayor of Denver, told the *Wall Street Journal* last month he was concerned about the decline in the U.S.-flag merchant fleet and will use his new job to assist in rebuilding it.

Pena headed Clinton's transportation transition team which studied what needed to be done in the department and the American transportation industries. When asked if he would recommend possible regulatory relief for the merchant marine, he answered he would have "to look at that very carefully."

The secretary-designate—who like all other Cabinet-level officials appointed by Clinton must be approved by the Senate—stated the new ad-

ministration is concerned about statements made by American President Lines and Sea-Land that reform be instituted this year or the companies would look into reflagging their fleets.

Pena's words reiterate those of U.S. Senator John Breaux (D-La.) and U.S. Representative Gerry Studds (D-Mass.) who head the merchant marine committees in their respective branches of Congress. Both elected officials have listed maritime reform as one of the first items their committees will address after Congress convenes this month.

Aspin for DOD Post

Clinton fulfilled a promise to name all of the members of his Cabinet by Christmas. Pena was among the final appointees. However, as of press time, the president-elect had not named anyone to head the Maritime Administration.

Clinton reached into Congress to acquire his secretary of

Seafarers Election Results Will Be Announced This Month



Voting for union officers took place in all SIU halls from November 1 through December 31, 1992. Above, Assistant Vice President Kermett Mangram issues ballots to QMED Stephen Kues (center) and Steward/Baker Manuel Faria in the port of New York.

Voting has ended and results of the election of officers for the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District will be announced later this month at SIU halls throughout the country and in the next issue of the *Seafarers LOG*.

Special membership meetings were held last month in union halls listed in the SIU Constitution to elect delegates for a rank-and-file tallying committee. That committee will tabulate results of the election, which began in all SIU halls on November 1 and

concluded on December 31.

On the ballot were candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and

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Studds, Breaux Head Maritime Panels But Committees' Make-Up Changes

U.S. Representative Gerry Studds (D-Mass.) is expected to be elected chairman of the House Merchant Marine and Fisheries Committee by the full House following his nomination to the post last month by the Democratic Steering and Policy Committee.

Meanwhile, the composition of the committee will not be known until later this month as House members still are receiving their assignments in the wake of the 110 new members elected in November.

Following his nomination, Studds thanked his fellow Democrats and outlined plans for the upcoming session of Congress,

which convenes this month.

"As chairman, it is my challenge and opportunity to identify and enact those changes necessary to improve our coastal environments, to bring jobs back to American shipyards and put cargoes on U.S.-flag ships, and preserve what is left of the diversity that Mother Nature provided," Studds said. "I have already begun working with the Clinton administration to establish priorities for ocean, coastal and maritime initiatives."

The 11-term legislator specifically listed "the renaissance of America as a seafaring nation" as a priority.

"We need an investment package to retool U.S. shipyards, revive the American merchant fleet, create seagoing jobs and make U.S. ports more competitive," Studds added. "Targeted investment tax credits and broadened loan guarantee programs promise to invigorate domestic shipbuilding, expand

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New Bedford Port Agent Henri Francois (right) congratulates U.S. Representative Gerry Studds on being named chairman of the Merchant Marine and Fisheries Committee.

Brown to Head Commerce

The president-elect gave two political friends the nod for positions dealing with trade. Ron Brown, the man who ran the Democratic National Committee for the last several years, was named as secretary of commerce. Brown is known around Washington as a compromiser willing to work out deals.

Micky Kantor, chairman of the Clinton presidential campaign, was selected to be the U.S. Trade Representative. Kantor will have to complete negotiations on the world trade talks (known as

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Volume 55, Number 1

January 1993

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

Communications Dep't. Director and Editor, Jessica Smith; Assistant Editor, Daniel Duncan; Associate Editor, Jordan Biscardo; Associate Editor/Production, Deborah Hirtes; Art, Bill Brower.

U.S. Sealift Races to Africa with Aid for Somalia

Seafarers are answering their nation's call to duty again as they crew vessels headed to the East African nation of Somalia.

At the request of the United Nations, U.S. military forces are leading an international effort to bring food and peace to the war-ravaged nation. Two years of civil war as well as many more years of famine and drought have caused an estimated 600,000 people to die. As of December 24, a total of 17 SIU crewed vessels were involved in the relief effort.

"I think it's excellent that our country is taking a stand and helping people who are hungry," AB Carl Wentworth told a reporter for the *Seafarers LOG* on December 22 shortly before his ship, *USNS Algal*, set sail from Houston for Somalia. "I was a poor child so I know what it's like to be hungry all the time."

Wentworth's view was echoed by the other crewmembers the *LOG* was able to reach. "We've got to help," noted OMU Lloyd Estes, who joined the SIU in 1969. "Those people literally are starving to death. [The crew] is for it. We all like to help."

USNS Algal Bosun Abe Murray said the crew "has a very good attitude" about the voyage, while AB Nolan Manen added the United States "should have

gotten involved sooner."

The *Algal* was the last of the eight fast sealift vessels called to active duty to depart a U.S. port with military supplies for troops in Operation Restore Hope, the military code name for the Somali relief efforts. The others—*USNS Antares*, *USNS Capella*, *USNS Denebola*, *USNS Altair*, *USNS Belatrix*, *USNS Pollux* and *USNS Regulus*, all operated by Bay Tankers—began steaming to east Africa during the middle of December.

Hard to Miss Holidays

Wentworth pointed out the hardest part of the journey would be missing his family again over the holidays. He sailed aboard the *Cornhusker State* and *Maersk Constellation* during the Persian Gulf war. "What we're doing here is extremely important. I'm proud to be part of it," the 43-year-old AB said before the 1,000-foot ship left.

When U.S. forces got the call to head for Somalia, among the vessels waiting offshore to assist were the military prepositioning vessels from Diego Garcia. The 1st Lt. Jack Lummus arrived with the initial squad of Marines. For a time, the American Overseas Marine-operated ship served as the press center for American correspondents.

As soon as other Army and Marine units began arriving via airlift, other SIU crewed prepositioning vessels were waiting to offload trucks, tractors, ready-to-eat meals, medical supplies and other materiel. Those ships included the *Cpl. Louis J. Hague*, 1st Lt. Alex Bonnyman, PFC William Baugh and Pvt. Franklin Phillips as well as the replenishment ship, *Lawrence Gianella*.

Also called into duty by the Military Sealift Command to assist the offloading of goods are the roll on/roll off vessels *American Cormorant*, *American Condor* and *American Eagle*.

According to published reports, more civilian-crewed vessels are expected to be called up to assist the Somali relief effort as it expands.

On December 19, President Bush authorized the U.S. Maritime Administration to provide war-risk insurance coverage for commercial vessels, containers and barges chartered or leased to the government that sail as part of Operation Restore Hope.

Somalian Independence

The independent nation of Somalia was created in 1960 by a merger of British Somaliland and Italian Somaliland. Although

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Chronology of U.S. Involvement in Somalia

NOV 24—State Department announces Bush administration has agreed to airlift 3,000 more U.N. troops to Somalia to protect relief operations. This follows claims by American relief organizations which said they may be unable to continue working in Somalia due to insufficient security. Gunmen shell a U.N. ship carrying wheat as it tries to enter the port of Mogadishu. The ship turns back.

DEC 1—U.N. Secretary General Boutros Boutros-Ghali calls for guaranteeing deliveries of food and medicine through "a country-wide show of force." In response, the U.S. circulates proposals for creating a U.S.-commanded force operating under a U.N. mandate.

DEC 2—The U.S., Britain, France and Russia agree on a draft resolution that would put an American general in command of the new multinational force the Security Council plans to send to Somalia. (China abstains.)

DEC 3—Security Council votes unanimously to send U.S.-led military force to Somalia. This is the first U.N. intervention in a country's internal affairs with a mandate to use offensive force, if necessary.

DEC 4—After more than two months of peaceful service in Somalia, U.N. forces return fire, killing a Somali gunman.

DEC 6—For the first time in nine days, food reaches the central city of Bardera, where workers were down to their last 25 sacks of grain.

DEC 9—Marine combat troops stage a predawn landing in Mogadishu. No shots are fired as the initial landing parties take command of the airport, seaport and surrounding areas. While Mogadishu quickly comes under control, heavy fighting between rival clans continues elsewhere in the country.

DEC 10—U.S. envoy Robert Oakley, a former ambassador to Somalia, arranges a meeting between the country's most powerful warlords.

DEC 11—Somalia's two most powerful warlords sign a peace agreement aimed at ending two years of anarchy and bloodshed.

DEC 12—Marine helicopters destroy three armed Somali vehicles and kill at least one gunman. Other marines escort their first food convoy to a relief agency feeding starving civilians. In all, 20 tons of food are delivered to a relief center that had received none since July.

DEC 16—Marines and French Foreign Legion soldiers deliver their first, symbolic convoy of food to Baidoa.

DEC 20—Troops move into Kismaayo ahead of schedule. U.N. forces also plan to seize four other population hubs on an accelerated schedule, because they are fearful of massacres and intensified looting like that which took place recently in Kismaayo.

DEC 21—Troops are poised to seize control of the nation's "famine belt" from warlords and freelance looters.

Seafarers Bring Newest AT&T Cable Ship to States

SIU crewmembers are in Singapore preparing to bring the third new Transoceanic Cable Ship Co. vessel to the United States.

Members boarded the *Global Mariner* last month to set it up for its inaugural run. Like its sister ships—*Global Link* and *Global Sentinel*—the Singapore-built *Global Mariner* will fly the American flag.

The 479-foot vessel is designed to lay and repair fiber optic cables along the ocean floor. As with the other two, it features bow thrusters to help the vessel keep its course during cable-laying and repair operations. Storage facilities on the ship provide space for up to 4,100 nautical miles of cable.

The ship can maintain a cruising speed of 15 knots. However, the speed drops to between 6 to 8 knots when laying cable. The vessel sails at 4 knots when towing a sea-plow and laying cable.

The *Global Mariner* features a library, hospital/operating room, gymnasium and recreational areas as well as lounges for the crew.

Safety features on the vessel include water-tight transverse bulkheads at various locations, a back-up diesel-driven generator for emergency electrical power, fire-resistant furnishings and four encapsulated lifeboats. The cable ship also is equipped with the latest in surface navigational radar and collision avoidance systems.

"With this vessel, Trans-

oceanic is ready to provide communications for the 21st century," said Augie Tellez, SIU vice president for contracts. "The SIU is proud that our members help

make that possible."

Seafarers have crewed Transoceanic vessels since the early 1960s. With the addition of the *Global Mariner*, the company

operates a total of five cable ships: the *Link*, *Sentinel*, *Charles L. Brown* and *Long Lines*. Transoceanic is a wholly owned subsidiary of AT&T.



The *Global Sentinel*, which is identical to the new *Global Mariner*, began cable-laying operations last spring.

SIU Joins Battle Against Union-Busting Vegas Hotel



SIU Executive Vice President Joseph Sacco leads approximately 80 Seafarers past a casino during the AFL-CIO Desert Solidarity March.

Seafarers from across the country joined with fellow trade unionists last month to march down the Las Vegas casino strip in support of striking Frontier Hotel workers.

More than 20,000 union mem-

bers and their families—including SIU members from the port of Wilmington, Calif. and the East Coast—volunteered for what has been reported by the media as the largest labor demonstration in the western United States.

SIU Executive Vice President Joseph Sacco led the SIU delegation and spoke to all the marchers in a rally following the two-mile procession on December 5. "The turnout was fantastic," Sacco said. "There were people cheering us on everywhere you looked, even on such a cold evening."

Dedicated Marchers

With the march starting after sundown so it would coincide with early evening shows on the strip, the temperature hovered around 40 degrees. However, that did not stop members like OS Michael Charbin of New Jersey from being there.

"I lost my voice and got sick for two days, but I would do it again," he told the *Seafarers LOG*.

Charbin was staying at his mother's house in Las Vegas when he heard about the march.

He rode his bicycle to the event to meet with other Seafarers for his first-ever union march and rally.

"I was surprised and overwhelmed with the response. People were cheering, cars were honking their horns and stopping traffic. It was great," said the April 1992 graduate of Lundberg School trainee class 494.

Many Seafarers reported seeing patrons at other casinos come outside and cheer in support of the marchers.

About 550 trade unionists working at Frontier struck on September 21, 1991 in response to unfair labor practices committed by the owners of the casino: Margaret Elardi and her sons, Tom and John. The hotel had operated with a union contract for more than 40 years before the Elardis purchased it in 1988. The contract expired June 1, 1989, but negotiations con-

tinued until the strike was called. The Elardis then hired scabs to keep the casino in business.

The striking employees are represented by locals affiliated with the Hotel and Restaurant Employees Union, Operating Engineers, Carpenters and Teamsters.

In trying to bust the unions at the hotel, the Elardis have eliminated the workers' pension plan, reduced wages, cut back on the health plan (leaving some employees unprotected) and dropped job security and seniority rights.

To date, not a single trade unionist has crossed the picket line and returned to work.

A ruling by the National Labor Relations Board last year declared Frontier's negotiations with the unions a "sham." Other casinos have supplied food and other support for the strikers.

Seafarers Play Active Role in Subic Bay Base Departure

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

The base used to serve as home port for several vessels of the Military Sealift Command-Pacific Fleet (MSCPAC), whose unlicensed departments are crewed by members of the SIU's Government Services Division. All MSCPAC operations were completed at the naval base by the

end of September. MSCPAC and MSC-chartered commercial vessels took part in the withdrawal from Subic Bay. More than 258,000 tons of cargo were carried aboard the ships in 36 different voyages beginning in January.

Vice Admiral Michael P. Kaleres, head of the Military Sealift Command, congratulated MSCPAC mariners for their efforts in the departure in a message delivered November 24: "I'm taking this opportunity to express

a personal 'Well Done' to those whose long hours of hard work made this effort a complete success. You can take great pride in proving that sealift is ready and willing to respond to any challenge in war and in peace."

Operations handled by the former largest Navy base outside the United States have been dispersed across the Pacific theater. The base was known for its one-stop shopping. Nearly 70 percent of the supplies used by the Navy during the Persian Gulf war came from Subic Bay.

Now, military and MSC vessels will receive ready supply stores at bases in Bahrain, Diego Garcia and Singapore. Ships will take on consumable stores at Guam, while the base at Yokosuka, Japan will have repair parts.

Ammunition once stored at the Philippine base has been distributed to naval stations in Japan, Guam, Hawaii and the continental United States. Ship maintenance will take place at Yokosuka, Guam, Singapore, Indonesia and Malaysia.

About 500 Marines departed the base after ceremonies turned over the 15,000-acre facility to the Filipino government. Except for three years during World War II, American forces had maintained a presence on the Philippine Islands since defeating Spain in the Spanish-American War in 1898. The base played an active role in the Korean, Vietnam and Persian Gulf wars.



Crewmembers aboard the *Sea-Land Enterprise* pose on the ship's deck. They are, from left, AB Fred Varona, Steward/Baker Sharon Ortiz, Steward Assistant Paul Grier, DEU Guy Leary and AB Glenn Christianson.

The eruption of Mount Pinatubo in 1991 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 for Subic Bay. Despite efforts by President Corazon Aquino to support the extension, the Philippine senate rejected the deal. The U.S. announced it would pull out by the end of 1992.

Guam Becomes New SE Asia Staging Area

Guam has become the new focus for Military Sealift Command-Pacific Fleet (MSCPAC) operations since the decommissioning of the Subic Bay Naval Base last month.

(The SIU's Government Services Division represents the unlicensed crewmembers aboard MSCPAC ships.)

MSCPAC vessels—including SIU-crewed MSC-chartered ships—had been calling on the naval base at Guam even before the U.S. Navy decided to close the base on the Philippine Islands. However, the American territory approximately 2,000 miles east of the Philippines will be handling more cargo than ever before.

Guam will provide consumable provisions (food and other supplies) to U.S. Navy and MSC vessels that once were taken on in Subic Bay. The storing of

naval ammunition, all of which was done at Subic, now will be handled at several Pacific locations including Guam.

At one time, Subic Bay held the largest ship maintenance facility outside the United States. The drydocks and other equipment were transported to Singapore, which now will become the main facility in the Asian theater. Guam, however, has been set up to handle part of the workload.

Of the 1,800 military and civilian jobs once located at Subic Bay, Guam secured a majority of the transferred positions. Approximately 1,200 jobs—both military and civilian—moved to Guam.

The island also will be used for some of the training and aviation maintenance once located at the Philippine base.



The *Sea-Land Enterprise* was in Guam recently, transporting military hardware from the closed bases in the Philippines.

'Teddy' Gleason, ILA Official, Dies at 92

Thomas "Teddy" Gleason, retired president of the International Longshoremen's Association (ILA) and a former member of the executive board of the Maritime Trades Department (MTD), passed away on Christmas Eve in his native New York. He was 92.

A lifelong trade unionist, Gleason served as president of the ILA from 1963 to 1987. He was a strong supporter of the U.S.-flag merchant fleet. He served as a vice president of the MTD and executive board member until he retired. Gleason continued to be welcome and did, in fact, attend MTD meetings well after his 1987 retirement, including the most recent one in February 1992.

"With Teddy's passing, a colorful era on the waterfront

comes to an end," said SIU President Michael Sacco. "Teddy was a participant in many struggles in behalf of longshoremen and in behalf of the industry. He also made many contributions to help American seamen better their lives."

"We enjoyed his cooperation and appreciated his commitment to an American-flag shipping capability."

Gleason began the first of his many jobs on the docks in 1915, working as a checker alongside his father in New York for 35 cents an hour. The oldest of 13 children, he joined the fledgling ILA in 1919. He subsequently worked as a checker, billing clerk, longshoreman, winch driver, truck loader and timekeeper.

He became a dock superintendent in 1932, but that year he also was blacklisted by stevedoring companies and steamship lines due to his union activities. He then worked at odd jobs until the election of Franklin Roosevelt as U.S. president, the subsequent coming of his New Deal economic policies and the legalization of union activity on the docks.

Shortly thereafter, he became president and business agent of Checkers Local 1346 of the ILA. The local later merged with three others to form Local 1, and Gleason served as its president.

In 1953 Gleason was elected general organizer. In 1961 he assumed the post of ILA executive vice president and became the union's chief contract negotiator with waterfront employers. Two years later, he was elected international president.

He later served as a vice president on the AFL-CIO executive council. During the Johnson administration, he served on the President's Maritime Advisory Committee. He made several trips to Saigon during the Vietnam War to initiate a program to relieve port congestion.

Gleason took great pride in securing a guaranteed annual income for ILA members after automation (mainly in the form of containerized shipping) led to reduced work opportunities for longshoremen.

Gleason's wife, Emma, passed away 30 years ago. He is survived by three sons, 15 grandchildren and six great-grandchildren.



Teddy Gleason meets with SIU President Michael Sacco at the MTD meeting in Detroit in 1991. Gleason was welcomed at MTD functions long after his 1987 retirement as ILA president.

USNS Kilauea Welcomed Home



Captain L.M. Pivonka, head of the Military Sealift Command-Pacific Fleet (MSCPAC), reads a statement of welcome to the crew of the ammunition ship *USNS Kilauea* during ceremonies on November 19. The vessel last docked at its home port of Oakland, Calif. in October 1982. The 10 years that the *Kilauea*—whose unlicensed crewmembers are represented by the SIU's Government Services Division—had been on active duty represented the longest deployment among all active MSG vessels. During those years, it had sailed with the U.S. Seventh Fleet. The vessel will undergo an overhaul before returning to active duty in May.

Russians Award Medals to Murmansk Run Seamen

U.S. merchant mariners—including SIU members—had to suppress their natural fears to embark on the Murmansk run during World War II to take supplies to Russia. Whether facing the Nazis or harsh arctic storms, these men ranging in age from their teens to their sixties and older volunteered to crew ships that may not return to deliver the goods. The older mariners knew what faced them. The younger ones now are retelling tales of their harrowing trips, thanks to the Russian government.

Fifty years later, the former merchant seamen (including numerous SIU members) who survived those trips to the then-Soviet cities of Murmansk and Archangel have been thanked and recognized by the Russian people. Most recently, at a ceremony December 8 at the Embassy of the Russian Federation in Washington, D.C., hundreds of ex-merchant seamen and Navy armed guards received commemorative bronze medals issued by the Russian government.

Including family members, almost 1,000 people—twice the number anticipated—from dozens of states turned out for the ceremony in Washington. The overflow crowd created logistical problems and delays; but, just as they forged through the frozen White River to Archangel during the 1940s, the honorees took the problems in stride and focused on the positive.

Most seemed pleasantly surprised finally to be recognized for taking part in the vital journeys around Nazi-occupied Norway to Murmansk and Archangel, where they delivered ammunition, supplies and equipment. More than 100 ships were lost on the Murmansk run, which started in 1942 and lasted until the war in Europe ended in 1945.

"I was impressed with the ceremony, and besides, I know a lot of guys who had no chance to go," said former SIU member **Fred Litsch**, referring to his fellow merchant mariners who perished

recounted both the general importance of American merchant mariners in World War II and the specific contributions they made during the Murmansk run.

"The glory of war soon was replaced by the reality of death and destruction," stated Ian Millar, a maritime historian. "Murmansk was only 30 kilometers from the front. But merchant mariners and Navy gunners worked together like well-oiled machines. . . . You have too long been overlooked, but no one has forgotten, and nothing has been forgotten."

Maritime Administrator Warren Leback noted that the death toll among American merchant mariners during the war was larger, by percentage, than that of any of the armed services except the Marine Corps. "American and allied seamen showed exceptional courage," he said. "And the war's most dangerous run was that to northern Russia."



Everett Carl, pictured with his wife, Jessie, remembers the rough seas which sometimes made ships "seem like a cork floating around."

Russian Ambassador Andrey Kolosovskiy summed up the proceedings when he said, "We are sorry this ceremony didn't take place years ago. But you have always been recognized in the hearts of the Russian people. They know the merchant marines and Navy gunners sailed through the Arctic, through attacks which often lasted for days at a time. Often, the price was ultimate: human life. We're very grateful and proud of you."

Danger Above and Below

Joe Burgess, who sailed as an OS with the SIU during the war, remembers running into trouble before he even got to Murmansk. "We were tied up near an ammunition dock in west London in 1943," he told a reporter for the *Seafarers LOG*. "A siren went off, and then this little plane flew by. I saw the swastika, and I was shaking so much I couldn't shoot straight."

"He had dropped flares, and that place was lit up like daylight. Eighty bombers followed him. All I can say is, God was looking out for me."

Burgess eventually reached Murmansk on the Liberty Ship *SS Henry Lomb*. "The Germans bombed us every night," said the 69-year-old, who drove from North Carolina with his son to the ceremony. "You get so damn scared, you kind of develop a buffer. You start thinking, 'Well, they haven't got me yet.'"



A crowd of almost 1,000 persons showed up for the ceremony December 8 at the Russian embassy.

Burgess also remembers the vicious storms. "On one hand, the rougher the sea, the better I liked it," he explained, "because submarines can't operate in that

being belittled a lot during World War II," he said. "But the fact is, I did more for my country as a seaman than as a soldier. The merchant seamen were all volunteers, and we were ready for anything."

While driving the many hundreds of miles from Kansas to Washington, Litsch thought about the time he signed on the *Cecil N. Bean* headed for Russia in 1944. The *Bean* was part of a 36-ship convoy which needed ice breakers to get to Murmansk.

"It was exciting but, yeah, I was scared, especially the first time the depth charges knocked out the lights. With those depth charges, it was like being inside a drum while someone beat on it."

"But you would hear stories from the older guys who had survived attacks, been sunk, dive-bombed, hit mines . . . yet they still stuck with [sailing]. It was inspirational."

Former oiler **Joe DeCarlo**, 71, travelled from New York with his wife to the embassy. DeCarlo sailed during the war with the SIU's Sailors' Union of the Pacific.

"The Murmansk run was colder than hell," DeCarlo said. "The snowstorms at least prevented bombing from the planes, but they didn't stop the subs."

DeCarlo marvelled at being in the embassy. "I'll tell you a sign of the times (from the war)," he recalled. "I brought a record album of the Russian national anthem back with me, and the Coast Guard wanted to seize it. They wanted to check for any secret messages. There was just no trust,

and I never would have believed we and the Russians could get along like this."

Close Calls

John Chatfield, 73, recounts the harrowing moments as if they happened only last week. "I was on the *Beauregard* to Murmansk in 1942. We were carrying 500 tons of TNT, plus nitroglycerin and other explosives," recalled the former OS and AB. "At the docks in Murmansk, we were



John Chatfield sailed to Murmansk in 1942.

bombed 72 times by the German fleet. We spent all winter there.

