

The LOOKOUT

SUMMER 1985



Sunset over Manila Harbor



ICMA
*The Fifth
Plenary Conference
Meets in the Philippines*

Editor's Note:

It's still hard for some Westerners to believe, but two-thirds of today's seafarers are from Asian nations, the largest group being from the Philippines. That is why this past April a few of us from SCI joined colleagues from similar seafarer agencies from around the world for a week-long conference in the Philippines.

There we learned from Asian nationals and others working in the Far East about the conditions affecting Asian seafarers as the new labor pool of international shipping. The realities of this on the Western seafarer and on voluntary seafarer agencies worldwide were also considered.

Much was seen, said, learned and done. As a result, we decided to pull material originally scheduled for this issue and summarize the conference for you. We think you will find it of interest.

We also commend to your attention an article by Ellen Kavier who spent two days on a fire field with students undergoing the rigorous training of our Basic Shipboard Fire Fighting course. We are committed to safety-at-sea here at SCI and consider a skilled, fire fighting team aboard every ship essential to that goal.

We all know that a shipboard fire may start by accident but it's not by accident that the officers and crew know how to handle one. That takes special training, the kind of intensive, confidence-building instruction our Maritime Training Division provides.

As always, we invite your comments.

Carlyle Windley
Editor



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Port Round-up

Plans for future expansion and current economic performance are key topics in the Ports of New York and New Jersey.



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ICMA

The International Christian Maritime Association's fifth plenary conference met in the Philippines, where delegates focused attention on the welfare of the Asian seafarers.



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Splitting the Buoy

A psychiatrist looks back at a youthful adventure and triumph he experienced as a merchant seaman.



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Port Authority for Port Newark/Elizabeth

The Port Newark and Elizabeth marine complex, which is already the largest containerport in the country, is moving ahead with plans to increase its ability to handle more cargo in the future. According to Barney Sloan, Manager of the New Jersey Marine Terminal operated by the Port Authority of New York and New Jersey, important initiatives are underway in several areas.

"Our biggest project is a proposed bond issue to fund dredging of the area from the Narrows to Newark Bay to a depth of 45 feet to accommodate the bigger and more heavily laden ships coming into port today," Sloan said. "We are also moving ahead with programs to add storage space and improve berthing facilities." Other items on the complex's agenda are the development of the Elizabeth Industrial Park and enlargement of the foreign trade zone.

The Port Newark and Elizabeth complex handles 75 percent of the cargo coming through the New York-New Jersey ports and employs more than 6,000 people. Elizabeth is the main containerport, while Newark handles bulk cargo. With an excellent network of truck, train and air transportation right at its doorstep, Sloan believes the projects underway are keys to future growth. Sloan said the dredging project is one that must move ahead quickly. "We have decided to finance the dredging through a bond issue rather than wait for possible federal support because we want to move on our five-year plan for the work. Very often federal response on this type of project is very slow—it sometimes takes 15-20 years to get federal resources approved. We can't afford to wait that long."

Even with the bond issue, Sloan said the project will require the bringing together of various groups in the port. "We'll need the cooperation of labor, port tenants and government agencies, such as the Environmental Protection Administration, to complete the job."

Dredging the port entryway to 45 feet will allow larger vessels direct clearance into the port. Today, the largest ships often have to offload some of their cargo in Brooklyn or wait for tide changes before coming into the Newark/Elizabeth complex, a time and money-consuming procedure that shippers can avoid by going to other ports, which is a real possibility in these difficult economic times.



Barney Sloan, Manager of NJ Marine Terminal, Port Newark/Elizabeth.

Sloan said action is already underway on some of the other projects such as requests for larger berths from shipping lines using the port. "We are studying the realignment of tenant areas," Sloan said. "Many lines need more space to handle larger cargo loads and we will demolish older buildings to create new storage areas." Improvements are planned for the piers, which have to be lengthened to accommodate ships that are 850 feet or more in length instead of the average 600 feet some of the piers can handle. Also a new fender system will be installed to protect the piers.

One area of growth Sloan is looking forward to is car imports. "We already handle 350,000 cars a year," he said. "But with the end of the import quotas, we could increase that by 10-12 percent with a similar increase in demand for storage space."

The Port Authority is trying to attract industrial development around the Port complex through the enlargement of the foreign trade zone and creation of the Elizabeth Industrial Park. By assembling imported material in the foreign trade zone

that exists at the Newark/Elizabeth complex, a manufacturer does not have to pay duty on those materials, but only on the assembled items shipped from the zone. "There is cost savings for the importer," Sloan said, "and we would like to encourage such light industry in the area."