"Once, they dropped a bomb between the dock and the ship. Another time, they dropped a fire bomb right on the TNT, but the bomb was defective. Near Norway, the Germans once hit a ship

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Joseph Burgess drove to Washington, D.C. from North Carolina to receive his medal.

during the war or have since passed away. "This is something we were long overdue in getting."

Vessels on the Murmansk run carried almost 15,000 aircraft, 7,500 tanks, 345,735 tons of explosives, \$1.3 billion of food shipments and 2.6 million tons of petroleum products to Russia.

'No One has Forgotten'

Before the medals were presented in the embassy auditorium, several dignitaries

weather. Pretty weather could be deadly.

"But sometimes our ships would roll 45 degrees, and I mean they would just hang there."

SIU pensioner **John Reed**, a veteran of four wars, first sailed aboard the Liberty Ship *William Matson* to Russia during WWII. He drove from Des Moines, Iowa to attend the ceremony. "I had a feeling there might be a big crowd," said Reed, 73. "I left in a snowstorm, but it was worth it. I was satisfied."

A former chief cook, Reed recently made a vastly different type of trip to Murmansk. He and two friends flew there and, in conjunction with a local medical facility, helped start a chapter of Alcoholics Anonymous. Reed last month celebrated 25 years with the program.

"That's the first time I've been to Russia in 49 years," he said. "This time, it was beautiful."

Committed to Victory

Former AB **Litsch**, 65, is the sheriff of Anderson County, Kansas. He sailed during both WWII and the Korean conflict, and remembers his reasons for first shipping out in 1944—at age 16. "Being young, we were gung-ho patriotic. Everyone wanted to do whatever we could to win the war."

Litsch was drafted during Korea, and his experience in the armed forces gave him renewed appreciation for his earlier role as a merchant seaman. "I remember



Former Seafarer Fred Litsch (left), pictured with SIU Assistant Vice President Tony Sacco, proudly displays his Murmansk medal.

ITF Aids Croatians in Securing \$450,000 in Back Pay

The International Transport Workers Federation (ITF), with help from the SIU and two foreign seamen's unions, last month secured almost \$450,000 in back wages owed to 52 Croatian merchant mariners.

The financially struggling, Croatia-based D.P. Shipping Co. Ltd. owed approximately a year's worth of back wages to the merchant seamen who crewed two of its freighters, the *MV Pluton I* and *MV Ana*. In mid-December, the company paid \$129,000 in back wages; the ITF, of which the SIU is an affiliate, also secured \$308,000 in bank guarantees for the Croatian seamen and a \$10,000 advance for a new crew which signed on the *Pluton* in New York.

It took a work stoppage in late November by the reluctant but fed-up crew of the *Pluton* to spur action from D.P. Shipping. The 23 officers and crewmembers said that for patriotic reasons, they didn't want to strike. The *Pluton* is the first seagoing vessel to fly the Croatian flag since the former Yugoslav republic declared independence in 1991.

But, from the time they sailed from war-ravaged Croatia in '91 and then proceeded to wherever business could be found, the crewmembers were paid infrequently and in smaller amounts than what was in their contract. Additionally, the part of the merchant mariners' salaries that was to be paid to their respective families in Croatia never was sent.

"They were quite remarkable in the amount of patience they showed," said Edd Morris, an ITF inspector and representative for the Seafarers, who worked with SIU Port Representative Bobby



ITF Inspector Spiro Varras (wearing tie) aids Croatian merchant mariners in securing back wages. From left are AB M. Dabelic, 2nd Cook F. Bagavac, Mechanic T. Valentic, Bosun I. Gavran, AB N. Milohnic, Varras, Deck Maintenance M. Basic, Mechanic B. Runjic and three unidentified crewmembers.

Clinton III and the SIU's ITF Inspector Spiro Varras in helping the seamen claim their back wages.

The strike began December 18 when the *Pluton* docked in Chesapeake, Va., near the port of Norfolk, Va. The crew not only was tired of hearing repetitive but empty promises about upcoming payments from the company, but also was concerned about the ship's next two stops. After loading scrap metal in New York, the *Pluton* was supposed to proceed to Karachi, Pakistan, one of the world's biggest scrap-metal ports. However, the crew had a feeling their own ship would be scrapped in Pakistan if the company were to go bankrupt.

By November 30, the *Pluton* was bound for New York, and the crewmembers had received a partial payment. Through an agree-

ment with D.P. Shipping, the ship's charterer, Hugo Neu & Sons, Inc. from New York, agreed to make another payment to the crew upon completion of loading in New York. They also arranged transportation to Croatia for the 23 crewmembers. Meanwhile, the vessel's owner lined up a replacement crew to meet the vessel in New York.

The financial arrangements were a result of direct intervention by Varras, who coordinated the action despite the difficulties caused by one of the worst storms on the East Coast this century. He handled a large volume of communications from the unions, families, governments, companies and banks. "Spiro's work was the critical factor in obtaining a reasonable solution during a very emotional situation,"

remarked Morris.

At the same time, the ITF, the Seafarers' and Dockers' Union of Croatia and a German seafarers union arranged for payment of back wages that were due to a prior crew of the *Pluton* and to other seamen from the *Ana*. The overall breakdown of payments was: \$129,000 to the *Pluton* crew which

struck in Virginia; a \$10,450 advance to the replacement crew in New York; a \$173,200 bank guarantee for the *Pluton*'s previous crew; and a \$135,800 guarantee to the *Ana*'s crew.

The German union became involved at the request of a German company which had a joint operating agreement with D.P. Shipping.

Clinton, based in Norfolk, served as a liaison between Morris, Varras, the Croatian Seafarers' Union and the crewmembers aboard the *Pluton*. He visited the crewmembers daily. "I tried to keep [the crew's] spirits up and steer them in the right direction," he said. "We just wanted to make sure they got a fair shake: good, safe working conditions and fair pay."

"This is just one more example of the true meaning of 'Brotherhood of the Sea,'" Clinton said. "All merchant mariners have a common interest, a common bond and a responsibility to look out for one another."

Varras said the back-pay issue "is resolved as far as the seafarers are concerned." A Greek company now is managing the *Pluton* due to D.P. Shipping's financial troubles, he added.



The *MV Pluton I*, a Croatian-flag ship, lies at anchor in New York.

IAM's Ostro Retires; Longtime SIU Friend

Justin Ostro, vice president of the International Association of Machinists and Aerospace Workers (IAM) and a longtime friend of the Seafarers, retired on December 1.

Ostro, 65, also served as a vice president of the AFL-CIO Maritime Trades Department.

A lifelong trade unionist, he sailed during World War II as a merchant mariner. He was vice president of the California AFL-CIO and served three terms as a member of the Democratic National Committee.

At a retirement dinner November 7 in Las Vegas, SIU President Michael Sacco recalled the ties between the Seafarers and Ostro. "[Former SIU President] Paul Hall was a keen student of human character and, incidentally, somewhat partial to guys who had gone to sea," Sacco said. "When a union beef brought them together, Paul Hall was impressed with Justin's savvy style and his on-the-level manner. . . . The two of them struck up a great friendship and they worked together in a number of beefs of mutual benefit to our two organizations and often in behalf of other unions as well."

Sacco also commended Ostro for his work at the MTD, and



Machinists' VP Justin Ostro pictured as he addressed 1991 MTD convention on WWII veteran status.

added, "As happy as we are for him and his family, we are saddened over the obvious loss to ourselves and the rest of the trade union movement he has served so well."

A native of New York, Ostro recently said he believes organized labor "is probably in the process of a mid-course change, moving toward well-thought out organization in new industries that maybe didn't get attention in the past. The movement also may be developing a new outlook on what it takes to represent people."

Shipping Rule Change Affects Crewing of Cable Ships

The Seafarers Appeals Board has approved a change in the shipping rules concerning the crewing of cable ships.

The action, number 366, is designed to have crewmembers get to the ships as quickly as possible when the company is notified of a cable break. The port nearest to the cable ship being activated will have one job call, rather than three, to fill the jobs before they are returned to Manpower to be made available for all ports. The change affects Rule 4 D of the shipping rules and takes effect January 1.

"A cable ship is supposed to be underway within 24 hours of the company (Transoceanic Cable Ship's parent firm AT&T) being notified of a break," said Augie Tellez, SIU vice president for contracts. "The vessel would be in port with a standby crew and would need to fully crewed fast."

The Seafarers Appeals Board is made up of representatives from both the union and its con-

tracted companies.

The complete text of SAB Action No. 366 follows:

ACTION NO. 366

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreements between the Union and the various Contracted Employers, hereby takes the following action.

WHEREAS, Transoceanic Cable Ships, Incorporated currently operates 5 cable ships, which lay and repair undersea cable for worldwide communication service, important to governmental and commercial users and,

WHEREAS, frequent cable breaks result in the disruption of such service requiring the acquisition of personnel, skilled in cable repair procedures, to be dispatched to the appropriate area as soon as possible,

Therefore, to expedite the dispatch of necessary personnel due to time constraints, Rule 4 of

the Shipping Rules shall be amended in the following manner.

Rule 4 D shall be designated Rule 4 D 1. Rule 4 D 2 shall be added to Rule 4 D and shall read as follows:

In the event personnel are required by a cable ship to assist in the repair of a cable break, all jobs requested by the Employer shall be referred by Manpower to the port nearest to where the cable ship involved is located, for one job call only. All jobs not filled on the initial referral shall then be made available by Manpower to all ports simultaneously and offered to those seamen first responding, subject to standard shipping procedures involving qualifications, seniority, date of registration, etc. Transportation in such cases shall be provided by the Employer.

The remainder of Rule 4 shall continue in full force and effect.

Effective date: January 1, 1993.



Slow Economy Forces End to Great Lakes Sailing Season

The economy and not the weather forced most of the SIU crewed Great Lakes fleet to dock for the winter before the first of the year.

"Cargo demand has been sluggish," noted Glenn Nakvasil of the Great Lakes Carrier Association, which monitors the action of U.S.-flag shipping on the Lakes. "The weather is cooperating, but there is nothing to transport."



Keeping an eye on the gangway is AB/Watchman Nick Verbanac.

Despite a couple of snowstorms, cold weather has not been a factor on any of the Lakes. Byron Kelley, SIU vice president for the Great Lakes, stated all of the waters still were navigable in late December.

"Ice floes have started showing up on Lake Superior, where (air) temperatures have been in the teens," Kelley said. "But the tops of Lake Huron and Lake Michigan still are clean and there has been nothing floating past the (Algonac, Mich.) hall."

Nakvasil pointed out that in 1988, the last year both the winter weather and the economy al-

lowed an extended sailing season after January 1, more than 30 vessels took advantage. "We just don't see it happening this year," he said.

According to Kelley, several SIU-contracted cement carriers and tugboats still will be operating into the new year. "Our Hannah tugs operate all winter on the lower lakes. One serves as an icebreaker for another that is pushing cargo."

One vessel that will not be seeing action this winter is the *J.A.W. Iglehart*. Despite the cement carrier having a "good season," the Inland Lakes Management ship tied up in November to undergo its regular five-year Coast Guard inspection.

The last of the engine and steward department crewmembers signed off early last month when the self-unloader entered a drydock in Superior, Wis. The vessel usually sails well into December; however, the extra layup time was needed for not only the inspection but also internal repairs, according to Captain Don Ghiata of Inland Lakes.



Head Conveyorman Mark Fee listens to the latest union news.

"We had a good season," Ghiata, who works in the personnel office, noted. "In fact, all four of our vessels (*Iglehart*, *Alpena*, *Paul Townsend* and *S.T. Crapo*) did well."

Ghiata explained that while coal and ore carriers are reporting lower than average loads, "we delivered plenty of cement this year."

Although original plans listed all American Steamship Company vessels as being laid up by December 31, the company was looking at options that would keep several of the bulk carriers sailing into the new year. A decision was expected to have been announced by late December.

Weather permitting, he stated the company has plans to fit out and sail the *Alpena*, *Townsend* and *Crapo* in March. Upon completion of its needed repairs, the *Iglehart* is expected to return to the Lakes by May.

The last of the deep sea foreign-flag vessels left the Lakes in mid-December when the St. Lawrence Seaway began shutting

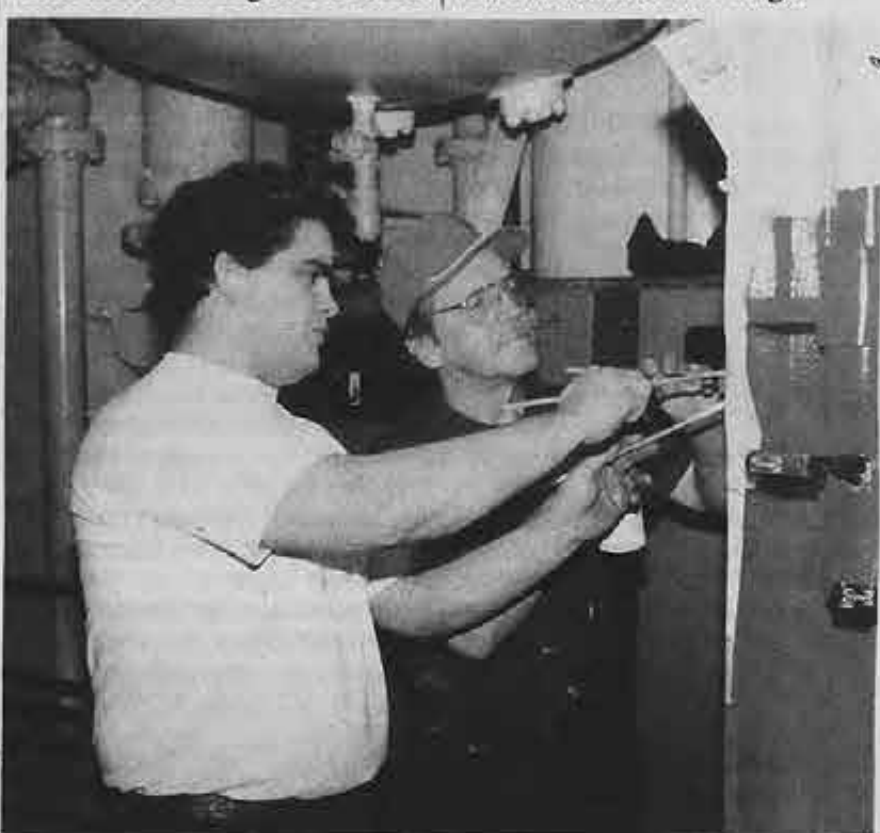


Opening a hatch to check on bunkers is Wiper Ron Cummings, who sails on the *Iglehart* with other crewmembers pictured on this page.

down for the winter.

With the vessels just laying up, no word has been relayed on when fitout will begin. Tradition-

ally, crewmembers begin reporting to their vessels in March and April depending on the weather, vessel's location and cargo.



Replacing a stenciled warning in the engine room are Third Assistant Engineer John Cummings (left) and Oiler Gene Hayes.

Quick Response by Tugboatmen Helps Save Line-Worker from Freezing Water

Quick action by two SIU boatmen saved the life of a line-handler during an undocking operation on Lake Calumet near Chicago on December 5.

Deck Engineer **Kenny DeGraff** and Deckhand **Don Carrol** rescued the man, whose name was not known, within minutes after he fell into the 40-degree water, according to Captain Don Thayer.

The captain, who began his career with the SIU, told the *Seafarers LOG* that the Great Lakes Towing tug *Florida* was standing by with another tugboat to assist a foreign-flag salt-water

vessel leaving the Gateway Grain Elevator dock on Lake Calumet, located in South Chicago. About 6:15 a.m., the pilot on the ocean-going vessel told Thayer to check out a commotion on his stern.

"A line-handler had fallen in the drink," Thayer recalled. "I turned the tug around, back to the dock. Kenny and Don jumped off and ran down the dock."

The Filipino crew on the "saltie," as deep-sea vessels are called on the Lakes, were yelling and had thrown a life ring to the line-handler. Thayer turned the *Florida's* search light on the water to locate the man, while

DeGraff and Carrol tossed a line into the water to help pull him out.

The tugboat captain noted the crew had very little time in which to save the line-handler because of the low water temperature as well as a wind chill of minus 10 degrees on land. He radioed Great Lakes dispatcher Bob Kirby who called an ambulance to the scene.

Within three to four minutes, DeGraff and Carrol pulled the line-handler from the water. "He was a big guy," Thayer noted. "It took them longer than normal because he was big, heavily clothed due to the weather, and in a state of shock."

The boatmen placed their jackets over the man and wrapped a blanket thrown from the saltie around him. They took him to a car on the dock for warmth. By then, the ambulance had arrived. DeGraff and Carrol rejoined the tug.

Thayer said the crew witnessed the line-handler sit up in the ambulance before they resumed assisting the deep sea vessel out of the lake and into Lake Michigan. "We assume he's okay," Thayer added. "None of us have heard from him since the incident."



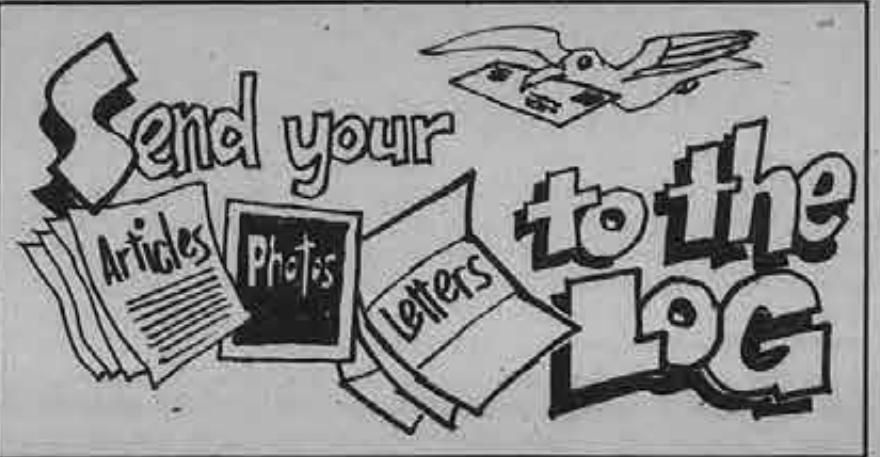
Deck Engineer Kenny DeGraff (left) and Deckhand Don Carrol (right) pose with Captain Don Thayer following the rescue on December 5.



Making coffee for fellow crewmembers aboard the *Iglehart* is AB/Watchman Bob Twite.



Assistant Conveyorman Mike Kruse stands by on the deck as bunkers are loaded.



Exploitation and Blackballing Marked Bitter Non-Union Years, Recalls Retiring Lakes Seafarer

When Donald Bensman decided to retire he came to the union's headquarters building last month and visited the *Seafarers LOG* office. He reflected on the conditions for seamen during the almost five decades in which he had both sailed and come ashore for a period to work as a union official.



Donald Bensman

Brother Bensman, an engineering seaman, recalled the union's early organizing efforts on the Great Lakes and he mentioned the names of Paul Hall (the union's chief officer from the time after WWII to his death in 1980), the Tanner brothers (Cal and Al, both of whom served as officials of the SIU) and other Seafarers who were active in those struggles.

Ugly Non-Union Days

Bensman, who began sailing in 1945, remembered the viciousness of the pre-union days—and that story was not pretty. It was an era of firings on the spot for little or no reason; it was a time when no seaman had a right to a grievance procedure or fair hearing. It was a period of almost legalized blackballing. "A lot of people forget how rotten the companies were back then. A lot of new members don't understand that and don't know what we fought for," he said.

The blacklisting of union sympathizers by anti-union employers was made easy through what seamen termed the "fink book." It also was known as the "Copeland book" (the last name of the congressman whose bill created the system) or the "continuous discharge book." (See article on this page.)

With this fink book system, when a seaman was discharged, the captain made an entry into his Copeland book rather than issue a single paper discharge slip as is done today. "The captains had their own codes in the books," said Bensman. "One color ink meant you were the company's idea of a 'good worker' while another meant you weren't. That could keep you from sailing and you would have no idea why. That's one of the things we fought to stop."

The SIU and the West Coast seamen's unions waged a vigorous fight against the Copeland book. The 1939 *Seafarers LOG* warned the union would not allow anyone with a fink book to ship from its halls.

On-the-Spot Firings

Bensman also remembered the on-the-spot firings as he had been a victim of such arbitrary employer behavior. One of the more interesting excuses he was given for being fired in the pre-union days had to do with walking on what the captain considered the wrong side of the deck. When Bensman went to the office for the payoff, he was told he was fired because he had walked on the so-called captain's side of the deck, which also happened to be the dry side.

"I had just picked up my pay and was told I was dismissed. When I asked why, I couldn't

believe it."

On another occasion, in August 1957, Bensman was summoned to the captain's office and told he was discharged. "The companies had a practice of laying people off in the summer to hire students." The young people, working temporarily could be paid lower wages than professional seamen. After the summer, the companies would call back the regular seamen. "That's what happened to me. I was off for a month and rehired for the same job in September."

In the case of this unfair firing, there was one bright spot: Bensman was home for his son's birth.

The retiring Lakes Seafarer also reminisced with the *LOG* staff about the period of time he worked as a union organizer and SIU official. After a two-year stint as an organizer, Bensman was elected port agent for Duluth in 1962 and held various posts for the union until 1976 when he returned to sailing.

Among the companies he helped organize were American Steamship Company, Reiss (now known as Pringle Transit) and Kinsman Marine Transit.

Forming a Port Council

Bensman also helped establish the AFL-CIO Maritime Trades Department port councils in the Toledo, Ohio, Cleveland and Detroit metropolitan areas. The bringing together of all unions with members engaged in maritime-oriented trades was viewed as important by maritime trade unions as the issues facing American shipping were, to a large extent, the same ones confronting all U.S. workers, said Bensman.

The Great Lakes Seafarer said at the time the MTD port councils were set up in the early '60s, the St. Lawrence Seaway opened, permitting deep sea ships to dock at ports along the Great Lakes. This opened the Great Lakes to foreign-flag shipping and increased the opportunities for runaway shipowners to seek U.S. cargo while abandoning American bottoms.

Runaway Jobs

Bensman recalled the reaction of the maritime unions. "We told all of labor if this could happen to American ships, it could happen to any American jobs." However, most of the other union representatives "thought we were nuts," as their industries seemed permanently anchored in the United States, said Bensman.

"Now look at them today: cars made in Mexico and steel made in Korea. Now the economy is struggling and Americans are fighting to keep whatever jobs they can. American businesses have forgotten that American consumers are the ones who support them. How many Mexicans can afford to buy a Ford [car]?" he added.

The *LOG* asked Bensman what advice he would give a young person entering the Seafarers and the U.S. maritime industry. Brother Bensman answered, "Stay in school and get an education. The greatest legacy Paul Hall and others left this union is [the Seafarers Harry Lundeborg School of Seamanship in] Piney Point. That is the only reason we are alive as a union because we have stayed up-to-

date in technology advances and we train people to stay that way."

Bensman continued, "I've read the horror stories of foreign ships blown up because an untrained crew didn't know what it was doing. That's from a lack of education."

The former SIU official, who signed-off the Paul Thayer in November 1992, while retiring from sailing, has "no plans to slow down." He intends to stay active in the Toledo Port Maritime Council and to work for pro-union and pro-maritime candidates in his area. Additionally, Bensman has a t-shirt shop to run. Bensman and his wife, Patsy, will continue to reside in Toledo.



The government-issued Copeland continuous discharge book, instituted by Congress in 1936, allowed shipowners to identify union sympathizers through the use of colored ink. Maritime unions sought and won the use of individual identification cards and single discharge slips per voyage.

'Fink Books' Dogged U.S. Seamen Before Period of Strong Unionism

The so-called Copeland book which Donald Bensman had to carry during the period of time he sailed before seamen had banded together in strong unions, was one of many kinds of "fink books" which American seamen were required to carry at one time or another.

The first fink books in U.S. history were employer-issued. Known as "continuous discharge books," shipowners in the late nineteenth century and in the early 1900s required seamen to hold certificates in which the company recorded voyages. Seamen surrendered the books to the vessel's master when they boarded a ship.

This system allowed shipowners to make written notations concerning a seaman's position on unions on a document which would be presented to other employers. It allowed shipowners to make covert markings signaling a seaman's union attitude through the use of certain ink colors and other tactics.

In the period after World War I to the depression of 1921 and through that anti-union decade up to the depression of the early '30s, fink books were issued through "fink halls," as the employment agencies of shipowner associations were labeled by seamen, or by individual companies or their agents. A condition for shipping through these fink agencies was resignation from any union membership.

Tool for Blacklisting

The continuous discharge books issued by these shipowner associations required a ship's master to describe a seaman's rating and his "personal character." Under the guise of personal character, shipowners could effectively blacklist a seaman for personal or political reasons. Working ability, in many cases, was of secondary consideration.

Between 1922 and 1926, 44,000 of these fink books were issued on the West Coast and in two years—1922 to 1924—35,000 were distributed on the East Coast.

The maritime unions operating during this time prohibited the use of the employer-issued continuous discharge books and encouraged the use of individual trip discharge certificates. Seamen angry with their working conditions and standard of living

and pro-union seamen bitterly resented the use of fink books. The document itself became a target of the seamen's frustration. Fink books were burned. More than 50,000 seamen signed pledge cards refusing to use the fink book.

Strike Action Succeeds

The strong maritime unionism of the early '30s, and a successful strike in 1934 forced shipowners to curtail the use of fink books. In fact, prohibition of the fink book was a key demand of the '34 strike.

In the late '30s, shipowners, who hoped to make up the ground they had lost to the unions by going through the back door of government, began calling for government-issued continuous discharge books which would contain sections to note a seaman's so-called character, as well as his seateam and shipboard position.

This issue was raised while Congress debated whether the U.S.-flag merchant marine should be the recipient of direct government subsidies. In a companion piece of legislation to the 1936 Merchant Marine Act, the Seaman's Act, continuous discharge books issued by the government were put in place.

The shipowners did not succeed in having a personal character category added to this document. The book was to contain the seaman's name, description, age, address, nationality, photo and signature. The name and type of vessel, the voyage and the job to be filled were noted in the book.

Just Another Fink Book

The government-issued continuous discharge book was known as the Copeland book, named after the congressman who introduced the legislation calling for its creation and imposition.

Seamen's unions saw the Copeland book as just another fink book since it could be used by shipowners to identify and blackball union supporters through gaps in sailing during strikes and secret coding through use of different colors of ink. The Sailors' Union of the Pacific, the SIU after it was formed in 1938 and other unions refused to recognize these fink books.

In 1937, after much agitation and organizing by maritime

labor, Congress enacted a bill which allowed a seaman to have his choice of identification. The bill created a system by which a seaman could carry either a government-issued continuous discharge book or else hold a government-issued identification card and receive individual discharge certificates after each voyage.

The February 17, 1939 edition of the *Seafarers LOG*, in an article entitled "What About Fink Books?" outlined the position of the SIU: "The Seafarers International Union is opposed to the Copeland Continuous Discharge Book, aptly termed the Fink Book by Union men..."

Shipowners' Tool

The *LOG* article charged the Copeland book was "a convenient method for shipowners and their stooges to identify and trace men who are 'not desirable' from the employers' viewpoint."

Speaking to seamen, the *LOG* detailed how shipowners could code the continuous discharge book: "If you have been on strike, the blank spaces will show you have not been a 'loyal' company stooge. There have been cases of extremely strong union action occurring on a certain ship at a certain time; the book will show you were a member of that crew, and obviously undesirable to an employer seeking docile labor."

"There is nothing to prevent the skipper from making entire entries with ink to indicate one grade, making other entries partly in ink and partly with rubber stamp to show a different meaning."

The *LOG* noted that the alternative certificate of identification was acceptable and that "No person with a Fink Book may register for shipment at halls controlled by the Seafarers International Union or its affiliates, or allies."

A Win for Seamen

The certificate of identification has evolved into what is known today as the merchant mariners' document (z-card). As a result of the insistence of the unions on the issuance of individual identification documents and discharge slips for each trip, it is these documents which are in wide use today within the U.S. maritime industry, rather than continuous discharge books.

Labor Violations Face Non-Union Grocery Store Chain

Trade unionists around the country have taken note of the anti-union policies espoused by the Food Lion grocery store chain as a result of exposes in newspapers and on television recently.

Additionally, one Seafarer discovered the policy when his wife went to work for the company and brought home its personnel handbook. He is urging fellow SIU members to steer clear of the chain (see the accompanying story on this page).

The new year could bring the nation's fastest-growing grocery store chain more charges that it has been violating child labor and wage-and-hour laws on a massive scale.

News reports have stated that the U.S. Department of Labor

could bring as many as 1,400 separate charges against Food Lion, a North Carolina-based food store. The department began investigating the chain after a Fair Labor Standards Act complaint was filed by the United Food and Commercial Workers (UFCW) in September.

A UFCW spokesman told the *Seafarers LOG* that Food Lion has a history of "working people off the clock. In 1989, it paid \$300,000 for wage-and-hour violations that occurred throughout the chain. The original fine was for \$1.2 million, but they were able to negotiate with the Reagan-Bush-Quayle people and without the employees it affected to bring the fine down to \$300,000."

The company has a practice

known as "effective scheduling" where efficiency experts have listed how long each project should take. However, as the UFCW has pointed out, the practice does not take into consideration customers asking a clerk or meat cutter for assistance. Thus, employees are left with the option of not completing their tasks or working off the clock.

Food Lion has more than 900 stores in 14 states, most of which have right-to-work laws allowing employees to not join a union even if the business has a collective bargaining agreement. The UFCW has been trying for years to organize Food Lion's 50,000 employees.

In November, the television show *Prime Time Live* interviewed past and present store

Food Lion, U.S. Discuss Allegations

Firm Faces Overtime, Child-Labor Actions

By Frank Sotomayor

Food Lion Inc. already under attack for alleged unsanitary conditions in its stores, is negotiating with the Labor Department to head off massive federal charges for violating child-labor and overtime-pay laws, government and company officials confirmed yesterday.

The negotiations were described by both sides as "preliminary," and company officials said they doubted any settlement could be reached before the Bush administration leaves

Food Lion to Scale Back Expansion Plans for 1993

From News Services and Staff Reports

SALISBURY, N.C., Dec. 24—Food Lion Inc. will open more stores in the first half of 1993 than ever, but the pace will be slower than

planned, a company spokesman said today.

The company has put a moratorium on new stores, except for those under construction or under

lease, until it decides whether its

port and market conditions, Mike

Wingo said.

We have 80 stores under construction and 50 (will) open in the

first half of '93," Wingo said. "But

we have been signed and

waiting construction."

Company had planned to open

stores in the Washington area, but

construction has begun on only

one in the

area.

The news would affect the

company's

plans.

It's a serious blow to many

investors and analysts, who

had expected the company to

open more stores in 1993.

The company's

plans for 1993

are still under

review.

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plans for 1993

are still under

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Food Lion's continuing problems are making newspaper headlines.

SIU Pensioner's Wife Cannot Stomach Anti-Union Grocery Store Regulations

Elizabeth Davis, wife of SIU pensioner Jim Davis, thumbed through the Food Lion Personnel Handbook last May after her first day working as a cashier for the North Carolina-based grocery store chain.

She got no further than page 6. There, under the boldfaced headline, "Non-Union Statement," the handbook contains the following: "We are absolutely opposed to a union at any of our stores or facilities, among any of our employees. . . . We are convinced that unions have the tendency to create an antagonistic relationship between employees and management. . . . No employee is ever going to need a union to keep their job or to receive fair treatment with good wages and good benefits at FOOD LION. We are convinced our employees do not need a union. . . ."

Mrs. Davis returned the next day to the Food Lion store in Fernandina Beach, Fla. (near Jacksonville) and informed a manager that she was pro-union and hailed from a pro-union family. In support of the labor movement, she then quit before they could fire her.

"I didn't like what was going on there," Mrs. Davis recently told a reporter for the *Seafarers LOG*. "When I showed that handbook to Jim, he said, 'You're not going back.' I told him I agreed.



Elizabeth and Jim Davis were outraged by the anti-union policies written in the Food Lion personnel handbook.

"We're union through-and-through."

When she was hired by Food Lion, Mrs. Davis did not know that the company was anti-union, nor did she realize that Food Lion faces numerous charges stemming from alleged violations of child labor and wage-and-hour laws. But in her short stint there, she realized something was wrong. "They work you to death," she said. "There were a few fair-haired employees who got all the breaks, if you know

what I mean."

Brother Davis, who sailed with the SIU for almost 40 years before retiring in 1978, concisely conveyed his feelings in a recent letter to Seafarers President Michael Sacco: "Please urge our union brothers and sisters not to buy from [Food Lion]. They are real finks."

The former AB said that one look at the Food Lion handbook "was more than enough" for him and his wife. "I couldn't stand it."

Mrs. Davis added that she "ac-

tually felt insulted" by various other parts of the handbook, which she reviewed after terminating her employment at Food Lion. She noted one segment from page 16 which states, "Although we have purposely avoided establishing rigid rules and regulations concerning your off-the-job behavior, you should at all times conduct yourself in a manner that will bring credit to you and to Food Lion."

"Can you believe the nerve of those people?" Mrs. Davis asked. "It's not enough for them to rule in the workplace. They think they somehow have the right to tell people what to do on their own time."

She also shook her head after reading a comment from a Food Lion employee published on page 12 of the handbook: "Many people consider their breaks as a company obligation or labor law, but our break time is a benefit. . . ." Mrs. Davis responded, "It's not a benefit. It is a law that workers get a break every four hours."

"And there's another part in that same section that says, a paid break twice a day is equivalent to a two-week vacation. Who would fall for something like that?"

Mrs. Davis added that during her eight-hour shift at Food Lion, she and several other workers were not permitted to take any breaks.

unsanitary grocery practices in the meat, deli, produce and dairy sections. Some of the actions included store officials climbing into dumpsters to retrieve old produce to clean it and put it back on the shelves, removing the "sell by" dates with finger-nail polish to keep the product on the shelf longer and using bleach and lemon juice to remove the smell from spoiled fish and meat products so they could be sold after the expiration dates.

Using an undercover camera, the show's reporters taped a ground beef mixer not being cleaned overnight then fresh beef run through the machine the next day with the old food still in it, chicken parts with expired dates being covered with barbecue sauce and sold as fresh gourmet chicken and spoiled macaroni salad being mixed with fresh materials so all of it could be sold.

The footage included employees stating they would not buy anything from their own stores because they knew how it was prepared.

Since the report, Food Lion stock and customer sales have fallen. One stockholder filed suit stating the company had misrepresented itself thus causing its stock values to be inflated.

Meanwhile, another lawsuit against the grocery chain may be heard this year. The UFCW filed the suit two years ago, claiming Food Lion has violated pension and health insurance laws by dismissing employees before they became vested in the company's profit-sharing and pension plans as well as not informing dismissed employees how they could continue being covered by the company's insurance policy.

Seafarers Assist U.S. Military in U.N. Relief Effort to Somalia

Continued from page 3

nearly all the people in the nation are Somalis and speak the common language of Somali, the country is divided among the six major clans that oversee territories within its borders.

In 1969, Mohammed Siad Barre was named president of Somalia and he ruled the nation with an iron fist that included a 50,000-strong Somali National Army. An effort to depose Barre's forces in northern Somalia occurred in 1989, but was beaten back. However, the national army began to disintegrate along clan lines.

By 1991, the nation was in civil war. Clan fighting around the capital of Mogadishu forced Barre to flee and go into exile in

western Africa in January 1991. Fighting in and around the capital city continued as clan leaders tried to make themselves the leader of the nation, while other clans fought for control of cities in and around their territories.

U.N. Monitors Situation

The United Nations, through various aid and relief organizations, continued to monitor the deteriorating situation. The U.N. sent a small contingent of peacekeeping forces, but the conditions already were out of hand. Drought and famine had swept across the country. Armed men were capturing food and medical shipments intended for relief camps. The U.N. forces were unable to stop them. Starvation and warfare caused thousands of Somalis to die.

Late in November, Bush administration officials started holding high level meetings on what could be done to help the

people of Somalia. Just before Thanksgiving, President Bush announced the U.S. would offer a division of ground troops if the

U.N. requested such assistance.

Days later, U.N. Secretary General Boutros Boutros-Ghali made such a request but it took several more days—into December—before a written agreement among the nations of the Security Council could be reached. Reports from Somalia indicated that up to two million people could die shortly if aid did not arrive. In the meantime, U.S. forces set sail for Mogadishu and awaited orders.

The intervention approved by the U.N. marked the first time the 47-year-old organization ever had stepped into a country's internal affairs without being asked by that nation. As there was no established government, the delegates of the U.N. stated they could not wait for such approval.



The SIU-crewed 1st Lt. Jack Lummus was one of the first vessels to arrive with supplies off the shore of Mogadishu, Somalia's capital.

SIU Tallying Committee To Meet this Month

Continued from page 2

10 port agents. Individuals elected in this round of balloting will serve a 1993-1996 term.

The candidates on the ballot were determined to be qualified to run for union office by a credentials committee made up of six rank-and-file Seafarers who reviewed all nominating petitions. The credentials committee report, which was prepared in

August shortly after the constitutionally designated nominations period closed, was submitted to the membership at the September meetings.

Seafarers who were eligible to vote in the election are full book members in good standing, according to the union's constitution. Besides being able to vote at one of the 20 union halls around the country, members were able to cast absentee ballots by mail.

Capitol Hill Prepares To Address Maritime

Continued from page 2

jobs in the maritime sector and level the playing field for U.S.-flag ship operators and U.S. shipyards. As just one example, without immediate action, what remains of our U.S. liner fleet may go foreign, and thousands of American jobs will be lost."

Studds, who had been serving as the acting chairman of the committee since the death of Walter Jones (D-N.C.) in September, was a supporter of the maritime reform package introduced last year by Bush Transportation Secretary Andrew Card. During the fall campaign, the representative stated he would work hard to pass maritime reform into law.

Full Committee Unknown

However, the make-up of the committee still was in doubt as the 103rd Congress convened January 3. The only thing certain was that 28 Democrats and 18 Republicans would be named as members when work begins in the middle of this month.

Many longtime members—such as Democrats Carroll Hubbard (Ky.), Dennis Hertel (Mich.) and Charles Bennett (Fla.) as well as Republicans Robert Davis (Mich.) and Norman Lent (N.Y.)—no longer serve in the House.

Others like Thomas Foglietta (D-Pa.), Nita Lowry (D-N.Y.), Wally Herger (R-Calif.) and Sonny Callahan (R-Ala.) have accepted positions on other committees.

News reports have listed various new Democratic and Republican legislators as being assigned to the committee. How-



Senator John Breaux (D-La.) talks about maritime issues with SIU members during a campaign rally in Baton Rouge last fall.

ever, no official listing will be available until early January.

Senate See Changes

On the Senate side of Capitol Hill, at least one change is expected to take place in the five-member Merchant Marine Subcommittee.

Subcommittee member Lloyd Bentsen (D-Texas) has been selected by President-elect Bill Clinton to serve as the secretary of the treasury. His replacement has not been named.

John Breaux (D-La.) won reelection to his Senate seat and will head the committee again. Along with the ranking minority member, Trent Lott (R-Miss.), he sponsored maritime reform legislation in the last Congress and has announced his intention to work to pass a reform bill in the new session.

The only other member up for election in November was Daniel Inouye (D-Hawaii), who retained his seat. Ted Stevens (R-Alaska) also is a member of the committee.

Clinton Names Cabinet

Continued from page 2

GATT) as well as work with Congress to pass a North American Free Trade Agreement, which has been opposed by the American federation of trade unions, the AFL-CIO.

Selected to head the State Department is Warren Christopher. He has served as the head of both the Clinton transition team and the vice presidential selection committee. Christopher served as deputy secretary of state during the Carter administration.

U.S. Representative Mike Espy (D-Miss.) is the nominee for secretary of agriculture. He has served his rural west Mississippi

district since 1987. Espy, the son of an agriculture extension agent, was the first African-American elected from Mississippi since Reconstruction.

Lecturer for Labor

Tabbed to head the Department of Labor was Robert Reich. An economist and professor at Harvard's John F. Kennedy School of Government, he attended Oxford University with fellow Rhodes scholar Clinton.

These, as well as the others nominated by the president-elect, are expected to be confirmed by the Senate by the end of the month barring any unforeseen complications.

Maritime Briefs

SIU Helps Save Queen Mary; Complex to Reopen in March

Thanks in part to efforts by the SIU's industrial division, the famed *Queen Mary* will remain in Long Beach, Calif. and the hotel, three restaurants and banquet facilities on the vessel will reopen by the end of March, according to contract terms released late last month between the city of Long Beach and the vessel's new operator, Joe Prevratil.

Prevratil, formerly the president of Wrather Corp., signed a five-year lease with the Long Beach City Council. He had managed the *Queen Mary*—which employs more than 1,000 members of the SIU-affiliated United Industrial Workers—during part of the 1980s. Prevratil also will operate the adjacent (and currently vacant) Spruce Goose dome and shopping village. The dome once covered Howard Hughes' flying boat, which has been moved to a museum in Oregon. Many of the stores in the village have been closed for months.

Through petitions, rallies and other efforts, the UIW helped the *Queen Mary* survive a rocky 1992. Last year the ship, Long Beach's only major tourist attraction, almost was sold to a foreign investor who would have moved it overseas. Erroneous inspection reports also suggested the vessel immediately needed major repairs. Finally, the Walt Disney Co. announced it would stop leasing and operating the famous liner after this year.

Disney lost money running the *Queen Mary*, but Prevratil said he averaged \$6 million in annual profits when he managed it. His immediate plans include eliminating the current \$8 adult admission fee, installing low-cost children's rides and staging special events such as concerts in the dome.

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Delta Queen Steamboat Co. Names Builder of 3rd Paddlewheeler

The SIU-contracted Delta Queen Steamboat Co. recently selected McDermott Shipyard in Morgan City, La. to build a third paddlewheeler for the Delta Queen fleet of passenger vessels.

Construction on the 420-passenger ship is scheduled to begin in February. Tentatively named the *Belle of America*, the six-deck vessel is expected to begin operations in the summer of 1994.

Like its sister ships, the SIU-contracted *Delta Queen* and the *Mississippi Queen*, the *Belle of America* will cruise the Mississippi and Ohio rivers, as well as several of their tributaries. Additionally, the *Belle* will be the first new steam-powered riverboat built in the U.S. in almost 20 years.

The builder's contract is estimated to be about \$60 million. McDermott, traditionally a builder of barges, offshore supply vessels and Navy boats, this spring is scheduled to deliver the last of four 3,300-ton ocean surveillance ships to the Navy, *The Journal of Commerce* reported.

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RRF Will Buy 12 RO/RO Ships, Brings Fleet Total to 109

Maritime Administrator Warren Leback last month announced that the Department of Transportation will purchase 12 used roll-on/roll-off cargo ships for the U.S. Ready Reserve Force (RRF), at a total cost of \$266 million.

Leback said these acquisitions will lead to more than \$60 million worth of repair work for U.S. shipyards. Once the repair work is done, the vessels will be turned over to the RRF, bringing the number of reserve fleet ships to 109.

Lykes Bros. Steamship Co., First Chicago Leasing Corp. and Eagle Shipholding Corp. each own one of the U.S.-flag vessels to be purchased by the U.S. Maritime Administration, which maintains the RRF, *The Journal of Commerce* reported. The other nine fly the flags of Panama, the Bahamas, Saudi Arabia and Italy.

These purchases are in response to a January 1991 study of U.S. mobility requirements by the Department of Defense.

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Task Force Aims to Thwart Piracy After Reports of More than 400 Attacks

The International Maritime Organization (IMO) soon will set up a special task force to address piracy in Southeast Asia. IMO Secretary-General William O'Neil announced the plan and said "drastic measures" are needed to deal with this problem.

The IMO has received reports of more than 400 cases of piracy during the past few years. Most of those attacks took place in Southeast Asia, off the west coast of Africa and the northeast coast of South America.

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Atlantic Coast Seafarers Escape The Wrath of the Nor'easter of '92

Seafarers, their families and their vessels came through a vicious four-day storm last month along the Atlantic coast nearly unscathed. Rain, sleet, snow and hurricane-force winds pounded the coast from Maine to Virginia between December 10 and 13. Nearly 20 people lost their lives in storm-related accidents.

In New York, Assistant Vice President Kermet Mangram reported the storm delayed a couple of SIU-crewed Sea-Land vessels in the region but caused no other problems. A spokesman for Sea-Land said the *Newark Bay* remained docked in Boston an extra 24 hours during the storm's peak. The *Sea-Land Crusader* was delayed for a few hours while sailing to San Juan. Both ships were back on schedule within a week. Sea-Land's Elizabeth, N.J. port facility had some flooding and cargo damage, but nothing major, the spokesman added.

New Bedford Port Agent Henri Francois noted all the fishing boats in the New Bedford fleet took heed of the storm warnings and tied up before the port's storm gates closed. "There was water damage to the homes, but no damage to the fleet," Francois said. "The captains paid attention to the advance warnings."

In Norfolk, an SIU-crewed McAlister Brothers tugboat was among the vessels called out by the Coast Guard to capture a runaway Ready Reserve Force ship whose lines gave way during the storm. Despite press reports stating the vessel was loaded with oil, the *Cape Hudson* actually was empty, according to Patrolman Bobby Clinton III. The chase took several hours but the vessel was snagged and returned to its port before any damage could occur.

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World Trade Talks Are Expected To Continue into New Year

Despite attempts by the Bush administration to complete the latest round of world trade talks before Bill Clinton becomes president, no final draft of the General Agreement on Tariffs and Trade (GATT), the world trade treaty supported by more than 100 nations, appears imminent.

Negotiators from around the world are waiting for Clinton to be sworn in before they present their final offers and compromises, according to published reports.

Bush officials had hoped that the compromise reached between the U.S. and the European Community on agricultural subsidies would allow a final draft to be reached by Christmas. However, representatives from other U.S. industries were determined to oppose any concessions the Bush administration might have made.

Candidates Thank SIU Members



Texas Governor Ann Richards is pictured with SIU Vice President Gulf Coast Dean Corgey during a Houston campaign event.



Jacksonville Port Agent Tony McQuay (left) gives a tour of the SIU hall to U.S. Representative-elect Corrine Brown (D-Fla.) and State Representative Tony Hill, who is also a longshoreman.

Presidential, congressional and local elections kept Seafarers busy this fall. The hard work volunteered by SIU members and their families helped to elect many candidates from the Democratic presidential ticket of Governor Bill Clinton and Senator Albert Gore Jr. to members of Congress as well as state and local officials.

Members discovered that their efforts of knocking on doors, passing out literature, waving signs and attending rallies brought additional respect and access from the candidates during the fall campaigning.

From the Atlantic to the Gulf and west to the Pacific, candidates took time out to listen to Seafarers who played active roles in their campaigns.

Pictured are some of the politicians from around the country who thanked Seafarers for their past and present support.



Senator-elect Barbara Boxer (D-Calif.) expresses her appreciation for help provided by the members of the SIU's industrial division, the United Industrial Workers, during her campaign. With Boxer are UIW Representative Tony Armstrong (left) and UIW National Director Steve Edney.



Newly elected U.S. Representative Robert Menendez (D-N.J.) (left) meets with Operating Engineers Local 25 Representative Allen Francis (center) and SIU Representative Ed Pulver.



Former U.S. Senator Russell Long, a staunch supporter of the U.S.-flag fleet when he served in Congress, is flanked by SIU Pensioner Duke Duet (left) and AB Albert Wheeler during a Louisiana campaign rally.

The Olsons Are Too Busy to Slow Down



Pensioners Lois and Fred Olson remain active by volunteering time for politics. Here they meet with U.S. Rep. James Bilbray (D-Nev.).

When Fred and Lois Olson retired from the Seafarers in 1986, they dove head-first into the arenas of politics and civic affairs.

During the recent election cycle, they were busy campaigning for the Clinton/Gore ticket as well as lobbying the Nevada legislature for health care and manufactured home reform.

"We didn't retire to stagnate," Mrs. Olson recently told the *Seafarers LOG*. "We just changed the things we do."

Since signing off the *SS Constitution* for the last time, the pair has become active in Democratic politics in their home of Las Vegas, the state manufactured homeowners association, senior citizens clubs and more. They regularly lobby their state and congressional representatives on

issues pertaining to maritime, seniors and manufactured homes. In fact, Mr. Olson serves on the state Democratic platform committee.

"Please don't get the idea I don't do anything other than politics," Sister Olson noted. "I manage to garden, sew, knit, and I love to cook."

Began Sailing in 1944

Brother Olson began his seafaring career in 1944 with the Sailors' Union of the Pacific because he "wanted to see the world and be involved in the World War II effort." Following the war, he joined the SIU and switched from the steward to deck department.

"I didn't care what I sailed on," he said. "A ship was a ship. I enjoyed it because I had the best of two worlds: being a first-class

seaman and a union member."