One area targeted as part of an enlargement of the trade zone is the Elizabeth Industrial Park. Its development will involve a Port Authority investment of about \$15 million for a 90 acre site that is expected to support between 1.4 million and 2 million square feet of space and generate as many as 2,000 jobs.

Scanning the assets of the Port Newark and Elizabeth port complex, Sloan says the SCI Seafarers' Center is counted among the most important. "Seamen receive a personal touch at the Center that is so important to them and so often missing during their lives at sea," Sloan said. "It is the kind of personal attention that says you belong and that there is someone, even in this strange land, that cares. And, that is a special feature of our port that is priceless."

Annual Report Shows Port Handled Record Cargo for 1984

The Port of New York-New Jersey handled a record total of 13.1 million tons of oceanborne foreign general cargo in 1984, an increase of 17 percent over last year according to Port Authority Chairman Alan Sagner. Reflecting the strength of the U.S. dollar and the decline in exports, inbound cargo accounted for nearly 80 percent of the cargo handled, the highest percentage in the Port's history.

Chairman Sagner also noted that the Port handled a total of 53.8 million long tons of oceanborne foreign trade, both general and bulk, valued at \$49.4 billion, highest in the nation.

The upsurge in imports was broadly based, as virtually all commodity groups posted gains. Chemical, agricultural products, machinery and capital goods, iron and steel products, textiles and paper products were especially strong. They accounted for almost two-thirds of the tonnage gains.

Exports of general cargo fell to 2.6 million long tons, down just over two percent from 1983 and 38 percent from 1980. Chairman Sagner said the export slump resulted from the combination of a strong dollar, reduced imports by oil-producing nations and debt problems in Latin America.

The Port's Impact on the Metropolitan Area's Economy: A Study

Just how important is the New York-New Jersey port complex to the region's economic well-being? The answer, according to a study by the Port Authority, is very substantial despite changes in the nature of the maritime industry. The Port and related industries generate 191,600 jobs and \$14 billion annually in the New York-New Jersey metropolitan area through activities ranging from ocean cargo transportation to brokerage and trade financing.

The study, which was the first comprehensive effort to measure the economic impact of the port industry in 25 years, noted that a little more than half of the total jobs produced are direct port industry jobs in transportation, banking and insurance, terminal operations and freight forwarding, customhouse brokering, wholesaling and distribution. The rest are indirect or induced jobs in such areas as ship maintenance, business services and ancillary

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Ships docked at Port Newark.

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Panorama of Brooklyn waterfront.

purchasing services. Overall, the port industry accounts for three percent of both gross regional products and employment.

The study looked at activity levels for 1982, the most recent year for which complete data on oceanborne trade and the port industry were available. Peter Goldmark, Jr., Executive Director of the Port Authority, said the report showed that while the industry has changed greatly in the past 25 years, it remains one of the most important in the region. "Big containers, not gangs of stevedores, are the primary means of cargo handling . . . more jobs were generated in the port through trade-related services than through the physical handling of cargo." The study showed that 53 percent of the jobs generated by port activities were in trade-related services rather than handling goods—a trend which parallels the entire region's shift from an industrial to a service based economy.

Of the \$14 billion of economic activity generated by port industry, \$9 billion comes from imports and \$3 billion from exports. The report emphasized that the New York-New Jersey port industry's influence spreads to areas outside the metropolitan region because businesses in this area offer headquarters, financial, insurance and other trade-related services, amounting to a value of \$2 billion to the NY-NJ economy, for cargo that moves through other ports.

New York City Takes Steps to Aid Port Activity

Although much of the New York-New Jersey port activity now is centered at giant container terminals in Port Newark and Elizabeth, a significant amount of cargo moves through the five marine terminals in New York City. To improve these facilities, the City's Department of Ports and Terminals, under the direction of Commissioner Susan Frank, recently announced plans to spend \$200 million over the next five years.

In these efforts, the City is receiving support from the Port Authority, which has agreed to spend \$85.7 million on a key project—the expansion and renovation of facilities at Howland Hook on Staten Island's northwestern shore. The impetus for this work came from improvements in cargo handling and ship design by the United States Lines, one of the port's best customers and renter of the space at Howland Hook.

The Line is using a new generation of container superships and said it would have to move to another port if the cranes,

docks and storage facilities at Howland Hook could not handle the increased volume of these ships. The expansion plans developed by the city include better transportation facilities, additional terminal space, lengthening of a wharf by 550 feet and adding a 15-acre container-marshalling area.