The Washington native had very little interest in politics until 1973 when he was a member of the fifth bosun recertification class held at the Seafarers Harry Lundeberg School of Seaman-ship. During that class, the bosuns were introduced to the idea of communications.

"Paul Hall (former SIU president) told us the days of picket lines and head-smashing were over," he recalled. "All the action is in Congress and we need to be able to tell (representatives) what we need."

That lecture was reinforced when Brother Olson flew home from Piney Point to Seattle. As he boarded the plane, which was to land first in Minnesota, he saw Hubert Humphrey (U.S. senator from Minnesota) take a seat.

After takeoff, Olson intro-

duced himself as a member of the SIU to Humphrey. The senator told the bosun he had been with Hall the day before and started telling stories about the Seafarers.

"For a little union, we sure get a lot of respect from the politicians," Mr. Olson said. "We have got to be active to be effective. By being active, we can go to a governor, representative or city commissioner when we have a problem and get it solved. It makes it nice to get through."

'Get Involved'

Sister Olson added she and her husband are able to see U.S. Senators Harry Reid (D-Nev.) and Richard Bryan (D-Nev.) as well as U.S. Representative James Bilbray (D-Nev.) because "we don't sit around and let the other guy do it. We've been so successful because we back each other."

The Olsons keep in touch with other SIU members and retirees with whom they have sailed. When a national issue needs attention, "We make phone calls to friends in other states," Mrs. Olson stated. "When more retirees get involved, you'd be surprised what can get done."

"Our SIU retirees are unique in that we are spread across the country. We have seen a lot of the world. We know how lucky we are to live in the United States," she said.

"Every SIU retiree is an ambassador for our maritime interests. Each of us can make a difference."

Merger Formed Merger

The Olsons met when the Marine Cooks and Stewards merged into the SIU in 1978. She joined the MCS in 1958 after being a waitress in Seattle. "I wanted to make more money and see the world," she remembered.

Sister Olson sailed on passenger ships throughout her career. "I enjoyed my work and years at sea. It was not an easy job. The hours were long and the work was both physical and mental. But it was rewarding and brought me a sense of accomplishment."

The two met aboard the *Santa Mercedes* where they were working together. He was the ship's chairman and she was the steward delegate. "Ed Mooney (retired SIU official) and others have called us the most successful merger between the SIU and MCS," Mrs. Olson added.



The Olsons are no strangers to their elected representatives as they talk with U.S. Senator Richard Bryan (D-Nev.).

*'I Feel Like I'm Making a Difference'***Foley Relishes Role as School Instructor**

As a member of the engine department, Seafarer Bill Foley quickly learned the importance and benefits of upgrading at the Lundeberg School. After graduating from the school in 1976, he eagerly alternated between sailing and taking courses such as FOWT and QMED.

A native of Brooklyn, N.Y., Foley still appreciates the value of upgrading, although his perspective has changed. Since 1979, he has worked as an instructor at the Paul Hall Center in Piney Point, Md.

Being an instructor "is the most rewarding job I've had," Foley says. "I feel like I'm making a difference in people's lives. I've had some of the same guys in trainee classes and upgrading classes, and it's fantastic to see how much they've learned. They, in turn, give me information about equipment they see on ships."

"A number of people whom I've taught no longer sail," Foley adds, "but some have contacted me to say they're working full-time as welders or have done well



Lundeberg School instructor Bill Foley graduated from the trainee program in 1976.

by using skills they learned here."

After graduating from high school, Foley was unsure about which vocation he would pursue. He looked into becoming a carpenter or an electrician, but says, "Things just didn't work out."

School Gives Direction

He then spoke with a few friends who had graduated from the Lundeberg School trainee program and had sailed to various ports around the world. Enticed by the travel opportunities and the chance to earn a good living,

Foley applied to the school and was accepted.

He graduated in class 193 in March 1976, then shipped out as a wiper aboard the T.T. Williamsburg. "I was the only wiper on board, and there was plenty of work," Foley recalls. "My first trip was 116 days without getting off the ship. The second trip was 102 days. Then we did 28 days of tank cleaning."

Following those busy initial voyages, Foley returned to Piney Point for the fireman-oiler class. He continued that pattern during the next few years, always using time on the beach to bolster his skills and his earning power.

In 1979, Foley learned that the school had an opening for a tankerman instructor. He got the job and subsequently taught classes on basic engine, FOWT, welding and hydraulics. He also developed a conveyorman course for American Steamship Co.

Meeting Industry's Needs

Having seen time and again the way the Lundeberg School helps merchant mariners stay one step ahead of their industry's

rapid changes, Foley remains enthusiastic about his work. He says he is proud to help train men and women so they can meet the needs of the maritime industry.

"One of the most exciting times here was during the Persian Gulf war," he notes. "We had double the normal student population, and instructors were running classes after hours and on weekends. There wasn't one complaint about the additional work. Everybody just pulled together."

Foley acknowledges that "the people here [at the school] sometimes feel pressure because there have been so many new requirements for training, and we have to follow guidelines from four federal agencies. But these people are dedicated. They do what they have to in order to get the job done."

"I don't know what I'd be doing today if I hadn't come through the school. I'd probably have a city job in New York and have a pretty dim view of my future."

Honorary Member Frank Capella Dies

SIU President Michael Sacco bestows an honorary membership on Frank Capella at the union meeting last August.

Frank Capella, longtime Piney Point retiree and UIW member, died November 23 following a long battle with cancer. He was 73.

Born in Chester, Pa., Capella joined the U.S. Navy and was assigned as a ship's cook to San Diego, Calif. with the U.S. Fleet Hospital aboard the USS Nebraska which was stationed at Guadalcanal during World War II. He received the American Theater Ribbon, the Asiatic Pacific Ribbon and the World War II Victory Ribbon. After the war, Capella joined the United Industrial Workers, the industrial arm of the Seafarers International Union. He began working as a butcher at the Lundeberg School when it first opened 25 years ago.

A mass of Christian burial was celebrated at St. George Catholic Church in Valley Lee, Md.; interment followed at the Seafarer's Haven Cemetery.

Capella is survived by his wife, Eleanor; five children; eight brothers and sisters; 12 grandchildren; and one great-grandson.

In August, the membership voted to give Capella an honorary union book, which SIU President Michael Sacco presented to him.

Lundeberg School College Program Has Successful Year

A total of 153 students enrolled in college courses at the Lundeberg School in 1992, and two students completed the degree programs to earn their Associate in Arts degrees.

The school's academic department offered both evening and daytime college-level courses during six sessions, each lasting eight weeks. These college-level courses make up the general education component of the two Associate in Arts degree programs offered at the school. Although students may attend the courses as full-time college students by taking two general education courses, the evening classes make it possible for Seafarers to take a general education course while also attending daytime vocational upgrading classes. Therefore, the dates for the eight-week college sessions coincide with the schedules for many of the vocational classes.

The evening courses are needed to fulfill the general education requirements for the degree programs. Each session

offers developmental math and English courses as well as the first college-level courses in math and English, MTH 101 and ENG 101. In addition, a social science is offered—psychology, sociology or industrial psychology. Starting in 1993, a new course in analytical reading and reasoning (RDG 099) will be held in the evening.

Daytime college courses focus on 102 level courses in math and English, science courses such as physics, additional social sciences and engineering.

Four sessions have been scheduled for 1993, and all interested Seafarers are encouraged to take advantage of at least one session. The schedule of sessions is published monthly in *Seafarers LOG* along with an application form (see page 27 in this month's *LOG*).

Any member interested in taking an evening college course or enrolling at Piney Point as a full time college student should contact Mary Hartshorn, the college registrar, in writing or by phone at (301) 994-0010, ext. 276.



Lundeberg School Vice President Ken Conklin (left) presents SIU member Gary Johnson with a certificate for completing his Associate in Arts degree. Instructors Kate Richardson and Don Mundell watch.

Evening College Continues at Paul Hall Center

Seafarers attending the vocational training courses at the Lundeberg School may elect to take classes in the evening which are designed to enhance their proficiency in areas related to the maritime industry.

The evening classes are available to Seafarers during their free time while upgrading at the school. They provide a unique opportunity to receive college-

course credits while improving their seafaring skills.

The evening courses available to Lundeberg School students cover Developmental English (ENG 099), Composition and Rhetoric (ENG 101), Developmental Mathematics I (MTH 098), Developmental Mathematics II (MTH 099), College

Mathematics II (MTH 102), American Government (POL 101) and Analytical Reading and Reasoning (RDG 099).

Classes are offered on a Monday-Wednesday or Tuesday-Thursday basis.

The first session of evening college classes for 1993 will begin on January 4 and will run through February 26.

Keeper of the Gate

A familiar sight to everyone who enters the gates of the Paul Hall Center for Maritime Training and Education is Grady Dobson.

Lundeberg School Continues Aid For Victims of Hurricane Andrew

Employees, upgraders and trainees at the Seafarers Harry Lundeberg School recently raised \$1,700 to help fellow Seafarers and their families who were victims of Hurricane Andrew, the deadly storm which in August battered parts of Florida and Louisiana.

Before the school conducted its fund raiser in November, SIU members from the ports of New York and Jacksonville, Fla. donated water, clothing and boxes of food to the union's hurricane relief fund. From the Lundeberg School, upgraders, trainees and staff members donated a truckload of items such as paints, hardware, baby food and diapers. The Baltimore Port Council also made a \$2,000 contribution.

Some of the funds collected for relief already have been used to provide temporary lodging for SIU members and their families in southern Florida.

Several Seafarers reported they were seriously affected by Andrew. Pensioner Pedro Mena and Wiper Ernesto Mardones are two of those hardest hit. Mena's home, near Miami, was destroyed. Similarly, Mardones' house, in Homestead, Fla., sustained an estimated \$63,000 in damage and was declared unlivable.

Overall, Andrew destroyed or damaged 117,000 homes in Florida and 14,000 in Louisiana. More than 250,000 people were left homeless.

The hurricane caused 52 deaths and an estimated \$21.5 billion in damage.

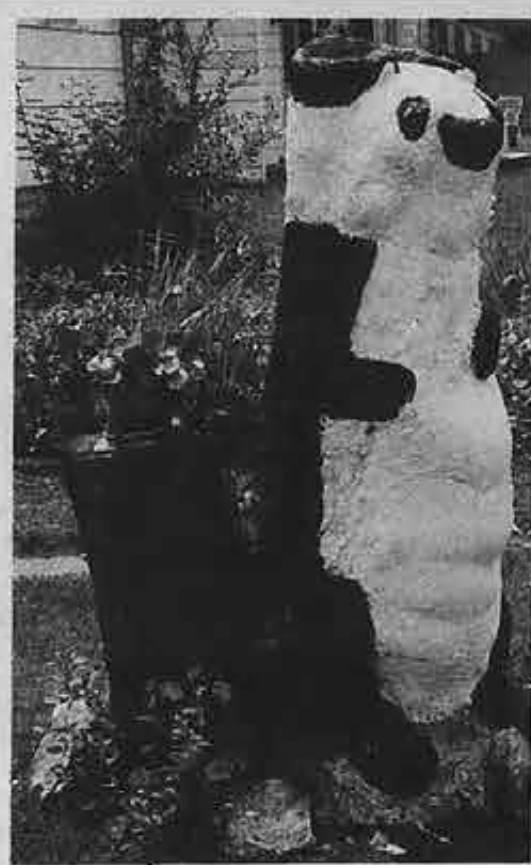


Packing 160 mile-per-hour winds, Hurricane Andrew caused about \$21.5 billion in damage.



Carlos Soto, who recently completed the recertified bosun training at the Lundberg School, is joined at the graduation ceremony by his daughters Yvonne, Ivette and Jeannette.

SEAFARERS FAMILY photos



Pensioner Clarence (Bud) Cousins helped his wife, Charlotte, carve a panda bear (named Amanda) out of an otherwise dull tree trunk at their home in Butler, Pa.



Evelyn Plummer joins her son, Recertified Bosun Donald Plummer, at ceremonies marking his graduation from the recertified bosuns' course at Piney Point.



Don and Sandi Thornton pose with their son, Shane, outside their house in Michigan. The anchor was recovered from a sunken ship.

The very nature of seafaring means many months away from home. The family, however, remains an important part in a Seafarer's life. With this page, the *Seafarers LOG* begins a new feature highlighting our members and their families. We welcome your photographs and will publish them on a periodic basis.



Chief Cook Cheryl V. Neff of Columbia, Md., proudly announces the birth of her son, Dakota William Neff, born November 3 1992. Cheryl would like to thank the crews of the C.S. Long Lines and the Global Link who held a baby shower for her and gave her some lovely gifts.



Pamela and Danielle Card, wife and daughter of Recertified Bosun Ed Card, listen to his remarks at the graduation ceremony in Piney Point.



Walter Oswald (left) graduated from the Lundberg School (Class #488) in January 1992. With him are his younger brother, Michael, who presently is getting his paper work together to attend the school, and his mother, Ann, who is a retired federal employee and past vice president of Local 1660 (AFGE).



Wedding bells rang on August 1, 1992 for SNA member Sorey Valencia and his bride, Anna Mandagie. A resident of Garden Grove, Calif., Valencia sails as an FOWT.

1992 in review



Seafarers Sail Through a Year Of Military Operations, Legislation, New Vessels and Elections

INVOLVEMENT by Seafarers in U.S. military engagements flanked a year in which congressional maritime legislation, the breakout of new vessels and the election of a new president dominated news concerning SIU members and their families.

The year 1992 began with SIU-crewed vessels bringing back materiel from Saudi Arabia and Kuwait in the aftermath of the Persian Gulf war. Although fighting had been over for almost a year, Ready Reserve Force, Military Sealift Command-chartered and privately owned commercial vessels brought back weapons, supplies and troops to their bases in the United States, Europe and the Pacific theater.

In the two-year operation to

stock, fight, then withdraw from the Persian Gulf, U.S.-flag ships carried more than 15 million tons of equipment to and from the region. Almost 900 sealifts were required during the period, which came to an end in mid-April.

The year saw Congress pass and the president sign a bill to allow regulated gambling on board U.S.-flag passenger ships. The law repeals two outdated acts that barred American bottoms from offering gaming on passenger vessels. With the bill's passage, maritime interests expect a resurgence of the U.S.-flag passenger fleet (presently only the SIU-crewed *Constitution* and *Independence* fly the Stars and Stripes) with the creation of thousands of seafaring jobs.

Reform Package Offered

In the wake of the merchant marine's strong showing in the Middle East, two SIU-contracted companies announced they were coordinating efforts to seek U.S.-flag maritime reform or go foreign flag. The statement by Sea-Land and American President Lines spurred action in the Bush administration and on Capitol Hill.

During the summer, Secretary of Transportation Andrew Card (who had attended the U.S. Merchant Marine Academy in Kings Point, N.Y. as a young man) presented to Congress a comprehensive reform plan. The presidents of eight maritime unions, including SIU President Michael Sacco, welcomed the

first major seafaring initiative in decades which would have helped U.S.-flag companies acquire new vessels and provide payments for up to 74 militarily useful commercial ships.

Despite being presented late in the session, both the House and the Senate merchant marine committees drafted bills and held hearings. However, Congress adjourned before final action could be taken. The chairmen of both committees have stated maritime reform will be a priority in the new Congress which convenes this month.

Two other maritime-related bills—inland documentation and cruise-to-nowhere restrictions—got through the House of Representatives, but ran out of time in

the Senate. Both are expected to be offered early in the 103rd Congress.

The inland documentation bill was designed to eliminate a loophole that allows men and women aboard tugs and barges to sail on America's inland waterways without Coast Guard documentation. The cruise-to-nowhere legislation would have prohibited foreign-flag vessels from operating such trips from U.S. ports. It also would have codified U.S. Customs Service and court rulings that passenger vessels engaged in the coastwise trade be American built and owned.

After the Coast Guard announced its intention to seek fees for z-cards, more than 400 union

and non-union boatmen in Texas and Louisiana signed a petition against the proposal that was presented to Congress by SIU Executive Vice President Joseph Sacco in February. The fees are not in effect since the Coast Guard has not announced a final rule. On top of seeking congressional action, the union filed a lawsuit seeking to stop its implementation.

New Ships Create New Jobs

Two new AT&T cable ships came out of the shipyards in 1992. The *Global Sentinel* sailed into Honolulu in February on its maiden voyage to the United States. It began regular service in the spring. As the year ended, Seafarers flew to Singapore to bring the *Global Mariner* to the

U.S., bringing the total Transoceanic Cable Ship fleet to five.

The first large commercial ship built in the U.S. since 1987 broke out in August. SIU members crewed the galley while members of the Sailors' Union of the Pacific handled the deck and Marine Firemen's Union members manned the engine department of the *R.J. Pfeiffer*. The 714-foot container ship sails between California and Hawaii.

In July, the Military Sealift Command awarded SIU-contracted companies charters to operate three reflagged vessels: the *Jeb Stuart*, *American Merlin* and *Buffalo Soldier*. Another SIU-contracted company was chosen to operate the *Fred G.*, which Seafarers crewed late in the summer.

Seafarers Active in Politics

Early in the year, the SIU began efforts to get its members and their families registered to vote. With many legislators announcing their retirements or being defeated in primaries, many changes were taking place on Capitol Hill.

Also, 1992 was a presidential election year. While the Republicans renominated the team of George Bush and Dan Quayle, the Democrats selected Gov. Bill Clinton and Sen. Albert Gore Jr. to lead their ticket.

Seafarers across the country volunteered their time in the political process by making phone calls, knocking on doors, attending rallies, tacking up posters and distributing literature

for union-endorsed candidates from Clinton/Gore to state and local races.

Maritime interests viewed the election of Clinton and Gore, as well as 110 new members of the House of Representatives, as a chance to revive interest in the U.S.-flag merchant fleet.

That interest returned to the forefront in December when nearly 20 SIU-crewed vessels sailed to Somalia, on Africa's east coast, to aid a U.S.-led, United Nations effort to bring food and peace to the war-torn nation. As in the Persian Gulf war, many Seafarers gave up holiday time with their families to make sure fully crewed sealift vessels sailed on time.

The following is a monthly review of 1992 activities as reported in the Seafarers LOG:

JANUARY — American President Lines and Sea-Land urge maritime reform legislation... SIU works to stop the Coast Guard from implementing fees for merchant mariner documents... Coast Guard rules concerning benzene exposure take effect... MEBA members dissolve merger with NMU to become District 1-Pacific Coast District MEBA.

FEBRUARY — Fight against fees on z-cards goes to Capitol Hill and the federal courts... The *Global Sentinel* arrives in Hawaii on its maiden voyage... Augie Tellez is named SIU vice president for collective bargaining... MTD urges Bush administration to dump Rob Quartel from the Federal Maritime Commission... Andrew Card is named secretary of transportation... SIU-crewed *Pride of Texas* becomes first U.S.-flag merchant ship to sail into Lithuania since 1939... Matson's *R.J. Pfeiffer* christened.

MARCH — Gulf of Mexico boatmen rally against proposed z-card user fees... SIU Executive Vice President Joseph Sacco testifies before Congress to close the loophole allowing boatmen to sail America's inland waterways without Coast Guard documents... President Bush signs into law the U.S.-cruise ship gambling bill... Rob Quartel resigns from the Federal Maritime Commission... White House announces a maritime policy panel... Leon Hall, retired SIU Atlantic Coast vice president, dies.

APRIL — Philadelphia-Camden ferry service across the Delaware River begins with SIU crew... Lundberg School adds hazardous materials protection procedures to schedule... Seafarers participate in Workers Memorial Day ceremony on Capitol Hill, march with striking Kroger workers in Detroit and rally with Caterpillar workers in Illinois... Senate turns back attack on cargo preference law... New PPO opens in Houston.

MAY — House subcommittee clears legislation to repeal proposed user fees... Persian Gulf war sealift ends... SIU scholarship winners announced.

JUNE — SIUNA holds its 22nd convention, re-electing Michael Sacco as president... Card introduces maritime reform package to Congress... House subcommittee supports inland documentation bill... Safety team members meet in Piney Point... Dr. Joseph San Filippo retires as Seafarers medical department director, replaced by Dr. Kenneth Miller... Campaign to save the *Hotel Queen Mary* in Long Beach, Calif. begins.

JULY — SIU fishermen rally against governmental regulations on Capitol Hill... Military Sealift Command awards three reflagged vessels (*Jeb Stuart*, *American Merlin* and *Buffalo Soldier*) to SIU-contracted companies... Maritime reform legislation, offered by Congress, is supported by SIU President Michael Sacco and seven other maritime union presidents... Union celebrates 40 years of training and education programs.

AUGUST — The Military Sealift Command-Pacific Fleet leaves Subic Bay (Philippines) Naval Base... SIU members send aid to brothers and sisters affected by Hurricane Andrew... SIU crews *R.J. Pfeiffer*... SIU San Francisco Patrolman Gentry Moore dies.

SEPTEMBER — House of Representatives passes inland documentation and cruise-to-nowhere bills... SIU and AFL-CIO endorse Clinton/Gore ticket... SIU-contracted companies Delta Queen Steamboat Co. and Alton Belle Riverboat Casino announce plans for new riverboats... SIU-crewed *Delta Queen* completes historic first journey down the Tennessee-Tombigbee Waterway... City of Long Beach votes to keep the *Hotel Queen Mary*... SIU Headquarters Representative Frank Paladino dies.

OCTOBER — Russians honor World War II Murmansk merchant mariners in Baltimore ceremony... SIU Secretary-Treasurer John Fay elected vice chairman of ITF's maritime division... California bunker tax is repealed.

NOVEMBER — SIU election begins... Benzene testing for SIU members starts... Clinton/Gore win the White House... Inland Advisory Board meets at the Paul Hall Center for Maritime Training and Education.

DECEMBER — Somalia sealift, involving nearly 20 SIU-crewed vessels, begins... Seafarers man *Global Mariner*, fifth vessel in the AT&T cable ship fleet... SIU members joined 20,000 trade unionists in Las Vegas march against union-busting Frontier Casino... Russia presents medals to more Murmansk-run merchant mariners.



Jobs were plentiful throughout the year.



SIU President Michael Sacco welcomed U.S. Rep. Richard Gephardt (D-Mo.) to the union's convention.



Benzene testing started.



Gov. Bill Clinton met with SIU members during the fall election campaign.



SIU fishermen rallied on the Capitol grounds against additional regulations.



U.S. military activities in the Persian Gulf and Somalia kept Seafarers busy.



Upgrading at Piney Point remained vital.



Matson's *R.J. Pfeiffer* broke out in August, becoming America's first new large container ship built since 1987.



Seafarers marched with fellow trade unionists to urge Congress to pass new worker protection laws.

Murmansk Veterans Awarded Medals by Russian Federation

Continued from page 5

in our convoy. The torpedo went across our bow.

"You began to grow up on those ships. You had to survive."

Chatfield, who joined the SIU in 1942 and sailed with the union until taking a shoreside job after the war ended, never wore a life jacket. "I always figured that if you went in that water, you'd be dead in 15 minutes anyway," he explained.

A business insurance salesman, Chatfield took a train from Woodbridge, Conn. to the ceremony. He sailed with Water-

man, Alcoa and Grace Lines and, like his peers who last month received their medals, he never considered missing the ceremony.

"What I remember about Murmansk itself is that most of the city had been levelled," he said. "One hall there was operational but had no heat, and remember this was in the Arctic in winter. Plus I remember the tension with the Russian military people. That's why I never thought I'd see the day when a ceremony like this took place."

During part of the war, Sal Branciforte sailed with the

Marine Firemen's Union, an SIU affiliate. At 5 ft. 4 in. and 103 pounds, he was rejected by the U.S. Army. Eager to contribute to the war effort, he went to Sheephead Bay in Brooklyn, N.Y. and joined the merchant marine.

"I went to Archangel with a load of oleo margarine in December 1944," said the 68-year-old former wiper. "Man, there were times when we couldn't eat for days because the weather was so bad."

"But to tell you the truth, I enjoyed it. Those were flag-waving days."

Branciforte, who lives in Staten Island, N.Y., said he often wondered "how much more of the war I would have seen if I had worked on deck. In the engine room, all you heard were the depth charges."

"But one time I did see a torpedo go right under our ship, and it scared the — out of me!"

Ready for Action

In 1943, Everett Carll worked as a shipyard crane operator in Portsmouth, N.H. One evening, he went to see a Humphrey Bogart movie titled *Action in the North Atlantic*. Inspired by the film, he joined the merchant marine a week later.

Carll sailed as an OS and an AB on SIU ships. In October 1944, he signed on the Liberty Ship *Henry Villard* bound for Murmansk from Boston.

"The seas were unbelievably high, I remember that," said Carll, 77. "Sometimes that ship seemed like a cork floating around. But we passed the test. Most everybody was saying silent prayers. . . . You just have to do your duty, do the best you can."

Carll and his wife first read about the Murmansk medals two years ago in the *Seafarers LOG*. They gladly took the 8½ hour train ride from New Hampshire to Washington.

"It was terrific, and I was amazed at the crowd," he said. "The setting was really something."



Joe DeCarlo and his wife, Helen, travelled from New York to attend the awards ceremony at the Embassy of the Russian Federation in Washington, D.C.

Thanksgiving Day Celebrated in the Halls



Above, Thanksgiving Day in the Honolulu hall takes on a festive Hawaiian flavor. Below, Recertified Chief Steward Bill Mines (left), Sea-Land Shoregang Steward John Basquez (center) and Recertified Chief Steward Burt Richardson help serve 300 SIU members, their families and guests at the third annual SIU San Francisco Thanksgiving Day luncheon in the San Francisco hall.



Watching the World Series by Joseph Magyar

Joseph Magyar retired from the SIU in January 1986. He sailed as a QMED. While watching the World Series recently, he was reminded of an incident years ago.

In 1957 Andy Pickur and I were on the beach in Brooklyn. Times were bad and payoffs were slow in the port of New York. Scrounging for money was hard. Andy, a deckhand, and I had been on a couple of Liberty Ships together, and the two of us shared a love for baseball. We were able to watch several games on TV in the taverns near the union hall, but our money finally ran out. We had about fifty cents between us when the World Series came up between the Yankees and Milwaukee Braves. How were we going to watch the World Series with no beer money?

There was a fellow at our hall who had excellent connections with people in New York, and he could get tickets for boxing at St. Nicks, baseball tickets, etc. I asked Andy, who was in our room up the street from the hall, if he was going to make the Saturday morning job call. He said he had

asked around and nothing was coming in. I told him I was going, just in case a job did come in. While at the hall, the dispatcher said, "If you all put your shipping cards in this box, I will draw four out for today's game and four more for tomorrow's game."



The first name he called out was Joe something. At first I thought he said Joe Magyar, but he didn't. The next name was Joe something—and it was mine. I didn't wait but took the ticket and went back to the room. Andy was laying there, his arms under his head.

I showed him the ticket. "At least I can see the game," I told him. I had enough for subway fare

there and back and nothing else. Nothing for hot-dogs or beer. I believe subway fare then was a dime.

Pitching for the Milwaukee Braves was Spahn, Sain and Burdette. The saying in Milwaukee was "Spahn and Sain and pray for rain." But Burdette was the MVP in the Series won by Milwaukee four games to three. Hank Aaron was elected most valuable player of the year, and they had Eddie Mathews and Joe Adcock while the Yankees had Mantle, Maris and Berra.

While at Yankee Stadium (estimated crowd 65,000), I took my ticket out to see the seating section I was in. Putting it mildly, I don't like to be in the middle of a crowd. Four people jumped me, said they wanted to see the ticket. One said, "I'll give you 20 bucks for it." Boy, what a lot of money \$20 was then. So I gave it to him and subways back to Brooklyn to get Andy. When I walked in the room, he was the same way, arms folded under his head, staring at the ceiling. He asked what about the game, and I showed him the 20 bucks. "Come on, let's get to the tavern. The game's going to start."

Holiday Greetings - Part II

Due to an error in the make-up of the December issue of the *Seafarers LOG*, a number of holiday greetings were inadvertently omitted. We include all those greetings here, as well as any that were received after the November 13 deadline—and hope that the sentiments expressed will last well into the new year.

To Mark Reczek

This is our first Christmas in our home, Cheyenne's first Christmas morning, and our first Christmas as a family. We love you. And if you aren't home with us, you will be here in spirit. Lots of love,
Diane, Amber, Mark Jr. and Cheyenne Reczek

To Carlton Dennis Richardson

Dear Santa, Can you please be home for Christmas this year? If not, we all still will be waiting . . . always! Luv-U-Madly.
"Babs and the girls"
(Tina E. Richardson)

To Marilyn

(I love you) on board the *Sea-Land Atlantic*. We wish you a Merry Christmas, we wish you a Merry Christmas, we wish you a Merry Christmas and a Happy New Year.
Miguel Rivera

To my daughters

I would like to wish my loving daughters Idrellis, Tamkio, Tiffany and family a Merry Xmas and a Happy New Year. Love and miss you very much. Keep up the good work in school.
Franklin Robertson

To Panama Bob

Merry Christmas and Happy New Year! Hope you make it back to the twilight zone in time for the holidays. Lots of love,
Nancy Robertson

To Mike and Joe Sacco, Red Campbell and all my shipmates—retired and active—and their families

Wishing you and your families my best wishes for the coming holidays.
Ovidio R. Rodriguez

To Donna, the love of my life, my family, shipmates and friends worldwide

Happy holidays and fair winds. May God bless you all.
James Rollman

To SIU members and officials

Season's greetings to all SIU members, officials and their families.
Mr. and Mrs. Joseph P. Saide Jr.

To shipmates and land lovers

God bless you all! Thanks for the time to sail with each and every one of you all. Also the hard working HLSS staff.
J.D. Sanchez

To Mary Sanchez and family—also brothers and sisters

Praise the Lord for having special women who are always there for their seamen to come home to. May the wind keep your sails full.
Juan (Mo Time) Sanchez

To Michael Bonsignore

I wish you and your family a happy holiday season. Mike, please write me your address or call me at (305) 342-1918.
Willy K. Schmale

To Mark John Mullen

Dear Mark—Everyone sends their love and Xmas greetings. Will keep tree up and presents 'til you come home. Love you!
Nana Schwendeman

To Steve Ruiz and family

May your holidays be filled with happiness and good health. We miss and love you very much. I will let Santa know you are in Puerto Rico so he doesn't forget to fill your stocking. Merry Christmas, little brother.
Your sister, Christine (Ruiz) Serrano and family

To Tom Jones

May you and your family have a happy holiday season. We miss you, Tom!
The crew and captain of the Manhattan Island

To Norman Piva

May you and the girls have a happy holiday season. We miss you, Pappy!
The crew and captain of the Manhattan Island

To all members onboard and ashore

Be safe during the holiday season and throughout the new year. Mele kaliki maka, hauoli maka hiki hou.
Tom, Larayne, J.J., Kevin and Dino

To Shmookie

May your Christmas be filled with the same joy and happiness that you bring to me throughout the year. Your adoring wife,
Pookie

To Charles Tezett

Even though you're across miles of ocean, we all wish you a Merry Xmas and Happy New Year.
Carol, Elijah, Janet, Joyce and Gail

To the Gregmeister, the Duradave and Ben (my friend)

Hello my friends! I have a special deal for you! All the best. Peace.
The Stevador

To Laird L. Mills

We wish you a very special homecoming. Merry Christmas always.
The Trader and Chanel Norel

To all SIU members

Best of all holidays and many more to come. Happy New Year 1993!
Larry Schroeder

To Michael

We first met as fellow Seafarers on a ship in the Pacific Ocean and since then we became friends and then lovers. My life has changed so much since I met you. On our first Christmas together, I wish you all the best this season has to offer and hope that there will be many more special days. Love,
Allison

To all former crewmembers

I wish to extend Xmas greetings to all.
Walter Grosvenor

To all the oldtimers, their families, the active workers

May everyone stay healthy and proud of our union. I would say the SIU is greater today than ever before. God bless our union's officers for continuing to make the SIU stronger. God bless all the members and especially all officers, active and retired.
Anthony Rodriguez

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	29	18	15	16	13	8	12	61	35	27
Philadelphia	0	5	3	1	6	0	3	3	16	6
Baltimore	11	12	1	5	8	0	1	12	12	3
Norfolk	18	15	4	8	11	2	2	24	32	10
Mobile	10	21	0	7	11	3	2	20	30	4
New Orleans	25	25	7	15	14	1	0	41	39	23
Jacksonville	25	28	10	24	13	1	9	47	51	33
San Francisco	27	27	5	16	20	3	11	49	48	12
Wilmington	12	20	7	17	19	5	6	17	27	14
Seattle	19	19	6	29	22	4	8	38	28	15
Puerto Rico	16	6	1	14	4	0	6	14	8	3
Honolulu	5	10	8	4	15	7	6	8	21	12
Houston	35	35	11	24	30	9	5	44	46	17
St. Louis	2	4	0	1	1	0	0	1	7	0
Piney Point	1	5	2	1	4	2	3	2	8	1
Algonac	0	0	1	0	0	0	0	0	0	1
Totals	235	250	81	182	191	45	74	381	408	181
ENGINE DEPARTMENT										
New York	13	14	6	9	9	3	12	36	40	7
Philadelphia	4	6	4	2	1	0	0	5	9	7
Baltimore	6	11	3	3	4	0	2	9	13	4
Norfolk	4	10	5	0	12	1	1	8	20	8
Mobile	13	19	2	7	10	1	1	17	20	4
New Orleans	16	13	7	7	9	4	3	31	18	12
Jacksonville	11	22	8	12	10	4	4	26	36	13
San Francisco	19	18	3	6	7	0	3	36	39	11
Wilmington	8	15	6	6	12	1	3	13	21	13
Seattle	15	14	5	13	13	3	9	22	31	12
Puerto Rico	7	3	0	3	5	0	1	10	3	0
Honolulu	2	10	10	4	11	7	7	4	14	12
Houston	16	15	5	15	10	3	6	23	23	9
St. Louis	0	0	0	1	0	0	0	0	3	0
Piney Point	2	6	1	1	10	0	3	6	18	3
Algonac	0	4	1	0	0	1	1	0	4	0
Totals	136	180	66	89	123	28	56	246	312	115
STEWARD DEPARTMENT										
New York	13	8	3	9	7	0	9	28	21	5
Philadelphia	2	3	2	1	1	0	0	3	4	4
Baltimore	4	2	0	1	0	0	1	3	2	0
Norfolk	5	7	2	6	6	3	3	7	7	5
Mobile	8	6	2	3	4	1	1	10	11	1
New Orleans	12	12	2	6	9	1	0	18	19	2
Jacksonville	14	7	1	6	3	0	5	25	20	4
San Francisco	31	16	2	20	4	0	6	77	35	6
Wilmington	16	5	0	16	3	0	6	14	6	2
Seattle	26	4	1	17	5	1	7	33	12	2
Puerto Rico	6	1	2	2	0	0	2	8	3	3
Honolulu	13	21	18	12	13	15	33	22	27	19
Houston	7	5	2	8	6	0	6	16	6	3
St. Louis	0	1	0	0	1	0	0	0	1	0
Piney Point	2	19	4	4	1	0	2	1	29	6
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	159	117	41	111	63	21	81	263	203	62
ENTRY DEPARTMENT										
New York	14	37	30	2	14	5	0	26	91	78
Philadelphia	1	4	6	1	0	1	0	2	8	12
Baltimore	0	11	0	0	7	0	0	1	13	0
Norfolk	2	13	7	1	7	4	0	5	33	13
Mobile	1	15	2	1	12	0	0	2	24	13
New Orleans	10	20	18	3	8	3	0	17	49	29
Jacksonville	5	24	6	6	16	1	0	4	36	17
San Francisco	20	32	13	12	12	1	0	48	61	52
Wilmington	4	11	8	1	9	3	0	6	15	13
Seattle	5	22	7	6	17	0	0	13	30	19
Puerto Rico	9	10	3	3	2	2	0	16	18	5
Honolulu	7	44	136	6	49	116	0	11	62	183
Houston	5	16	7	2	14	7	0	7	31	8
St. Louis	0	1	1	0	0	0	0	0	4	2
Piney Point	0	41	2	0	30	0	0	0	30	3
Algonac	0	0	0	0	0	0	0	0	0	1
Totals	83	301	246	44	197	143	0	158	505	448

* "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 1,448 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,448 jobs shipped, 426 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From November 16 to December 15, 1992, a total of 211 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 17,864 jobs have been shipped.

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

Piney Point
Monday: February 8, March 8
New York
Tuesday: February 9, March 9
Philadelphia
Wednesday: February 10, March 10
Baltimore
Thursday: February 11, March 11
Norfolk
Thursday: February 11, March 11
Jacksonville
Thursday: February 11, March 11
Algonac
Friday: February 12, March 12
Houston
Tuesday: February 16*, Monday, March 15
**changed by Washington's Birthday*
New Orleans
Tuesday: February 16, March 16
Mobile
Wednesday: February 17, March 17
San Francisco
Thursday: February 18, March 18
Wilmington
Monday: February 22, March 22
Seattle
Friday: February 26, March 26
San Juan
Thursday: February 11, March 11
St. Louis
Friday: February 19, March 19
Honolulu
Friday: February 19, March 19
Duluth
Wednesday: February 17, March 17
Jersey City
Wednesday: February 24, March 24
New Bedford
Tuesday: February 23, March 23

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

Personals

BARRY R. BARR

Please contact Sharon Sharabi at 4335 Resport Loop, Holiday, Fla. 34691-5298.

Notices

IS YOUR CORRECT ADDRESS ON FILE?

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

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

UNCLAIMED WAGES

InterOcean Management Corporation is holding some unclaimed wage payments for crewmen they have been unable to locate.

John Delbus
Winston Walters
Bobby Fletcher
Adel Alwashi

If your name is listed above, please contact Jean M. McDermott at InterOcean Management, Three Parkway, Suite 1300, Philadelphia, Pa. 19102-1378, or call (215) 569-4550.

THE ORDEAL OF CONVOY NY 119

The Ordeal of Convoy NY 119 by Charles Dana Gibson, first published in 1973, is a narrative history of a convoy of seagoing tugs, harbor tugs, yard tankers and barges which were owned by the U.S. Army and which left New York in the fall of 1944.

This classic work, long out of print, is available once again. Address orders to Ensign Press, P.O. Box 638, Camden, Maine 04843. The cost is \$28.00 plus \$3.00 shipping/handling (in the U.S.).

Murmansk Veterans Awarded Medals by Russian Federation

Continued from page 5

in our convoy. The torpedo went across our bow.

"You began to grow up on those ships. You had to survive."

Chatfield, who joined the SIU in 1942 and sailed with the union until taking a shoreside job after the war ended, never wore a life jacket. "I always figured that if you went in that water, you'd be dead in 15 minutes anyway," he explained.

A business insurance salesman, Chatfield took a train from Woodbridge, Conn. to the ceremony. He sailed with Water-

man, Alcoa and Grace Lines and, like his peers who last month received their medals, he never considered missing the ceremony.

"What I remember about Murmansk itself is that most of the city had been levelled," he said. "One hall there was operational but had no heat, and remember this was in the Arctic in winter. Plus I remember the tension with the Russian military people. That's why I never thought I'd see the day when a ceremony like this took place."

During part of the war, Sal Branciforte sailed with the

Marine Firemen's Union, an SIU affiliate. At 5 ft. 4 in. and 103 pounds, he was rejected by the U.S. Army. Eager to contribute to the war effort, he went to Sheephead Bay in Brooklyn, N.Y., and joined the merchant marine.

"I went to Archangel with a load of oleo margarine in December 1944," said the 68-year-old former wiper. "Man, there were times when we couldn't eat for days because the weather was so bad."

"But to tell you the truth, I enjoyed it. Those were flag-waving days."

Branciforte, who lives in Staten Island, N.Y., said he often wondered "how much more of the war I would have seen if I had worked on deck. In the engine room, all you heard were the depth charges."

"But one time I did see a torpedo go right under our ship, and it scared the hell out of me!"

Ready for Action

In 1943, Everett Carl worked as a shipyard crane operator in Portsmouth, N.H. One evening, he went to see a Humphrey Bogart movie titled *Action in the North Atlantic*. Inspired by the film, he joined the merchant marine a week later.

Carl sailed as an OS and an AB on SIU ships. In October 1944, he signed on the Liberty Ship *Henry Villard* bound for Murmansk from Boston.

"The seas were unbelievably high. I remember that," said Carl, 77. "Sometimes that ship seemed like a cork floating around. But we passed the test. Most everybody was saying silent prayers. You just have to do your duty, do the best you can."

Carl and his wife first read about the Murmansk medals two years ago in the *Seafarers LOG*. They gladly took the 8½ hour train ride from New Hampshire to Washington.

"It was terrific, and I was amazed at the crowd," he said. "The setting was really something."



Joe DeCarlo and his wife, Helen, travelled from New York to attend the awards ceremony at the Embassy of the Russian Federation in Washington, D.C.

Thanksgiving Day Celebrated in the Halls



Above, Thanksgiving Day in the Honolulu hall takes on a festive Hawaiian flavor. Below, Recertified Chief Steward Bill Mines (left), Sea-Land Shoregang Steward John Basquez (center) and Recertified Chief Steward Burt Richardson help serve 300 SIU members, their families and guests at the third annual SIU San Francisco Thanksgiving Day luncheon in the San Francisco hall.



Watching the World Series by Joseph Magyar

Joseph Magyar retired from the SIU in January, 1986. He sailed as a QMED. While watching the World Series recently, he was reminded of an incident years ago.

In 1957 Andy Pickur and I were on the beach in Brooklyn. Times were bad and payoffs were slow in the port of New York. Scrambling for money was hard. Andy, a deckhand, and I had been on a couple of Liberty Ships together, and the two of us shared a love for baseball. We were able to watch several games on TV in the taverns near the union hall, but our money finally ran out. We had about fifty cents between us when the World Series came up between the Yankees and Milwaukee Braves. How were we going to watch the World Series with no beer money?

There was a fellow at our hall who had excellent connections with people in New York, and he could get hold of anything at SIU Nick's, baseball tickets, etc. I asked Andy, who was in our room up the street from the hall, if he was going to make the Saturday morning job call. He said he had

asked around and nothing was coming in. I told him I was going just in case a job did come in. While at the hall, the dispatcher said, "If you all put your shipping cards in this box, I will draw four out for today's game and four more for tomorrow's game."



The first name he called out was Joe Magyar. At first I thought he said Joe Magyar, but he didn't. The next name was Joe something — and it was mine. I didn't wait but took the ticket and went back to the room. Andy was laying there, his arms under his head.

I showed him the ticket. "At least I can see the game," I told him. I had enough for subway fare

there and back and nothing else. Nothing for hot-dogs or beer. I believe subway fare then was a dime.

Pitching for the Milwaukee Braves was Spahn, Sam and Burdette. The saying in Milwaukee was "Spahn and Sam and pray for rain." But Burdette was the MVP in the Series won by Milwaukee four games to three. Hank Aaron was elected most valuable player of the year, and they had Eddie Mathews and Joe Adcock while the Yankees had Mantle, Maris and Berra.

While at Yankee Stadium (estimated crowd 65,000), I took my ticket out to see the seating section I was in. Putting it mildly, I don't like to be in the middle of a crowd. Four people jumped me, and they wanted to see the ticket. One said, "I'll give you 20 bucks for it." Boy, what a lot of money \$20 was then. I gave it to him and subways back to Brooklyn to get Andy. When I walked in the room, he was the same way, arms folded under his head, staring at the ceiling. He asked what about the game, and I showed him the 20 bucks. "Come on, let's get to the tavern. The game's going to start."

Holiday Greetings - Part II

Due to an error in the make-up of the December issue of the *Seafarers LOG*, a number of holiday greetings were inadvertently omitted. We include all those greetings here, as well as any that were received after the November 13 deadline — and hope that the sentiments expressed will last well into the new year.

To Mark Reczek

This is our first Christmas in our home. Cheyenne a first Christmas morning, and our first Christmas as a family. We love you. And if you aren't home with us, you will be here in spirit. Lots of love.
Diane, Amber, Mark Jr. and Cheyenne Reczek

To Carlton Dennis Richardson

Dear Santa, Can you please be home for Christmas this year? If not, we all still will be waiting... always! Love, L. Madly "Baby and the girls" (Truck Richardson)

To Marilyn

I love you on board the *Sea Land Atlantic*. We wish you a Merry Christmas, we wish you a Merry Christmas, we wish you a Merry Christmas and a Happy New Year.
Miguel Rivera

To my daughters

I would like to wish my loving daughters, Michelle, Tamara, Tiffany and family a Merry Xmas and a Happy New Year. Love and miss you very much. Keep up the good work in school.
Franklin Robertson

To Panama Bob

Merry Christmas and Happy New Year. Hope you make it back to the twilight zone in time for the holidays. Lots of love.
Nancy Robertson

To Mike and Joe Sacco, Red Campbell and all my shipmates—retired and active—and their families

Wishing you and your families my best wishes for the coming holidays.
Orlando R. Rodriguez

To Donna, the love of my life, my family, shipmates and friends worldwide

Happy holidays and fair winds. May God bless you all.
James Rollman

To SIU members and officials

Season's greetings to all SIU members, officials and their families.
Mr. and Mrs. Joseph P. Saade Jr.

To shipmates and land lovers

God bless you all! Thanks for the time to sail with each and every one of you all. Also the hard working HISS staff.
J.D. Sanchez

To Mary Sanchez and family—also brothers and sisters

Praise the Lord for having special women who are always there for their women to come home to. May the wind keep your sails full.
Juan (Mr. Juan) Sanchez

To Michael Bonfigliore

I wish you and your family a happy holiday season. Mike, please write the address or call me at (303) 342-1918.
Willy K. Schmale

To Mark John Mullen

Dear Mark, Everyone sends their love and Xmas greetings. Will keep tree up and present if you come home. Love you.
Anna Schwendeman

To Steve Ruiz and family

May your holidays be filled with happiness and good health. We miss and love you very much. I will let Santa know you are in Puerto Rico so he doesn't forget to fill your stocking. Merry Christmas, little brother.
Your sister, Christine (Rita) Serrano and family

To Tom Jones

May you and your family have a happy holiday season. We miss you, Tom! The crew and captain of the Manhattan Island

To Norman Piva

May you and the girls have a happy holiday season. We miss you, Pappy! The crew and captain of the Manhattan Island

To all members onboard and ashore

Be safe during the holiday season and throughout the new year. Mele Kalikini, hanaui maka hiki hoi.
Tom, Lorraine, J.J., Kevin and Dino

To Shmookie

May your Christmas be filled with the same joy and happiness that you bring to me throughout the year. Your adoring wife.
Pookie

To Charles Tezelt

Even though you're across miles of ocean, we all wish you a Merry Xmas and Happy New Year.
Carol, Elmo, Janet, Joyce and Gail

To the Gregmeister, the Duradave and Ben (my friend)

Help my friends have a special deal for you! All the best. Peace.
The Stevedore

To Laird L. Mills

We wish you a very special homecoming. Merry Christmas always.
The Trader and Channel Norrel

To all SIU members

Best of all holidays and many more to come. Happy New Year 1993!
Larry Schneider

To Michael

We first met as fellow Seafarers on a ship in the Pacific Ocean and since then we became friends and then lovers. My life has changed so much since I met you. On our first Christmas together, I wish you all the best this season has to offer and hope that there will be many more special days. Love,
Allison

To all former crewmembers

I wish to extend Xmas greetings to all.
Walter Grossman

To all the oldtimers, their families, the active workers

May everyone stay healthy and proud of our union. I would say the SIU is greater today than ever before. God bless our union officers and crew. Working to make the SIU stronger. God bless all the members and especially all officers, active and retired.
Anthony Rodriguez

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	29	18	15	16	13	8	12	61	35	27
Philadelphilt	0	5	3	1	6	0	3	3	16	6
Baltimore	11	12	1	5	8	0	1	12	12	3
Norfolk	18	15	4	8	11	2	2	24	32	10
Mobile	10	21	0	7	11	3	2	20	30	4
New Orleans	25	25	7	15	14	1	0	41	39	23
Jacksonville	25	28	10	24	13	1	9	47	51	33
San Francisco	27	27	5	16	20	3	11	49	48	12
Wilmington	12	20	7	17	19	5	6	17	27	14
Seattle	19	19	6	29	22	4	8	38	28	15
Puerto Rico	16	6	1	14	4	0	6	14	8	3
Honolulu	5	10	8	4	15	7	6	8	21	12
Houston	35	35	11	24	30	9	5	44	46	17
St. Louis	2	4	0	1	1	0	0	1	7	0
Piney Point	1	5	2	1	4	2	3	2	8	1
Algonac	0	0	1	0	0	0	0	0	0	1
Totals	235	250	81	182	191	45	74	381	408	181
ENGINE DEPARTMENT										
New York	13	14	6	9	9	3	12	36	40	7
Philadelphia	4	6	4	2	1	0	0	5	9	7
Baltimore	6	11	3	3	4	0	2	9	13	4
Norfolk	4	10	5	0	12	1	1	8	20	8
Mobile	13	19	2	7	10	1	1	17	20	4
New Orleans	16	13	7	7	9	4	3	31	18	12
Jacksonville	11	22	8	12	10	4	4	26	36	13
San Francisco	19	18	3	6	7	0	3	36	39	11
Wilmington	8	15	6	6	12	1	3	13	21	13
Seattle	15	14	5	13	13	3	9	22	31	12
Puerto Rico	7	3	0	3	5	0	1	10	3	0
Honolulu	2	10	10	4	11	7	7	4	14	12
Houston	16	15	5	15	10	3	6	23	23	9
St. Louis	0	0	0	1	0	0	0	0	3	0
Piney Point	2	6	1	1	10	0	3	6	18	3
Algonac	0	4	1	0	0	1	1	0	4	0
Totals	136	180	66	89	123	28	56	246	312	115
STEWARD DEPARTMENT										
New York	13	8	3	9	7	0	9	28	21	5
Philadelphia	2	3	2	1	1	0	0	3	4	4
Baltimore	4	2	0	1	0	0	1	3	2	0
Norfolk	5	7	2	6	6	3	3	7	7	5
Mobile	8	6	2	3	4	1	1	10	11	1
New Orleans	12	12	2	6	9	1	0	18	19	2
Jacksonville	14	7	1	6	3	0	5	25	20	4
San Francisco	31	16	2	20	4	0	6	77	35	6
Wilmington	16	5	0	16	3	0	6	14	6	2
Seattle	26	4	1	17	5	1	7	33	12	2
Puerto Rico	6	1	2	2	0	0	2	8	3	3
Honolulu	13	21	18	12	13	15	33	22	27	19
Houston	7	5	2	8	6	0	6	16	6	3
St. Louis	0	1	0	0	1	0	0	0	1	0
Piney Point	2	19	4	4	1	0	2	1	29	6
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	159	117	41	111	63	21	81	263	203	62
ENTRY DEPARTMENT										
New York	14	37	30	2	14	5	0	26	91	78
Philadelphia	1	4	6	1	0	1	0	2	8	12
Baltimore	0	11	0	0	7	0	0	1	13	0
Norfolk	2	13	7	1	7	4	0	5	33	13
Mobile	1	15	2	1	12	0	0	2	24	13
New Orleans	10	20	18	3	8	3	0	17	49	29
Jacksonville	5	24	6	6	16	1	0	4	36	17
San Francisco	20	32	13	12	12	1	0	48	61	52
Wilmington	4	11	8	1	9	3	0	6	15	13
Seattle	5	22	7	6	17	0	0	3	30	19
Puerto Rico	9	10	3	3	2	2	0	16	18	5
Honolulu	7	44	136	6	49	116	0	11	62	183
Houston	5	16	7	2	14	7	0	7	31	8
St. Louis	0	1	1	0	0	0	0	0	4	2
Piney Point	0	41	2	0	30	0	0	0	30	3
Algonac	0	0	0	0	0	0	0	0	0	1
Totals	83	301	246	44	197	143	0	158	505	448

* "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 1,448 jobs were shipped on SU contracted deep sea vessels. Of the 1,448 jobs shipped, 426 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From November 16 to December 15, 1992, a total of 211 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 17,864 jobs have been shipped.