- Other projects on the city's agenda are a three-year expansion of the South Brooklyn Marine Terminal to increase capacity from 750,000 long tons to about 1.75 million long tons.
- warehouse distribution centers on Staten Island and at the Bush Terminal Market in Brooklyn.

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Off-loading of cargo in Port Newark.



The Fifth Plenary Conference of ICMA

Port Chaplains Go To The East To Learn More About Today's Seafarers

From Europe, Asia and North America, Australia, New Zealand, South Africa and the Cameroons, 166 delegates from 26 nations came to the Philippines for the 5th Plenary Conference of the International Christian Maritime Association (ICMA): an ecumenical, international association of Christian seafarer agencies serving merchant mariners of all nations in more than 600 ports worldwide.

It was the first time the 17 year old organization had met in plenary conference in Asia, and the delegation came to consider the complex and rapid changes affecting today's seafarers; especially those of the Asian nations, and the Philippines, in particular.

Today, two thirds of the world's merchant seafarers are from Asian nations, with the majority from the Philippines.

The conference formally began with an ecumenical worship service led by the honorary president of the conference, His Eminence, Jaime L. Cardinal Sin, Archbishop of Manila. Following the service at a breakfast meeting hosted by Cardinal Sin, the dynamic leader of the predominately Catholic nation welcomed the delegates to the Philippines, challenged them to their task ahead and noted how Christ, the Risen Lord, not only appeared to his disciples while they struggled to obtain their livelihood from fishing, but how He manifested His care and concern to those who felt so helpless at sea. Jokingly, the prelate also stated that "where sin abounds, there grace abounds even more. To enable all of you to enjoy the abundance of grace, I welcome you all to the 'house of Sin,' the residence of your dutiful servant, Jaime Cardinal Sin."

Following the breakfast, the delegation traveled by bus to the Sta. Catalina Convent-Retreat House in Baguio City, where the main portion of the conference was held. There in the cool pine-scented mountain air and under the attentive care of the convent's sisters, the delegates began a week of intensive briefings on the conditions of Far East shipping and the life and needs of seafarers from Asian nations.

Through plenary sessions, workshops, worship and informal discussion, they sought to achieve the objectives which the Reverend Bernard Krug, ICMA's General Secretary, had set before them when he said, "In view of the fact that the majority of seafarers are now Asian, it is essential to involve indigenous Asian churches in the ministry for seafarers.

. . . Most of our chaplains now devote a substantial part of their ministry to Asians. Therefore, it was time for us to go to Asia and learn more about the environment from which our seafarers come. It will improve the quality of our work . . . if, during the time we have in the Philippines, we open our eyes and ears and minds. We owe it to our seafarers that we make this effort and God has given us the opportunity to do this, guided by Christians from Asia and in the inspiring ecumenical fellowship of ICMA."

Far East Overview

At the opening session, Martin Barrow, O.B.E., Managing Director of Jardine Matheson and Co., Ltd. for Hong Kong and the China Region, gave an overview of Far East shipping. He prefaced his remarks by saying that shipping still remains the most effective and cost efficient means of transporting the world's goods. He noted, however, that the current difficulty in shipping is international in scope and the result of an accumulation of inter-related, complex factors including: the earlier oil crisis, a sluggish world economy, overcapacity, insufficient scrapping and heavy fixed costs—all of which limit short term real growth in the Far East.

He hypothesized that with new, more efficient vessels coming on-line, voluntary restraint by the world's maritime industry at all levels, careful cost control, the avoidance of future overcapacity and the entry of China into the marketplace, the Far East should achieve a stable, growth oriented market in the 1990's.

Among the guests invited to present papers were Dr. Leo Barnes, General



Secretary of the National Union of Seafarers of India, Bombay; Mrs. Sookie Peterson of the Korean Harbor Evangelism (society), Inchon; ICMA delegate, the Rev. Gabriel Igarashi of the Missions to Seamen, Tokyo and Mr. Tamotsu Yonezawa, Director of the Japan Seamen's Welfare Association—one of the largest seamen's welfare agencies in Asia.

The speakers summarized the history of seafarers in their respective nations, outlined the socio-economic conditions and cultural milieus of their present day seafarers, and described the government, labor, and other organizations involved with seafarer welfare in their countries. They also pointed to some of the cultural and economic situations which are limiting factors for their nations' seafarers when in foreign ports, suggested ways to deal with these factors, and answered numerous questions of concern to the port chaplains who minister to seafarers from India, Korea and Japan in foreign ports.