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

Piney Point	Monday: February 8, March 8
New York	Tuesday: February 9, March 9
Philadelphia	Wednesday: February 10, March 10
Baltimore	Thursday: February 11, March 11
Norfolk	Thursday: February 11, March 11
Jacksonville	Thursday: February 11, March 11
Algonac	Friday: February 12, March 12
Houston	Tuesday: February 16*, Monday, March 15
*changed by Washington's Birthday	
New Orleans	Tuesday: February 16, March 16
Mobile	Wednesday: February 17, March 17
San Francisco	Thursday: February 18, March 18
Wilmington	Monday: February 22, March 22
Seattle	Friday: February 26, March 26
San Juan	Thursday: February 11, March 11
St. Louis	Friday: February 19, March 19
Honolulu	Friday: February 19, March 19
Duluth	Wednesday: February 17, March 17
Jersey City	Wednesday: February 24, March 24
New Bedford	Tuesday: February 23, March 23

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

Personals

BARRY R. BARR

Please contact Sharon Sharabi at 4335 Resport Loop, Holiday, Fla. 34691-5298.

Notices

IS YOUR CORRECT ADDRESS ON FILE?

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

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

UNCLAIMED WAGES

InterOcean Management Corporation is holding some unclaimed wage payments for crewmen they have been unable to locate.

John Delbus
Winston Walters
Bobby Fletcher
Adel Alqash

If your name is listed above, please contact Jean M. McDermott at InterOcean Management, Three Parkway Suite 1300, Philadelphia, Pa. 19102-1378, or call (215) 569-4550.

THE ORDEAL OF CONVOY NY 119

The Ordeal of Convoy NY 119 by Charles Dana Gibson, first published in 1973, is a narrative history of a convoy of seagoing tugs, harbor tugs, yard junkies and barges which were owned by the U.S. Army and which left New York in the fall of 1944.

This classic work, long out of print, is available once again. Address orders to: Ensign Press, P.O. Box 638, Camden, Maine 04843. The cost is \$28.00 plus \$3.00 shipping/handling in the U.S.

Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PORT EVERGLADES
2 West Dixie Highway
Dania, FL 32204
(305) 921-5661

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

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

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

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

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

Dispatchers' Report for Great Lakes

NOVEMBER 16 — DECEMBER 15, 1992

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class CL	Class L	Class NP	All Groups	Class CL	Class L	Class NP	All Groups
DECK DEPARTMENT									
Algonac	0	17	3		0	18	1		0 37 9
ENGINE DEPARTMENT									
Algonac	0	9	6		0	8	0		0 11 15
STEWARD DEPARTMENT									
Algonac	0	5	0		0	3	0		0 6 3
ENTRY DEPARTMENT									
Algonac	0	22	5		0	0	0		0 31 22
Totals All Departments	0	53	14		0	29	1		0 85 49

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

Dispatchers' Report for Inland Waters

NOVEMBER 16 — DECEMBER 15, 1992

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	Class C	All Groups	Class A	Class B	Class C	All Groups
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	5	0	0		1	0	0		70 2 0
Gulf Coast	4	7	12		1	1	0		9 10 23
Lakes & Inland Waters	18	1	0		9	2	0		38 1 0
West Coast	20	0	3		41	0	0		22 0 11
Totals	47	8	15		52	3	0		139 13 34
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0		1	0	0		10 1 0
Gulf Coast	0	0	3		0	0	0		1 0 6
Lakes & Inland Waters	11	0	0		5	1	0		31 4 0
West Coast	0	0	0		0	0	0		0 0 0
Totals	13	0	3		6	1	0		42 5 6
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0		1	0	0		15 0 0
Gulf Coast	2	0	1		0	0	1		0 1 1
Lakes & Inland Waters	7	0	0		2	0	0		14 0 0
West Coast	0	1	0		0	0	0		1 2 0
Totals	10	1	1		3	0	1		30 3 1
Totals All Departments	70	9	19		61	4	1		211 21 41

* "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.

French Novelist Seeks Information on Marine Worker

The French novelist, Francis Piron, and his sister, an English teacher, came to the United States this summer to do some research for the writer's next historical novel. They are seeking the assistance of any individual in the United States who may have had contact with a man named François Boujard, who lived in New York for almost 10 years.

Born in 1903, François Boujard (known as Frank) arrived in NYC, probably in 1924, and worked in the port as a militant unionist among marine workers. He was an activist in the Red Labor Union International since the French Marine Union was affiliated with the R.L.U.I.

For this activity, he was deported back to France. He came back to the States illegally to participate in the organization of maritime unions in the early 1930s.

He had a girlfriend, a Jewish-born trade unionist who was called Dora (unfortunately, her family name is not known).

The photo at right was taken in a workers' rest camp in the New York area, probably Camp Unity. Dora is pictured with her hand on Frank's hair.

This French seaman took an active part in the Resistance and has been considered as a hero by Haute-Savoie inhabitants (in the east of France) ever since he was killed by Nazis on March 9, 1944.



A French writer seeks information on François Boujard, pictured in this 1930-era photo. Boujard, a French seaman, is at bottom right reading the paper.

The author thanks in advance any person who could provide him with any information about the photo.

All replies should be sent to the editor of the *Seafarers LOG*, who will forward the material to the author.

Crowley Seafarers Stay Busy Through the Holiday Season



AB Ken Barron secures the water line on the pier in San Juan.



Aboard the tug *Defender*, (from left) AB Nick Worrel, Mate Michael Lydick, Captain Bill Gosset and Cook Guillermo Cruz show where their allegiance lies.



Deckhand Felix Prieto puts a fresh coat of yellow paint on one of the Crowley tugs.



Pascasio "Paco" Rivera received Lifeboat, LNG, Sealift, Oil Spill Containment, Firefighting and "self-study" Tankerman endorsements recently at the Lundberg School in Piney Point, Md.



Mechanic Felix Passapera (left) and John C. Nelson take care of business on deck.

Aboard the tug *Patriarch*, Mate Robert Artioli secures water line.



Tankerman Victor Caraballo is ready for more work aboard a Crowley tug.



Jose Alvarez keeps things running smoothly in the engine room.



From left, Mates Noel Lopez and E. Dwyer and Cook Miguel Barbosa chat in the galley.



Crowley Mechanics Jose Caceres (left) and Rene Pedraza remain enthusiastic about their jobs.



In a Crowley conference room, SIU Port Agent Steve Ruiz (right) meets with Mechanic Juan Aquino (left) and Deckhand William Viust.



From the left, Cook Orlando Rodriguez, Docking Master J.J. Ramos, Tug Captain Emerito Rivera, Line Handler Julio Ramos and Shoregang Foreman Angel Charriez stay informed by reading the LOG.



Mechanic Leoncio Cancel meets with SIU representatives in the Crowley mechanic shop to take care of some union business.



Tankerman Moises Esquilin Jr. eagerly reports for work.



Engine Utility Rafael Campos (left) and Mechanic Juan Rebollo are hard at work aboard a Crowley tug.



Crowley tugs in San Juan, P.R. approach a TMT barge arriving from Jacksonville, Fla.

For many people, the Christmas season—once gift shopping is finished—is a time for relaxation.

But for Seafarers based in Puerto Rico and working for Crowley Maritime, business during the holidays seemingly did not slow at all. "To say it's busy around here would be an understatement," SIU Port Agent Steve Ruiz said. "There is always work in Puerto Rico."

Some of the Crowley tugs are "local boats," but others sail to Santurce and San Juan, P.R. from the ports of Philadelphia, Jacksonville, Fla. and Lake Charles, La. Ruiz reports that he services each of the SIU-crewed Crowley tugs in the area at least once per month. "We take care of things like medical questions and any beefs," he explained.

The tugs often transport fuel barges along the coast of Puerto Rico and to the U.S. Virgin Islands and Central America. They also serve as what Ruiz described as a lifeline to Puerto Rico, moving vessels which carry commercial goods.

Last year, Crowley celebrated its 100th anniversary. It also reorganized all of its subsidiaries into two companies: Crowley American Transport for liner services and Crowley Maritime Services for contract services.

The SIU has a long history of collective bargaining with Crowley, which originally operated as a ferry service in San Francisco.

Know Your Rights

FINANCIAL REPORTS.

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

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

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

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

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

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

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

EDITORIAL POLICY — THE SEAFARERS LOG. The *Seafarers LOG* traditionally has refrained from publishing any article serving the political purposes

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all union halls. All members should obtain copies of this constitution so as to

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

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

Letters to the Editor

License Plates For Veteran Seamen

Today I met with Mississippi State Senator Terry Jordan. He promised to back a bill in the Mississippi State Senate so that retired veteran seamen would be able to buy United States merchant marine retired automobile license tags, such as can be done in Louisiana.

Mississippi veteran seamen interested in passage of this bill should express their interest by writing to:

**Senator Billy Harvey
P.O. Box 551
Prentiss, MS 39474**

**George A. O'Berry
Philadelphia, MS 39350**

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SUP Delegates Say 'She's A Feeder!'

The deck department aboard the *MV President Eisenhower* would like to thank Chief Steward Donald Ganung, Chief Cook Steven Sun and Assistant Cook/GSU Clifford Scott for a superb job! For all you do, this handshake's for you! Thanks again.

**SUP Delegates
MV President Eisenhower**

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Stop Sending Our Jobs Overseas

In order to weaken our labor unions with their substantial trust funds (trust funds that provide health care and pensions for millions of Americans), our government has allowed vast amounts

of capital to move overseas where slave labor produced high priced goods for U.S. markets.

Foreign slave labor does not contribute to our Social Security trust fund, so that will go down the drain with the labor unions if laws are not enacted to stop this migration.

We hear President Bush and others say it's the small mom and pop businesses that will put people back to work. What they do not say is that those shops usually pay minimum wages and very seldom provide health care for employees.

We don't need any more of the fast food type jobs! We have enough of them making up what our government calls the work force.

**Frank Reid
Tampa, Fla.**

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Retiree Mitchell Answers His Mail

I've been in Baptist Hospital in Winston Salem and haven't been able to answer my mail. So I am going to write this to the *Seafarers LOG* and hope the people who wrote me since I retired will see this.

My kidney gave out on me, but they do wonderful things here. You never know how much it means that when you need medical care, the SIU is there. Be proud that you are a member of the best union in the world.

**Willie Mitchell
P.O. Box 65
Haw River, N.C. 27258**



Scholarship Opportunity for Seafarers and Dependents

Some 36 years ago, the Seafarers International Union's Atlantic and Gulf District became the first maritime union in America to establish a scholarship program to help qualified members and their dependents finance college and vocational education.

Every year, three of the scholarships are reserved for SIU members, and four are awarded to spouses and dependent children of Seafarers.

April 15, 1993 is the deadline—just three months away. Now three months

may sound like a lot of time just to fill out an application form. But there's more to it than that. The applicant must not only fill out the application form, but must also include other items in the entire package. These include an autobiographical statement, photograph, certified copy of birth certificate, high school transcript, letters of reference and SAT or ACT results. All these items take time to collect.

Eligibility requirements are spelled out in a booklet which contains an application form. It is available at all SIU halls or by filling out the coupon below and returning it to the Seafarers Welfare Plan.

This is the start of a new year. Don't put off your dreams of a better education for yourself or your children any longer. Remember, to be considered for one of the seven scholarships, all material must be sent to the Seafarers Welfare Plan on or before April 15, 1993.

Please send me the 1993 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for:

Self

Dependent

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

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.

LNG AQUARIUS (ETC), August 16 — Chairman J. Garner, Secretary F. Robertson, Deck Delegate Raphael Vargas, Steward Delegate Rafael Cardenas. Chairman reported smooth sailing. He reminded crewmembers who are signing off to clean their rooms and leave keys with department heads. No beefs or disputed OT reported. Chief Cook Cardenas asked contracts department to modify rules for reclaiming jobs. Crew was reminded about no smoking in mess hall during meal hours or coffee breaks. Crew was reminded to separate plastics. Next port: Nagasaki, Japan.

BALDOMERO LOPEZ (Amsea), August 27 — Chairman Robert Johnson, Secretary Bruce Barbeau, Educational Director William Arnost, Deck Delegate Jeff Moritz, Engine Delegate William Andrews, Steward Delegate Isaac Mercado. Chairman said company and union still are discussing COLA. He announced payoff. He said captain is looking into question about transportation for crew change. Educational director stressed importance of upgrading at Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported. Crew asked contracts department for clarification on payment of medical benefits. Crew asked contracts department to consider having the SIU fund one-time attempts by members to quit smoking — for example, supplying nicotine "patches." Crew asked contracts department for clarification on crew change date. Next port: Ford Island, Hawaii.

CAPE MOHICAN (OMI Corp.), September 20 — Chairman J. Roundtree, Secretary R. De Boissiere, Educational Director Samuel Monroe, Deck Delegate J. Humason, Steward Delegate Ronnie Hall. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to consider return to six-month shipping for A-books, four months for B's and 60-day relief jobs. Crew gave special vote of thanks to Chief Steward De Boissiere, Steward/Baker Hall and Third Cook Robert Bright. Crew also thanked deck and engine gangs for fine work. Crew reported Cape Mohican, crewed in Norfolk, Va., rated 100 percent by military for exercises with Army and Navy. Crew observed one minute of silence in memory of departed brothers. Next port: Norfolk.

Colorful Display



Steward Assistant Wiggie Reyes looks over his food display at a cookout on the *Sgt. William R. Button*.

STONEWALL JACKSON (Waterman Steamship), September 20 — Chairman C. Lineberry, Secretary J. Reid, Educational Director J. Rogers, Deck Delegate M. Singletary, Engine Delegate Charles Kennedy, Steward Delegate Robert Mosley. Chairman thanked crew for good trip. He advised crew about budget cuts affecting OT. He stressed need for all members to keep safety foremost in mind. Secretary explained new feeding plan being used by Waterman. He thanked Chief Cook Mosley for fine meals and reported that some of the food supplied by Pelican Grocery (Waterman's supplier) is of poor quality. No beefs or disputed OT reported. Crew asked contracts department to look into reducing time limits for A-books to 180 days and for B-books to 120. Crew observed one minute of silence in memory of departed brothers, especially the late Gentry Moore, former San Francisco patrolman. Next port: Newport News, Va.

LNG GEMINI (ETC), September 25 — Chairman Sam Brooks, Secretary Kris Hopkins, Educational Director Ralph Gosnell, Deck Delegate Johnny Rodriguez, Engine Delegate Marcus Hill, Steward Delegate Ron Aubuchon. Chairman reported smooth sailing. Secretary reminded all members signing off to clean rooms for reliefs. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew was reminded to read *Seafarers LOG*, especially the president's report. Chairman and steward talked with crew about poor condition of crew lounge. They urged members to pitch in and keep it properly maintained. Crew thanked galley gang for job well done.

AMBASSADOR (Crowley American Transport), September 20 — Chairman Leon Jekol, Secretary Milton Younnett, Deck Delegate Charles Whitehead, Steward Delegate Angel Correa. No beefs or disputed OT reported.

MV SENATOR (Crowley American Transport), September 27 — Chairman Donald Wagner, Secretary Gwendolyn Shinholster, Educational Director James Williams, Deck Delegate Ronald Mena, Engine Delegate Curtis Lang, Steward Delegate Andre Keller. Chairman announced payoff. He said crew still has questions about travel expenses. Educational director advised members to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department.

OMI BUYER (OMI Corp.), September 20 — Chairman James Blanchard, Secretary Louis Nicoud, Educational Director Robert Martinez, Deck Delegate Craig Holdredge, Engine Delegate Joseph Billotto, Steward Delegate Curtis Spencer. Chairman announced payoff. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Captain gave vote of thanks to all departments. Crew has not received mail in more than six weeks. Crew asked contracts department for clarification on vacation benefits. Next port: Concord, Calif.

OMI CHARGER (OMI Corp.), September 28 — Chairman E. Beverly, Secretary N. Johnson. Chairman announced payoff. Educational director advised members to upgrade at Lundeberg School. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegate. Crew asked contracts department to include emergency leave in next contract. Crew asked contracts department to seek change in retirement age from 65 to 62. Crew

reported receiving safety award. Crew observed one minute of silence in memory of departed brothers.

SEA-LAND ENTERPRISE (Sea-Land Service), September 27 — Chairman Elex Cury, Secretary E. Douroudous, Educational Director R. Risbeck. Chairman announced Coast Guard inspection and drills have been canceled due to delayed arrival in Oakland, Calif. Educational director advised members to upgrade at Piney Point. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate.

SEA-LAND INNOVATOR (Sea-Land Service), September 28 — Chairman Claude Dockrey, Secretary Jose Bayani, Educational Director L. Holbert, Deck Delegate Charles Howell, Engine Delegate Ahmed Hassan, Steward Delegate Cesar Lago. Chairman asked contracts department for clarification on electrician's duties. Secretary thanked members for teamwork with steward department. Deck delegate asked contracts department for written confirmation on OT at Dutch Harbor. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND PACIFIC (Sea-Land Service), September 13 — Chairman R. Lothar, Secretary G. Bronson, Educational Director S. Bigelow, Deck Delegate G. Johnson, Engine Delegate David Bland, Steward Delegate John Bennett. Chairman encouraged members to vote for Bill Clinton for president. No beefs or disputed OT reported by department delegates, but crew sent registered letter reporting beef to company. Crew gave vote of thanks to galley gang. Crew observed one minute of silence in memory of former San Francisco Patrolman Gentry Moore. Next port: Tacoma, Wash.

SEA-LAND TRADER (Sea-Land Service), September 20 — Chairman L. Watson, Secretary J. Johnson, Educational Director M. Sabin. No beefs or disputed OT reported. Crew thanked steward department for job well done.

USNS ULTRAMAX (Sealift, Inc.), September 13 — Chairman J. Glenn, Secretary T. Hanson, Educational Director Ron Gebbi, Deck Delegate Michael Johnson, Engine Delegate Harry Roch, Steward Delegate Fred Lindsey. Educational director urged members to help their job security by upgrading at Paul Hall Center. He asked contracts department for clarification on pumpman's job requirements. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang.

AMERICAN FALCON (Crowley American Transport), October 12 — Chairman William Dowzicky, Secretary Paul Zilkow, Educational Director James Clement, Deck Delegate W. Van Horn, Engine Delegate David Colageo. Educational director encouraged members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for excellent meals.

SGT. WILLIAM BUTTON (Amsea), October 19 — Chairman Stephen Berschger, Secretary Bill Collins. Educational director encouraged all members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew congratulated Chief Steward Collins, who will be attending the Culinary Institute of America in January 1993 and who received a two-year scholarship from the SIU. Slop chest hours will be 1130-1200 until further notice.

LNG AQUARIUS (ETC), October 25 — Chairman Jim Garner, Secretary Franklin Robertson, Educational Director E. Abidin, Deck Delegate Paul Jagger, Engine Delegate Walter Fey. Chairman reminded crew to keep noise levels low. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to seek change in pay scale for entry workers.

RICHARD G. MATTHIESEN (Ocean Shipholding), October 29 — Chairman Jim Martin, Secretary C. Crane, Educational Director Don

Leight, Deck Delegate Dana Naze, Engine Delegate G. Tedder, Steward Delegate B. Gray. Chairman reminded members to donate to SPAD and MDL. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crew observed one minute of silence in memory of departed brothers. Next port: San Diego.

MV COURIER (Vulcan Carriers), October 15 — Chairman James Foley, Secretary R. Brumage, Educational Director J. Stokes, Deck Delegate Gavino Octaviano, Engine Delegate Benjamin Conway. No beefs or disputed OT reported. Crew requests new TV for lounge and new books for ship's library. Crew thanked steward department for good work.

MV RANGER (Vulcan Carriers), October 25 — Chairman Robert Saylor, Secretary H. Johnson, Educational Director R. Plummer,

reported. Crew discussed importance of abiding by all work rules.

OVERSEAS NEW ORLEANS (Maritime Overseas), October 4 — Chairman M. Zepeda, Secretary G. Todd, Educational Director O. Esquivel, Deck Delegate Sean Essex, Engine Delegate W. Carter, Steward Delegate Mark Flores. Chairman reminded members to fill out their own OT sheets. He reminded members of proper procedures for resolving beefs. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to seek increase in dental and optical benefits. Crew thanked steward department for job well done.

OVERSEAS OHIO (Maritime Overseas), October 17 — Chairman G. Hernandez, Secretary Earl Gray, Educational Director Kevin DeSue, Deck Delegate T. Solomon, Engine Delegate J. Miranda, Steward Delegate Julio Arzu. Secretary

Talking Over the Old Times



Dennis Prescott, chief steward (left), James Logan, chief engineer (center) and George McCartney, SIU vice president, pose in front of the cable ship *Charles L. Brown* in Honolulu. Logan and McCartney were oilers together on the Cities Service tankers *Logans Fort*, *Bradford Island* and *Cities Service Baltimore*, and a *Bull Line C-2*. Both also were organizers in the Cities Service drive.

Deck Delegate Casey Downing, Engine Delegate Michael Johnson, Steward Delegate Elston Tensley. Chairman reported morale is high. Secretary said stores will be taken in Korea. No beefs or disputed OT reported.

PFC EUGENE OBREGON (Waterman Steamship), October 25 — Chairman Henry Bouganin, Secretary Patrick Helton, Educational Director Charles Clackley, Deck Delegate Reeves Hornby, Engine Delegate John McCabe, Steward Delegate Mariano Martinez. Chairman reminded members to vote. He stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for great job. Next port: Panama City, Fla.

OMI BUER (OMI Corp.), October 25 — Chairman George Bradley, Educational Director Frank Hall. Chairman reported crew would receive subsistence pay due to lack of hot water. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew discussed importance of communication within and between departments.

OMI CHAMPION (OMI Corp.), October 11 — Chairman Paul Dornes, Secretary Alexander Reyer, Educational Director Steve Bower, Deck Delegate Joseph Elias, Engine Delegate Rick Metcalf, Steward Delegate Francisco Aral. Chairman announced payoff date. Secretary reminded members to work safely. Educational director urged members to upgrade at Lundeberg School. Engine delegate reported beef and disputed OT. No beefs or disputed OT reported by deck or steward delegates.

OVERSEAS HARRIETTE (Maritime Overseas), October 18 — Chairman Mark Davis, Secretary S. Loftin, Educational Director J. Copeland, Deck Delegate John Gilliam, Engine Delegate John Copeland, Steward Delegate Phillip McKenzie. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT

thanked crew for helping keep ship clean. Educational director reminded members to upgrade at Lundeberg School to further advance their careers and their earnings. No beefs or disputed OT reported by department delegates. Crew requested that engineroom stop using carbon cleaner in galley and around crew's quarters. Crew reported beef about sewer gas. Crew requested new mattresses and reported lack of heat in quarters. Crew thanked galley gang. Next port: Richmond, Calif.

PONCE (Puerto Rico Marine), October 18 — Chairman R. Dalley, Secretary Ernie Holt, Educational Director R. Velez, Deck Delegate R. Livermore, Engine Delegate J. Cronan, Steward Delegate G. Gordon. Secretary urged members to vote. Educational director reminded members to donate to SPAD and read their contracts. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for great improvement in meals. Crew reported slop chest has not been open every week and new captain sells only cigarettes. Next port: San Juan.

RALEIGH BAY (Sea-Land Service), October 11 — Chairman H. Knox, Secretary J. Speller, Educational Director D. Dukehart, Deck Delegate J. Fruge. Chairman advised members to donate to SPAD. He thanked galley gang for job well done. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

SEA-LAND CHALLENGER (Sea-Land Service), October 18 — Chairman Roy Williams, Secretary H. Scyres, Educational Director D. Manthel, Deck Delegate P. Torres, Engine Delegate F. Rodrigues, Steward Delegate R. Arana. Chairman announced payoff and encouraged members to donate to SPAD. No beefs or disputed OT reported. Crew observed one minute of silence in memory of departed brothers. Next port: Elizabeth, N.J.

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Ships Digest

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SEA-LAND DEVELOPER (Sea-Land Service), October 18 — Chairman R. Pinkham, Secretary L. Pinn, Educational Director J. Ross, Steward Delegate Richard Gegenheimer. Chairman announced payoff. No beefs or disputed OT reported. Crew thanked steward department. Next port: Tacoma, Wash.

SEA-LAND EXPEDITION (Sea-Land Service), October 25 — Chairman Paul Flores, Secretary E. Vazquez, Educational Director I. Rousseau. Chairman reported crew dryer exhaust vent has been broken for almost three months. No other beefs or disputed OT reported. Crew thanked galley gang for good meals.

SEA-LAND HAWAII (Sea-Land Service), October 25 — Chairman Daniel Teichman, Secretary R. Paulson, Educational Director D. Gordious, Deck Delegate Nelson Rodriguez, Engine Delegate L. Viles, Steward Delegate M. Omer. Chairman reminded members to vote in national and union elections. Educational director encouraged members to take advantage of upgrading opportunities at Piney Point. Deck delegate reported beef. Steward department asked contracts department for clarifications on sanitary and late meal hour. No beefs or disputed OT reported by engine delegate. Chairman reported birth of baby girl, Janiel-Pepsie Lanzar Teichman, who was born on August 12. Crew requested section be added to LOG for questions and answers regarding contracts. Next port: Oakland, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), October 19 — Chairman N. Prats, Educational Director J. Walsh, Engine Delegate Donald Cox, Steward Delegate William Muniz. No beefs or disputed OT reported. Crew requested TV hook-up to every room. Crew reported no patrolman came aboard in Charleston, S.C., but crew was not notified. Crew thanked steward department.

SEA-LAND KODIAK (Sea-Land Service), October 21 — Chairman D. Cella, Secretary M. Morgan, Educational Director Sam Hacker, Steward Delegate James Willey. No beefs or disputed OT reported. Crew asked contracts department to change relief from 120 days to 90.

SEA-LAND PACIFIC (Sea-Land Service), October 18 — Chairman Lothar Reck, Secretary John Hanrahan, Deck Delegate Greg Johnson, Engine Delegate David Bland, Steward Delegate John Bennett. Chairman urged members to vote. He encouraged crew to support SPAD. Educational director reminded members about LOG's Christmas greeting deadline. Engine delegate reported beef. He noted crew has written OT for work performed by foreign labor. No beefs or disputed OT reported by deck or steward delegates.

SEA-LAND PATRIOT (Sea-Land Service), October 25 — Chairman Carrol Heick, Secretary J. Russell,

Educational Director Kelly Davis. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates.

SEA-LAND SPIRIT (Sea-Land Service), October 11 — Chairman L. Vasquez, Secretary A. Delaney, Educational Director M. Powell, Deck Delegate Edward O'Brien, Engine Delegate D. Locsin, Steward Delegate Fagallo Maliga. Secretary reported beef. Deck delegate reported disputed OT. He asked contracts department for clarification on split wages. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to abolish permanent jobs. Crew thanked steward department for job well done. Next port: Oakland, Calif.

SEA-LAND TRADER (Sea-Land Service), October 25 — Chairman L. Watson, Secretary J. Johnson, Educational Director M. Phillips, Deck Delegate M. Anderson, Engine Delegate T. Hawkins, Steward Delegate C. Atkins. Engine delegate reported beefs. No beefs or disputed OT reported by deck or steward delegates. Crew thanked galley gang.

SEALIFT INDIAN OCEAN (IMC), October 28 — Chairman William Lowry, Secretary B. Habib, Deck Delegate Ricardo Ramos. Chairman requested patrolman for arrival in Charleston, S.C. Educational director urged members to upgrade at Lundeborg School. Deck delegate reported disputed OT. Engine and Steward delegates asked contracts department for clarifications about OT. Crew reported new chairs needed for mess hall.

SEALIFT CHINA SEA (IMC), October 11 — Chairman Carlos Spina, Secretary Rudy Catahan, Educational Director G. Bixby. Chairman reported dryer has been installed. Secretary advised members to turn in linens and blankets to GSU for count. No beefs or disputed OT reported. Crew discussed continuous follow-up on cleanliness. Crew recommended spraying of ship by commercial company to kill roaches.

USNS HARKNESS (Mar Ship Operators), October 11 — Chairman Herschel Turner, Secretary Ben Henderson, Educational Director Harold Tolchin, Deck Delegate Stephen Thompson, Engine Delegate Barbara Guarine, Steward Delegate Robert Tovay. Secretary reported fresh milk and other provisions should be plentiful through October. He said the supply ship Niagara will re-supply Harkness at next port. Deck delegate requested two-day advance ship's billet while in port. Steward delegate reported some crewmembers are taking food from reefers and galley without permission. No beefs or disputed OT reported by engine delegate. Crew thanked galley gang for good meals. SA Troy Mitchell's wife recently gave birth to a baby girl.

AMERICAN HERITAGE (Apex Marine), October 1 — Chairman Clyde Smith Jr., Secretary M. Roberson, Engine Delegate A. Hunter, Steward Delegate B. Johnson. No beefs or disputed OT reported. Crew reported good trip to Africa, with good cooperation among all crewmembers. They thanked steward department for top-of-the-line work.

GUS DARNELL (Ocean Shipholding), October 4 — Chairman P. Harmon, Secretary G. Smith, Educational Director Alvin Markowitz. Chairman discussed importance of cooperation. Secretary requested crew list from contracts department. Educational director urged members to upgrade at Paul Hall Center. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked galley gang. VCR in crew lounge needs to be replaced.

NEDLOYD HUDSON (Sea-Land Service), November 8 — Chairman John Bertolino, Secretary Edward Collins, Educational Director Jerry Dellinger, Deck Delegate Joseph Caruso. Chairman announced payoff. Secretary advised members to upgrade at Lundeborg School. Educational director encouraged members to donate to SPAD. No beefs or dis-

puted OT reported. Crew asked contracts department for clarification on back pay for OT. Crew thanked steward department for job well done. Next port: Boston.

ITB PHILADELPHIA (Sheridan Transportation), November 1 — Chairman V. Nielsen, Secretary J. Emidy, Educational Director M. Beck. No beefs or disputed OT reported. Steward department thanked crew for keeping mess clean during off hours. Crew gave vote of thanks to galley gang. Ship still has no TV reception.

LIBERTY SPIRIT (Liberty Maritime), November 14 — Chairman Jerry Borucki, Secretary Steve Venus, Educational Director J. Hipolito, Deck Delegate Jim Pinkston, Engine Delegate Gary Toomer, Steward Delegate Isaac Gordon. No beefs or disputed OT reported. Crew reported ship needs to be fumigated. They discussed importance of upgrading at Lundeborg School and donating to SPAD. Crew thanked steward department for fine chow. Crew observed one minute of silence in memory of departed brothers.

LNG GEMINI (ETC), November 17 — Chairman Sam Brooks, Secretary Kris Hopkins, Educational Director Ralph Gosnell, Deck Delegate James Kash, Engine Delegate Marcos Hill, Steward Delegate Ronald Aubuchon. Chairman explained this is a special meeting due to bosun signing off on arrival. Bosun explained the difficulty concerning reliefs and their respective time required had been resolved. Crew appreciated his actions. Educational director urged members to help themselves by upgrading at Lundeborg School. No beefs or disputed OT reported. Members were reminded not to smoke during meal hours. Crew thanked steward department for outstanding food preparation. Crew observed one minute of silence in memory of departed brothers.

LNG LIBRA (ETC), November 15 — Chairman Bill Darley, Secretary R. Frazier, Educational Director O. Sessions, Deck Delegate George Kehlts, Engine Delegate Dave Terry, Steward Delegate Henry Daniels. Chairman reminded everyone going ashore in Indonesia to respect local customs. Educational director reminded members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew discussed various subjects, including possibly relocating coffee service. Crew observed one minute of silence in memory of departed brothers.

OMI SACRAMENTO (Vulcan Carriers), November 15 — Chairman W. Baker, Secretary John Darrow, Deck Delegate W. Dickey, Engine Delegate Henry Hall, Steward Delegate Earl Mathews. Educational director reminded members to upgrade at Lundeborg School. Deck delegate reported disputed OT. Steward delegate asked contracts department for clarification on working rules. No beefs or disputed OT reported by engine delegate. Crew asked contracts department to seek increase in optical and dental benefits. Crew recommended all pensioners receive cost-of-living increases. Next port: Houston.

OVERSEAS MARILYN (Maritime Overseas), November 15 — Chairman M. Galliano, Secretary Ray Fletcher, Educational Director E. Smith, Deck Delegate J. Englehart, Steward Delegate Alan Bartley. Chairman reported good trip with excellent crew. He asked everyone to donate to SPAD. He reminded members to upgrade at Lundeborg School. Secretary thanked crew for keeping ship clean. No beefs or disputed OT reported. Crew reported no cold water available for showers. Crew gave vote of thanks to galley gang for excellent food and clean mess. Next port: Houston.

OVERSEAS PHILADELPHIA (Maritime Overseas), November 15 — Chairman Raul Iglesias, Secretary J. White, Educational Director Pat Coppola, Deck Delegate R. Cooper, Engine Delegate Daniel Vazquez, Steward Delegate Moflehi Mohamed. Chairman thanked deck gang for good job. He said Piney Point is the place for members to go to advance their

careers. Secretary asked contracts department for clarification on payment of transportation expenses. Educational director urged members to donate to SPAD. No beefs or disputed OT reported. Crew discussed proper procedures for resolving problems. Next port: Pasadena, Texas.

SEA-LAND ANCHORAGE (Sea-Land Service), November 4 — Chairman S. Castle, Secretary L. Lightfoot, Educational Director K. Bertel, Engine Delegate R. Surrick, Steward Delegate William Bryley. Chairman announced payoff. Secretary noted all upgrading and welfare plan forms are available. Educational director reminded members to vote in SIU elections. No beefs or disputed OT reported. Radio and TV antenna in crew lounge need repair. Crew thanked steward department. En route to home port, Sea-Land Anchorage picked up an unusual passenger—an owl—which was cleaned and fed gourmet meal by chief mate. Next port: Tacoma, Wash.

SEA-LAND DEFENDER (Sea-Land Service), November 7 — Chairman John Stout, Secretary John Alamar, Educational Director Dan Dean, Engine Delegate Horst Beatjer, Steward Delegate Cynthia Caster. Chairman reported good trip. No beefs or disputed OT reported. Crew asked contracts department to modify rules governing members' transportation from airport to ship. Crew asked contracts department to seek change in steward's schedule so that he or she has day off in port upon completion of voyage. Next port: Oakland, Calif.

SEA-LAND DISCOVERY (Sea-Land Service), November 1 — Chairman Nelson Sala, Secretary J. Salazar. No beefs or disputed OT reported. Crew asked contracts department to reinstate 180-day rotary shipping rule for all members. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), November 1 — Chairman Elex Cury Jr., Secretary E. Douroudous, Educational Director R. Risbeck, Deck Delegate Clyde Luse, Engine Delegate Joseph Graves, Steward Delegate C. Sissneros. No beefs or disputed OT reported.

SEA-LAND EXPLORER (Sea-Land Service), November 13 — Chairman Jack Kingsley, Secretary W. Burdette, Educational Director Guy Pollard, Deck Delegate D. Rothman, Engine Delegate B. Tapia, Steward Delegate J. James. Chairman announced that floor tile in rec room will be removed before ship arrives in Long Beach, Calif. Educational director advised members to upgrade at Lundeborg School. Steward delegate reported minor food-service beef. No beefs or disputed OT reported by deck or engine delegates. Crew reported change of vendors in Taiwan was very effective.

SEA-LAND HAWAII (Sea-Land Service), November 22 — Chairman James L. Carter, Secretary J. Jones, Educational Director David Gordius, Steward Delegate Emmanuel Laureta. Educational director conveyed vote of thanks to radio operator for keeping ship tuned in to election coverage. No beefs or disputed OT reported. Crew discussed values of upgrading at Lundeborg School. Crewmembers reminded each other to pitch in and keep lounge clean. Crew gave vote of thanks to galley gang for good food. Next port: Oakland, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), November 15 — Chairman Claude Dockrey, Secretary Jose Bayani, Educational Director L. Holbert, Deck Delegate M. Ortiz, Engine Delegate Ahmed Hassan, Steward Delegate Randy Witowich. Chairman thanked steward department for good meals. Secretary thanked deck and engine gangs for keeping crew lounge and mess clean. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Crew received new dryer. Next port: Long Beach, Calif.

SEA-LAND LIBERATOR (Sea-Land Service), November 23 — Chairman Robert Edwards, Secretary G. Lynch, Educational

Director E. Ford, Deck Delegate Francisco Munoz, Engine Delegate B. Beckwith, Steward Delegate L. Raza. Chairman noted safety meeting was conducted before union meeting. He discussed result of U.S. presidential election and how it may

Graduate on Bridge



OS Walter W. Oswald stands on the bridge of the SS Gulf Trader. Oswald graduated from trainee class #488 at Piney Point in January 1992.

have positive impact on maritime industry. Secretary reported that company is initiating its quality program throughout the fleet. Educational director reminded members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew thanked steward department for good food. Galley gang thanked other crewmembers for keeping rec room clean.

SEA-LAND PERFORMANCE (Sea-Land Service), November 15 — Chairman W. Baker, Secretary John Darrow, Deck Delegate W. Dickey, Engine Delegate Henry Hall, Steward Delegate Earl Mathews. No beefs or disputed OT reported. Crew asked union to seek cost-of-living increases for pensioners. Crew asked contracts department to seek increases in dental and optical benefits. Next port: Houston.

SEA-LAND PRODUCER (Sea-Land Service), November 1 — Chairman L. Cope, Secretary L. Hoffman, Educational Director J. Smitko, Deck Delegate Raymond Vicari, Engine Delegate James Spranza, Steward Delegate Y. Isril. Chairman reminded crew to work safely. Educational director advised members to take advantage of excellent opportunities available at Lundeborg School. Deck delegate advised members to be familiar with their contract. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND VALUE (Sea-Land Service), November 8 — Chairman G. Burke, Secretary A. Hassan, Educational Director M. Kovach. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

SEA-LAND VOYAGER (Sea-Land Service), November 1 — Chairman J. Colson, Secretary S. Goodman, Educational Director R. Chapman. No beefs or disputed OT reported. Crew discussed importance of donating to SPAD. Next port: Tacoma, Wash.

ULTRASEA (American Maritime Transport), November 1 — Chairman Mickey Noble, Secretary W. Lau. No beefs or disputed OT reported. Crew was reminded to keep noise levels low.

USNS INVINCIBLE (Sealift, Inc.), November 13 — Chairman Lonale Andrews, Secretary R. McDonald, Educational Director M. Everhart, Deck Delegate M. Chevalier, Steward Delegate E. Furman. Crew elected department delegates. Crew is satisfied with amount of OT. Crew thanked galley gang for outstanding food.

For a Job Well Done



After a full day of lightening operations, OMU Kim Higgins enjoys a shipboard barbecue on the Overseas Arctic.

The Seafarers Pension Plan this month announces the retirements of 24 members. Seventeen of those signing off sailed in the deep sea division, while six sailed in the inland division and one sailed in the Great Lakes division.

The new pensioners' birthplaces cover 14 states plus Puerto Rico. Four of the retirees were born in New York, while three each were born in Virginia and Louisiana. Two each were born in North Carolina and California, with the rest accounting for one state apiece.

Florida, North Carolina and California proved to be the most popular retirement spots for this group, as three new pensioners reside in each state.

Raymond O'Dowd had been an active Seafarer longer than any of the other new pensioners. He joined the union in 1946 in the port of New Orleans.

Brief biographical sketches of O'Dowd and the other new pensioners follow.

DEEP SEA

TERRAL ANDERSON, 65, joined the SIU in 1966 in the port of Wilmington, Calif. Born in Utah, he served in the U.S. Army from 1947 to 1950. Brother Anderson in 1988 completed the bosun recertification course at the Lundeberg School. He has retired to Marysville, Utah.



**PERTWEE ANDRE-
PONT**, 65, joined the Seafarers in 1969 in the port of Houston. He was born in

Eunice, La. and sailed in the engine department. Brother Andrepont upgraded frequently at the Lundeberg School. He served in the U.S. Navy from 1945 to 1946. Brother Andrepont resides in Lake Charles, La.

JOSEPH BAILEY, 62, joined the SIU in 1959 in the port of Baltimore. A native of Stonewall, Ga., he sailed in the engine department. Brother Bailey upgraded to QMED at the Lundeberg School in 1975. He served in the U.S. Navy from 1945 to 1949. Brother Bailey lives in Metter, Ga.



JOHN BELLAMY, 65, joined the union in 1969 in the port of Jacksonville, Fla. Born in Panama City, Fla., he sailed in the steward and engine departments. Brother Bellamy upgraded at the Lundeberg School in 1974. He served in the U.S. Army from 1946 to 1949. Brother Bellamy has retired to Jacksonville.

JOSEPH CRAGE, 65, joined the SIU in 1955 in the port of Baltimore. The native of Buffalo, N.Y. sailed



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.

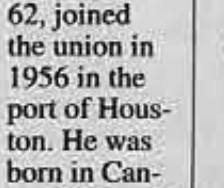
in the deck department. Brother Cragg served in the U.S. Army from 1946 to 1947 and from 1949 to 1952. He resides in Seattle.



CARLOS GARCIA, 65, joined the Seafarers in 1966 in his native New York. He sailed in the deck

department and in 1973 upgraded at the Lundeberg School. Brother Garcia served in the U.S. Army from 1950 to 1952. He lives in Carolina, P.R.

CLYDE GIBSON, 62, joined the union in 1956 in the port of Houston. He was born in Canton, N.C. and



sailed in the steward department. Brother Gibson completed the steward recertification course at the Lundeberg School in 1981. He served in the U.S. Air Force from 1946 to 1949. Brother Gibson has retired to Lake Junaluska, N.C.



SIYLAS GREEN, 62, joined the SIU in 1969 in the port of San Francisco. Born in Louisiana, he sailed in the

engine department. Brother Green served in the Navy from 1948 to 1950. He resides in Oakland, Calif.

WILLIAM LE COU, 65, joined the Seafarers in 1960 in the port of Wilmington, Calif. The Los Angeles native sailed in the engine department. Brother Le Cou served in the U.S. Navy from 1944 to 1947. He has retired to Lytle Creek, Calif.



ROBERT LEYVA, 61, joined the union in 1974 in the port of San Francisco. A native of Richmond, Calif., he sailed in the engine department. Brother Leyva served in the U.S. Army from 1952 to 1954. He lives in San Francisco.



EDWARD MITCHELL, 65, joined the SIU in 1967 in the port of Wilmington, Calif. Born in Boston, he sailed in the engine department. Brother Mitchell served in the U.S. Navy from 1944 to 1946. He has retired to Portland, Ore.



RAYMOND O'DOWD, 65, joined the SIU in 1946 in the port of New Orleans. He was born in Utica, N.Y.

and sailed in the deck department. Brother O'Dowd still lives in Utica.

GERALD PAYNE, 69, joined the Seafarers in 1970 in the port of New York. The native of Niagara Falls, N.Y. sailed in the engine



department. Brother Payne upgraded at the Lundeberg School in 1976. He has retired to Palm Bay, Fla.

EDWARD RYAN, 65, joined the union in 1965 in the port of Seattle. Born in Toledo, Ore., he sailed in the engine department. Brother Ryan resides in Seattle.



JOSEPH SPELL, 65, joined the SIU in 1971 in the port of New Orleans. A native of Covington,

La., he sailed in the deck department. Brother Spell upgraded at the Lundeberg School in 1979. He served in the U.S. Navy from 1945 to 1946. Brother Spell lives in Folsom, La.

LEWIS STANTON, 65, joined the Seafarers in 1965 in his native Houston. He sailed in the engine department. Brother Stanton served in the U.S. Navy from 1944 to 1945. He has retired to Splendora, Texas.



RUFINO TORRES, 67, joined the SIU in 1974 in his native Puerto Rico. He sailed in the deck and steward departments. Brother Torres resides in Carolina, P.R.



GEORGE BAGGOTT, 62, joined the union in 1976 in the port of Houston. A native of Charleston, S.C., he sailed most recently as a tugboat captain. Boatman Baggott served in the U.S. Marine Corps. from 1950 to 1953. He lives in Folly Beach, S.C.

WILLIAM BLOODSWORTH, 64, joined the union in 1961 in the port of Philadelphia. Born in

Maryland, he sailed in the deck department. Boatman Bloodsworth has retired to Salisbury, Md.

LESLIE COLLIER, 62, joined the union in 1969 in the port of Philadelphia. He was born in



Portsmouth, Va. and sailed in the deck department. Boatman Collier upgraded at the Lundeberg School in 1974. In 1979 his son won one of the SIU scholarship grants awarded to dependents of Seafarers. Boatman Collier lives in Coinjock, N.C.



GEORGE GOFF JR., 62, joined the union in 1962 in his native Norfolk, Va. He sailed in the deck depart-

ment. Boatman Goff served in the U.S. Army from 1947 to 1951. He still calls Norfolk home.



NASA JENNETTE JR., 72, joined the union in 1971 in the port of Norfolk, Va. The native of Buxton, N.C.

sailed in the deck department. Boatman Jennette served in the U.S. Army from 1948 to 1954. He still lives in Buxton.

ROLAND RICHARDSON, 66, joined the union in 1951 in the port of Baltimore. He was born in



Charleston, W.Va. and sailed in the deck department. Boatman Richardson served in the U.S. Navy from 1943 to 1947. He lives in Dover, Fla.

GREAT LAKES

CHARLES HEMP, 66, joined the Seafarers in 1966 in the port of Duluth, Minn. Born in McKenney, Va., he sailed in the deck and engine departments. Brother Hemp upgraded at the Lundeberg School in 1981. He served in the U.S. Navy from 1948 until 1962. Brother Hemp has retired to Arlington, Va.