The Filipino Seafarer

Because the largest single group of Asian merchant seafarers are from the Philippines and because increasing numbers of work-related problems are being brought by Filipino seafarers to port chaplains worldwide, ICMA delegates were especially anxious to learn more about conditions affecting seafarers from that nation.

Invited to address the group were Alice C. Lamigo, President and Chairman of the Board of the Seamen's Wives Association of the Philippines, Inc. (SWAPI); Captain Rogelio Morales, President of the Concerned Seafarers of the Philippines (CSP); and C.M. Siddayao, Deputy Administrator of Operations for the Philippines Overseas Employment Administration (POEA)—who, unable to attend at the last moment, sent Rene Palomo, Chief of the POEA Seafarers' Registry in his stead.

Mrs. Lamigo spoke on the special concerns and problems of the Filipino seafarer's wife left, alone, to serve as head of household and extended family. (See SWAPI article page 16)

Mr. Palomo commented on the history of the Filipino seafarer, reviewed the growth of his nation's seafaring workforce to 183,000 registered seafarers by December 1984; noted that 54,016 were put onboard ships in 1984, and explained the evolution of government legislation and agencies which preceded the establishment in 1974 of the Philippine Overseas Employment Administration—the government agency now in full control

of all Filipino contract workers overseas both seafaring and landbased.

He said that POEA responsibilities include: establishing and maintaining a registration and/or licensing system to recruit private sector participation in the recruitment and placement of overseas workers . . . promoting the development of skills and careful selection of Filipino workers for overseas employment . . . securing the best possible terms and conditions of employment for its contract workers and ensuring compliance therewith . . . generating foreign exchange from the earnings of Filipino workers overseas employed under its programs, and promoting and protecting the well-being of Filipino workers overseas.

As regards Filipino seafarers, this means according to Mr. Palomo, that all qualified seamen wishing to work abroad must be registered with the POEA, that only agencies licensed by POEA are qualified to recruit for principals accredited by POEA, that an employer or his agent cannot charge a seaman a fee for hiring him, that the minimum seafarer's salary shall not be less than the ILO minimum and that every Filipino seaman is to remit regularly 80% of his earnings abroad to his Filipino dependents.

He also said that through its Workers Assistance and Adjudication Office, the POEA seeks to protect and assist seamen and their families through activities such as the establishment of systems and procedures for the faster resolution of legal cases . . . maintenance of an effective welfare assistance service to overseas contract workers and their families through immediate settlement of complaints, including monetary claims and repatriation cases . . . institution of the Code of Discipline for overseas contract workers, the watchlist of erring contract workers, pre-departure orientation and setting of standards for maritime training courses in accordance with the Standards of Training, Certification, and Watchkeeping.

In commenting on the manning industry, (those organizations licensed by the POEA to recruit seafarers for POEA accredited principals), Mr. Palomo noted that the industry has been among the top ten earners of foreign exchange and currently contributes over 150 million U.S. dollars to the Philippines annually. He also said, Filipino seamen earn an average of U.S. \$3,720 per year and that a systematic remittance system is employed by manning agencies (meaning that 80% of the seafarer's foreign salary is forwarded to the manning agent for conversion and payment in pesos to the seafarer's dependents).

In the barrage of questions that followed, Mr. Palomo was pressed to answer why, given the description of POEA's activities and jurisdiction, more and more Filipino seafarers were coming to chaplains and others at seafarer agencies in ports worldwide and to the New York based Center for Seafarers' Rights with grievances such as non-payment of wages, unjustified blacklisting as a means of discouraging complaints, undue delays in payment of allotments to dependents, manning agents charging "grease money" for jobs aboard ship, and excessive and expensive training for jobs that don't exist. Mr. Palomo attempted to answer those questions he could and promised POEA replies to the others before the end of the conference.

Captain Rogelio Morales in his address positioned the current problems of Filipino seafarers as part of a continuum of events including the Spanish conquering of the Philippines in the 17th century, the later long-term involvement of the United States in Philippine affairs, and political events of the 1970's in the Philippines up to the present time. He alluded to private interests versus national good and called for a number of reforms. (See Morales speech page 11)

The personal experiences of the delegates present and cases received by the Seamen's Church Institute's Center for Seafarers' Rights confirmed the problems set forth by Captain Morales.