Summary Annual Report Seafarers Pension Plan

This is a summary of the annual report of the Seafarers Pension Plan EIN 13-6100329 for the year ended December 31, 1991. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$29,037,206. These expenses included \$3,489,633 in administrative expenses, and \$25,547,573 in benefits paid to participants and beneficiaries. A total of 24,547 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 \$478,001,893 as of December 31, 1991, compared to \$427,183,807 as of January 1, 1991.

During the plan year, the plan experienced an increase in its assets of \$50,818,086. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had total income of \$79,855,292, including employer contributions of \$10,889,208, gain of \$14,895,632 from the sale of assets, earnings from investments of \$51,862,235 and other income of \$2,208,217.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

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

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

Supplementary Information

In accordance with Department of Labor regulations, the net realized gain of \$14,895,632, as shown above, is computed on the "market-to-market basis"—the difference between the sales price and the market value of an asset as of January 1, 1991; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sales price.

The net appreciation in fair value of investments of \$39,908,223 as shown on the financial statements includes a net realized gain of \$10,983,863, the difference between the sales price and the original cost of the asset.

Making Sure Passengers Are Well Fed Is The Goal of the Independence Galley Crew



Displaying some of the *Independence* galley specialties are Sous Chef Elmeanani Hamid (left) and Executive Chef Olab Pedersen.

One of the pleasures of traveling by sea is the quality (and quantity) of meals served, like those aboard the SIU-crewed *SS Independence*.

Passengers can take advantage of meals and snacks beginning before sunrise and lasting until after midnight. Galley operations are non-stop. While one meal is being served, the next is being prepared with steward department members working together to offer the food many tourists remember long after returning home.

Chief Steward **Jim Otani** has been working with American Hawaii Cruises for 10 years. He can be seen all over the cruise ship when food is being served. Behind the scenes, Executive Chef **Olab Pedersen** choreographs the action in the galley, making sure the menu plan is being followed so that dinner is perfect for guests at either the early or late seating.

Whether passengers have breakfast in the Barefoot Bar, lunch by the pool, dinner in the Palms Dining Room or a snack anytime, the galley is always open.



Second Cook **Roland Cabasag** slices vegetables for salad.



Part of the reason baked goods taste so good on the *Independence* are (left to right) General Utility Galley **Sibio Santino**, Baker **Vincent Alonzo**, Third Baker **Walter Moore** and Chief Baker **Fred Klotsch**.



With some of the homebaked breads is Chief Larder **Helen Batan**.



Cook Trainee **Dexter Ferrer** waits for a passenger's request.



Assistant Cook **Periclis Pericleous** watches over the steam table.



Getting a roast ready for lunch is Second Cook **Ronald Main**.



Another member of the galley gang is Saucier **Cerlito Fabia**.



Checking the roasted lamb is Second Cook **Eddie Collado**.



Chief Steward **Jim Otani** offers gravy during a buffet lunch.



"Hanging loose" in the galley are Second Cook **Jim Evans** (left) and Assistant Cook **Jim McKenna**.



Assistant Cook **Cherie Wolfe** watches the poolside lunch grill.



Assistant Saucier **Patrick Traynor** prepares vegetables for dinner.



Third Steward **Dino Ornellas** oversees galley operations.



When the crew is ready to eat, Assistant Cooks **Dennis Bolden** (left) and **Dean Ward** provide the food.



Carving roast beef for a passenger is Assistant Cook **Kalei Galario**.

Final Departures

DEEP SEA

FRANK BARONE



Pensioner Frank Barone, 68, passed away November 14 due to cancer. A native of Philadelphia, he joined the

SIU in 1960 in the port of New York. Brother Barone sailed in the deck department. He served in the U.S. Army from 1942 to 1945. Brother Barone began receiving his pension in August 1989.

JAMES BEAL

Pensioner James Beal, 69, died September 20. He was born in Forney, Texas and in 1962 joined the Marine Cooks and Stewards in the port of Seattle, before that union merged with the AGLIWD. Brother Beal served in the U.S. Army from 1941 until 1945. He retired in July 1986.

ROBERT GRANT

Pensioner Robert Grant, 77, passed away November 14. The native of Illinois joined the Seafarers in 1947 in the port of New York. Brother Grant sailed in the steward department. He served in the U.S. Army from 1942 to 1945. Brother Grant retired in May 1980.

HENRY HALEAKALA



Henry Haleakala, 20, died October 31. Born in Maui, Hawaii, he graduated from the Lund-

berg School in 1991. Brother Haleakala sailed in the steward department.

JOHN HOLT



Pensioner John Holt, 71, passed away November 8. He joined the SIU in 1951 in his native New York. Brother Holt

sailed in the deck department. He served in the U.S. Navy from 1942 to 1946. Brother Holt began receiving his pension in June 1982.

HENRY HUBER

Pensioner Henry Huber, 88, died July 9. Born in Wisconsin, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the AGLIWD. Besides his maritime career, Brother Huber spent nearly 40 years as a travel photographer. He retired from the sea in April 1969.

LESLIE JOHNSTON

Pensioner Leslie Johnston, 99, passed away October 15. He was born in Idaho and in 1955 joined the Seafarers in the port of Seattle. Brother Johnston sailed in the deck department. He began receiving his pension in June 1975.

WILLIAM KALER



Pensioner William Kaler, 67, died September 21. A native of Wapato, Wash., he joined the

Marine Cooks and Stewards in 1975 in the port of San Francisco, before that union merged with the AGLIWD. Brother Kaler often sailed aboard Delta Lines vessels. He upgraded at the Lundberg School in 1984. Brother Kaler retired in December 1988.

OLAVI KIVIKOSKI



Pensioner Olavi Kivikoski, 78, passed away September 11. The native of Finland joined the SIU in 1947 in the

port of New York. Brother Kivikoski sailed in the deck department. He retired in September 1979.

JOAQUIN LAPASTORA



Pensioner Joaquin Lapastora, 83, died June 11 due to congestive heart disease. Born in the Philippines, he joined the

Seafarers in 1942 in the port of Los Angeles. Known to his shipmates as George, he sailed in the steward department. Brother Lapastora began receiving his pension in April 1971. He is survived by his wife, Nieves; three daughters, Vivian, Georgeanne and Christine; two sons, Joaquin Jr. and Mario; his sister, Adoracion; and five grandchildren.

JUAN NIEVES



Pensioner Juan Nieves, 76, passed away November 13. He was born in Puerto Rico and in 1955 joined the

Marine Cooks and Stewards in the port of New York, before that union merged with the AGLIWD. Brother Nieves served in the U.S. Army from 1942 to 1945. He retired in May 1981.

TOMMY PELL



Tommy Pell, 35, died November 18. A native of Opelousas, La., he graduated from the Lund-

School in 1973. Brother Pell sailed in the deck department. In 1978 he returned to Piney Point for upgrading courses.

ALFRED PELTON



Pensioner Alfred Pelton, 68, passed away June 18. He joined the SIU in 1958 in his native New York. Brother Pel-

ton sailed in the deck department. He served in the U.S. Navy from 1942 to 1945. He also served in the U.S. Army from 1947 to 1950. Brother Pelton began receiving his SIU pension in July 1989.

HENRY PISZATOWSKI



Pensioner Henry Piszatowski, 73, died November 6. Born in Massachusetts, he joined the Seafarers in

1950 in the port of Boston. Brother Piszatowski sailed in the steward department. He served in the U.S. Army from 1941 to 1945. Brother Piszatowski retired in February 1982.

JOHANNES ROOS



Pensioner Johannes Roos, 82, passed away October 10. A native of Holland, he joined the SIU in 1948

in the port of New York. Brother Roos sailed in the engine department. He began receiving his pension in July 1974.

JAMES STALEY



Pensioner James Staley, 72, died November 20. He was born in South Carolina and in 1966 joined the

Marine Cooks and Stewards in the port of Portland, Ore., before that union merged with the AGLIWD. Brother Staley began receiving his pension in May 1986.

THOMAS STUBBS JR.

Pensioner Thomas Stubbs Jr., 72, passed away October 1. Born in Plymouth, N.C., he joined the SIU in 1955 in the port of Norfolk, Va. Brother Stubbs sailed in the engine department. He served in the U.S. Navy from 1942 to 1948. Brother Stubbs retired in February 1992.

BORGE VIDKJAER

Pensioner Borge Vidkjaer, 77, died last September due to bone cancer. The native of Denmark joined the Marine Cooks and Stewards in 1957 in the port of Baltimore, before that union merged with the AGLIWD. Brother Vidkjaer retired in 1978.

GEORGE VISTAKIS

George Vistakis, 62, passed away November 19. He was born in Salt Lake City and in 1948 joined the Seafarers in the port of San Francisco. Brother Vistakis sailed in the engine department.

LOYAD WHITE



Pensioner Loyad White, 75, died October 10. He joined the union in 1960 in his native Norfolk, Va. Brother White

sailed in the deck department. He served in the U.S. Army from 1934 to 1937. Brother White began

receiving his pension in August 1977.

WILLIAM WOODS JR.



William Woods Jr., 73, passed away October 27. The Florida native joined the Seafarers in 1971 in the

port of Jacksonville, Fla. Brother Woods sailed in the steward department. He served in the U.S. Army from 1941 to 1945.

INLAND

CLYDE BRANTON



Pensioner Clyde Branton, 73, passed away recently. Born in Mississippi, he joined the union in 1972 in the

port of St. Louis. Boatman Branton sailed in the engine department. He served in the U.S. Army from 1941 to 1946. Boatman Branton began receiving his pension in March 1984.

JOHN BEISSEL

Pensioner John Beissel, 80, died November 15. He joined the union

in 1961 in his native Philadelphia. Boatman Beissel sailed in the engine department. He worked for Curtis Bay Towing Co. for more than 40 years. Boatman Beissel retired in February 1978.

DAMON DEAN



Pensioner Damon Dean, 87, died November 20. The native of Texas joined the union in 1965 in the port of New

Orleans. Boatman Dean sailed in the deck department. He retired in August 1970.

GREAT LAKES

RONALD SHOULTER



Ronald Shoulter, 54, passed away October 29. He was born in New York and in 1985 joined the Seafarers in

the port of Algonac, Mich. Brother Shoulter sailed in the deck department. He served in the U.S. Navy in 1955.

Summary Annual Report Seafarers Welfare Fund

This is a summary of the annual report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 31, 1991. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was a deficit of \$(25,771,455) as of December 31, 1991, compared to \$(25,530,370) as of January 1, 1991. During the plan year, the plan experienced a decrease in its net assets of \$241,085. This decrease included unrealized appreciation and depreciation in the value of plan assets; that is, the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. During the plan year, the plan had total income of \$43,795,804, including employer contributions of \$43,226,898, miscellaneous income of \$31,174, and earnings from investments of \$537,732. Plan expenses were \$44,036,889. These expenses included \$4,496,845 in administrative expenses and \$39,540,044 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.
3. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675.

The charge to cover copying costs will be \$1.50 for the full annual report, or \$1.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs, given above, does not include a charge for the copying of these portions of the report because portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC; 20216.

Supplementary Information

The plan has a deficit of \$(25,771,455) as of December 31, 1991, which includes an estimated liability for retired participants and their dependents in the amount of \$34,302,000. This amount represents the estimated liability for payment of all future hospital, medical, dental, prescription drug and medicare premiums for the life of the pensioner and for the period provided in the plan's rules for the dependents of such pensioner.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 505—Graduating from trainee lifeboat class 505 are (from left, kneeling) Michael Rogers, Jason J. Golis, Peter Rice, William Prince, Vincent Webre Jr., Dana Thomas, Marcella Williams, Ben Cusic (instructor), (second row) William Bruin, Enka Harris, Thomas Tice, Matthew Sandy, Patrick Neary, Francis Mish, Troy Browne, Jae Trowbridge, Robert Taylor and Latauska Roberson.



Marine Electrical Maintenance—Completing the MEM course on October 7 are (from left, first row) Eric Sutton, M. Daniel Malo (MFOV), (second row) Eric Malzkuhn (instructor), Frank Bakun, Joey E. Acedillo, Kenneth Justice (MFOV) and Howard Bland (MFOV).



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) Gregory Shepard, Sean Fournier, Charles Mascali, Albert Hadley, Gabriel Williams, Robert Laidler, Davis Benjamin, Peter Largmann, (second row) Joseph E. Bernieri, John Crate, Moses J. Rosario, William V. Lardieri, Claudio Mazzara, James Weismore, Keeper Brown, Derrick D. Gates, Mark Maduro, Jim Shaffer (instructor), (third row) Mark Jeffers, Donald Burroughs, William Gordon, Justin Golub, Daniel Cancel, Leonard Telegdy II and Melvin Grayson Sr.



Upgraders Lifeboat—Members of the November 5 graduating class receiving their lifeboat endorsements are (from left, front row) David S. Elston, Kamin Raji, Enrique Crespo, (second row) Timothy Johnston, Russell Williams, James Keenan, Jon Schmittmayer and Wayne A. Powers. Not shown are Benjamin Shupp, Karmell Crawford, Richard Pumphrey, Samuel Garrett and Andy Campollo.



Upgraders Lifeboat—Receiving their lifeboat endorsements on November 17 are (from left, front row) Sam Gordon III, Exxi Ronquillo, (second row) Ben Cusic (instructor), John Henry Willis, Robert Russell, Dawn D. Ruiz and Douglas Leichter.



QMED—Graduating from the November 30 QMED class are (from left, kneeling) George Demetropoulos, Jesus Pilare, Welton Weaver, Frederick Gibson, Dominick Vidal, Donald Mesiah, Joseph Holzinger, Brantley Twiford, David Jonassen, William J. Carlin, (second row) Paul Lightfoot, Marsha Dawson, Van Jones, Trinity Naeole, Gary Frazier, Nick Reyes Jr., Stephen Merel, (third row) André Smith, Frederick Petterson, John Brooks, Michael Parker, Eddie Almodovar, William Heaton, Catharine Small, Walter Filleman, (fourth row) Paul Lewis, Tim Burnett, Ralph Hendershot, Larry Rose and Albert Collins.



Marine Electrical Maintenance—Members of the December 7 MEM graduating class are (from left, kneeling) Ernest Lacunza Jr., Linda Halderman, John K. Halim, Herman Manzer, (second row) John Meidinger, David G. St. Onge, Kevin Conklin, Riley Donahue III, Paul A. Barbadillo Jr. (third row) Eric Malzkuhn (instructor), Raymond Culpepper, Robert Gaglioti, Vincent Larimer and Christopher Gilman.



Shiphhandling Simulator—Successfully completing the shiphhandling simulator course on November 13 are (from left, kneeling) Salvatore Gilardi, Stephen Moll, Frank Messick Jr., Kendall Strong, (second row) Ken Scott Chinn, Don DeSchutter, Kenneth Battan, Joseph Saeger, Wallace Rosser Jr., David Soper and Jake Karaczynski (instructor).



Refrigerated Maintenance—Completing their studies leading to certification in refrigerated maintenance are (from left, front row) Dennis Baker, Thomas E. Harris, Edward Rynberg, Angelito Francisco, John Weigman (instructor), (second row) Robert Scott, Arthur Wadsworth, Tom Priscu and Mark Lawrence.

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between February and June 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	February 1 March 29 May 24	March 12 May 7 July 2

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

Ship Handling	February 16 April 26 June 21	February 26 May 7 July 2
Radar Observer - Unlimited	March 1 April 19 May 17	March 5 April 23 May 21
Celestial Navigation	March 15 May 24	April 9 June 18
Third Mate	May 3	August 13

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	February 16 March 15 May 24	February 19 March 19 May 29
Lifeboatman	February 1 March 1 March 29 April 26 May 24 June 21	February 12 March 12 April 9 May 7 June 4 July 2
Tankerman	April 26	May 21
Basic/Advanced Fire Fighting	March 16 May 11	March 26 May 21
Sealift Operations & Maintenance	March 22 May 10	April 16 June 4

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 29	May 3
Steward Recertification	February 1 June 28	March 8 August 2

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	All open-ended (contact admissions office for starting dates)	
Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	April 12	July 2
Fireman/Watertender and Oiler	April 12 June 7	May 21 July 16

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

Pumproom Maint. & Operations	June 21	July 30
Refrigeration Maint. & Operations	March 29	May 7
Marine Electronics—Technician I	February 1	March 12
Marine Electronics—Technician II	March 15	April 23
Hydraulics	June 7	July 2
Welding	February 16 March 29	March 12 April 23
Diesel Engine Technology	March 1	March 26
Refrigerated Containers Advanced Maintenance	May 10	June 18

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 April 17 June 4

UPGRADING APPLICATION

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

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐ Pacific ☐

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: ☐ Yes ☐ No Home Port _____

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? ☐ Yes ☐ No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? ☐ Yes ☐ No

If yes, how many weeks have you completed? _____

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

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

Date available for training _____

Primary language spoken _____

With this application COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your 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

DECK

- ☐ AB/Sealift
- ☐ 1st Class Pilot
- ☐ Third Mate
- ☐ Radar Observer Unlimited
- ☐ Master Inspected Towing Vessel
- ☐ Towboat Operator Inland
- ☐ Celestial Navigation
- ☐ Simulator Course

ENGINE

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Variable Speed DC Drive Systems (Marine Electronics)

- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance & Operation
- ☐ Refrigeration Systems Maintenance & Operation
- ☐ Diesel Engine Technology
- ☐ Assistant Engineer/Chief Engineer Motor Vessel
- ☐ Original 3rd Engineer Steam or Motor
- ☐ Refrigerated Containers Advanced Maintenance
- ☐ Electro-Hydraulic Systems Automation
- ☐ Hydraulics
- ☐ Marine Electronics Technician

STEWARD

- ☐ Assistant Cook Utility
- ☐ Cook and Baker
- ☐ Chief Cook
- ☐ Chief Steward
- ☐ Towboat Inland Cook

ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman (must be taken with another course)
- ☐ Oil Spill Prevention & Containment
- ☐ Basic/Advanced Fire Fighting

ADULT EDUCATION DEPARTMENT

- ☐ Adult Basic Education (ABE)
- ☐ High School Equivalency Program (GED)
- ☐ Developmental Studies (DVS)
- ☐ English as a Second Language (ESL)
- ☐ ABE/ESL Lifeboat Preparation

COLLEGE PROGRAM

- ☐ Associate in Arts Degree

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

RETURN COMPLETED APPLICATION TO: Lundeborg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.

AB Forgeron Steers Steady Course on Alaskan Run

From the time AB Larry Forgeron sailed aboard the *Sea-Land Anchorage* delivering the first container of goods to Alaska in 1964 to late last year when he was on board the *Sea-Land Tacoma* as it delivered the one-millionth box to the state, the one constant in the deck department member's sailing career has been change.

"Change?! Oh my, have I seen change," Forgeron told a reporter for the *Seafarers LOG* about differences during the last 30 years in bridge, deck and living conditions since he made the original run which assisted earthquake victims.

"On the bridge, everything is computerized. It's like having power steering in a car," the 66-year-old AB noted. "We can hit (a small) iceberg, go right through it and the ship stays right on course."

"With the old vessels with their wooden wheels, you'd hit a small iceberg and veer off course after hitting it. Sometimes you

could be way off course, then have to steer back. There is no comparison between the old and the new."

When the *Sea-Land Anchorage* sailed to Cook Inlet with earthquake relief, deck department crewmembers "had to chain lash and wire lash everything when it was loaded onto the ship," Forgeron recalled. "We were out there for hours securing cargo." Time in port was measured in days.

"Today we can unload and load in hours. Our port time in Anchorage is between 12 and 14 hours, then we're sailing again."

Loading and offloading on the *Sea-Land Tacoma* is done by automation. "You push a button to load the hatch. The containers are loaded on top of each other. Then, when (the hatch) is filled, (the computer) locks everything in place and closes the hatch."

Concerning living conditions at sea, the *Tacoma* is "like living in a hotel" compared to when he

started sailing in 1943. "We have one man to a room. That's a far cry from the Liberty Ships when we had three to a fo'c'sle."

Privacy on Board

However, that was not the worst Forgeron had seen. On one World War I-era tanker, all the crew slept in bunks in a forward area of the ship. "Those bunks were one on top of the other. There was no privacy on that ship," he recalled.

Forgeron began his formal life at sea in 1943 when he dropped out of school to sail in the merchant marine during World War II. He came from a seafaring family where there was no doubt what he would do for a living. "I remember when I was 12 years old sailing to Portugal with my father. I come from a long line of 'blue noses' (the Nova Scotian name for sailors): father, uncles and cousins. I knew that's what I was going to do."

Although he was born in Nova Scotia, he came to the United



AB Larry Forgeron receives a plaque commemorating his role in transporting *Sea-Land's* first and one millionth container to Alaska. Flanking him are Captain Richard Brooks (left) and Tom Cowan, a *Sea-Land* vice president.

States to sail during World War II. Following the war, he worked ashore but the sea called him back for good when the Korean conflict erupted.

SIU Since 1952

Forgeron joined the SIU in 1952. His first SIU ship was the *SS Sea Star*. Since then, he said he has sailed nearly every other type of deep sea ship crewed by Seafarers.

For the last 30 years, though, he has tried to stay aboard *Sea-Land* vessels on the Alaska run. "It's close to home (Seattle) so I can be there every 11 to 12 days and check on my property. It's very convenient."

The Alaskan run taken by *Sea-Land* container ships consists of stops at Anchorage, Kodiak and Dutch Harbor in the Aleutian Island chain before the vessels return to Tacoma, Wash. Ships run all year despite the cold and icy

weather.

The deck department member will mark his 50th year at sea in July. During a recent ceremony to commemorate the fact he was on board the *Sea-Land* vessel delivering the first container, then on the one that offloaded the one millionth box, he was asked when he planned to retire.

"I'm enjoying my work too much to give it up," he answered. "I'll retire when I can no longer handle the job, but I still pass the physicals and I still handle the work."

The one millionth container carried by *Sea-Land* to Alaska was filled with groceries for the Safeway food store chain. The container itself was painted with a special "1,000,000th Load" logo for the occasion. The box was one of *Sea-Land's* newest M-19 refrigerated containers with the technologically advanced humidity control system.

Falcon Crew Rescues Boaters Stranded Off West Palm Beach



Capt. Robert O'Neal maneuvered the tug *Falcon* and barge *Sugar Express* around a stranded pleasure boat until a Coast Guard cutter arrived to complete the rescue.

Seafarers aboard the tug *Falcon* recently aided six people stranded aboard a 22-foot pleasure craft about two miles from shore near West Palm Beach, Fla.

Captain Robert O'Neal spotted the disabled boat — which had lost all power and had no radio — at dusk. The size of the *Falcon*, a tug pushing an empty 380-foot barge, prevented

an immediate rescue. But the pleasure boaters were unharmed and in no danger, so O'Neal and the other Seafarers contacted the Coast Guard, illuminated the pleasure boat and talked with its occupants until a Coast Guard cutter from Lake Worth, Fla. arrived.

"I had just come on watch and it was nearly dark," O'Neal, a 22-year member of the SIU, told a

reporter for the *Seafarers LOG*. "Then I saw a flare, so I grabbed a pair of binoculars and spotted the boat. Because of the winds (15-18 knots) and waves, there was a lot of clutter on the radar. We could not spot them on that."

"We used a [loudspeaker] to talk with the people and we kept a light on them so we wouldn't lose them, because by then it was dark. We were just glad that they were safe."

The cutter arrived within two hours and took the six aboard.

The other SIU members aboard the *Falcon* during these events were Mate David Flader, Engineer John Reber, ABs James Busby, Glenn Holden and John Mullen and Cook John Franklin.

O'Neal, who has sailed with Allied Towing Co. throughout his SIU career, added that the *Falcon* probably could have picked up the pleasure boaters, but since there was no emergency, he did not want to risk damaging the smaller boat. "I was riding high because I was empty. I was afraid of running over their boat."

Help Find This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Donna Jean Mezo, a 17-year-old from Belleville, Illinois.

Missing since February 18, 1992, the child was last seen at approximately 1:30 a.m. as she was walking to a restaurant on East Monroe Street in Belleville. The child is considered at risk as lost, injured or otherwise missing.

At the time of her disappearance, the brown-haired, blue-eyed girl was 5 ft. 7 in. tall and weighed 125 pounds. She has a scar on her nose, a birthmark on her right ear and tattoos on her right ankle and right wrist. Donna Jean Mezo has asthma. She was last seen wearing a blue jean

jacket and skirt.

Anyone having information about this case should contact the Center at (800) 843-5678 or the Belleville (Ill.) Police Department's Missing Persons Unit at (618) 234-1212.



Donna Jean Mezo

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