Subsequently, in the final days of the conference, resolutions were passed calling on the Government of the Philippines to address those areas in which ICMA is confident that Filipino seafarers have serious reasons for complaint. (See Resolutions page 15)

At a well-attended press meeting in Manila following the conference, the General Secretary of the British Missions to Seamen and Chairman of ICMA, the Rev. W.J.D. Down along with the Auxiliary Bishop of Manila, the Most Rev. Gabriel

Reyes, and the Rev. Bernard Krug presented the resolutions to those present and were told by Bishop Reyes that His Eminence, Jaime L. Cardinal Sin would personally convey the resolutions to the proper government authorities. ICMA officers also made clear that their worldwide membership would follow the Philippine government's response with more than passing interest.

Whittemore Chairman In '86

In the final days of the conference, the Rev. Michael S.C. Chin of the Missions to Seamen in Melbourne gave his summation and personal response to the conference as an Asian who has lived and worked in the West. The Reverend Dr. James R. Whittemore, Director of the Seamen's Church Institute of New York and New Jersey, was named Chairman of the ICMA Standing Committee beginning Spring 1986 and the United Church of Christ in Japan was accepted into the ICMA membership.

Plea For Intercommunion

At the invitation of the Bishop of Baguio the final ecumenical service was held in Baguio Cathedral. There, Father Down in his sermon praised ICMA's 17 years of interconfessional collaboration and observed that while others talked about collaboration, ICMA did it. He also expressed the sentiment of many present at the conference when he said, "Now we are worshipping together, praying together, planning and working together . . . (But) at our Lord's Table, the Altar, we are separated. Where we should be most at one, we are most divided . . . This should not be so. What can we do?"

"First, we can pray with passion for the coming together of the churches in intercommunion.

"Second, we can let our sense of frustration be known throughout the Church. We yearn for the day when we can all be together round the Lord's Table." C.W.

Thoughtful Words from Archbishop Clarizio

Among those attending the ICMA sessions in Baguio City, was His Excellency, the Most Rev. Emanuel Clarizio of Vatican City. As pro-president of the Pontifical Commission for the Pastoral Care of Migrant and Itinerant People, he has supported and followed closely the work of ICMA since its inception.

In addressing the delegates, Archbishop Clarizio commended them for their ecumenical work on behalf of seafarers worldwide; and suggested that in light of their expanded work and influence in Asia, ICMA might well want to include representatives of non-Christian faiths who serve seafarers in the Far East.



ICMA Member Societies

- Apostolatus Maris
- British Sailors' Society
- Dansk Indenlandsk Sømandsmission
- Dansk Somandskirke I Fremmede Havne
- Den Norske Sjomannsmisjon
- Deutsche Seemannsmission E.V.
- Goole Christian Mariners Association
- International Council of Seamen's Agencies of North America & The Caribbean
- Mersey Missions to Seamen
- Nederlands Zeemannscentrale
- Queen Victoria Seamen's Rest
- Suomen Meremieslahetyseura
- Svenska Kyrkan I Utlandet
- The Missions to Seamen
- World Council of Churches-CWME

Part of the ICMA "gang" poses for a picture with Cardinal Sin (he's located just below the left tree trunk) following the opening breakfast meeting hosted by him.





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1.) The day started early for ICMA delegates. This photo of the Sta. Catalina Convent-Retreat House was taken at 6:15 am on the way to chapel.

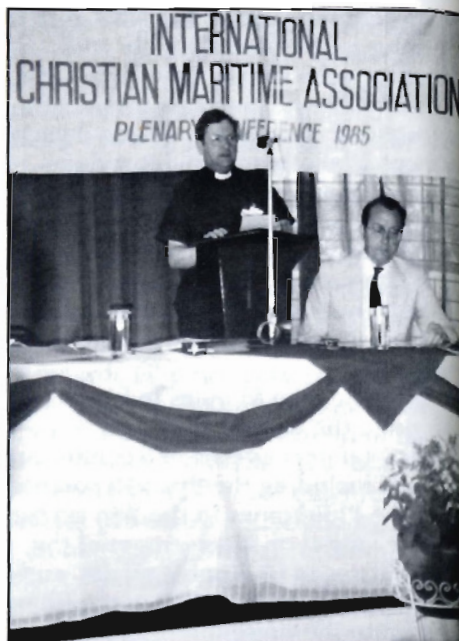
2.) ICMA Chairman and conference moderator, the Rev. Bill Down, introduces Mr. Martin Barrow of Jardine Matheson.

3.) Breaktime in the interior court at the Sta. Catalina Convent.

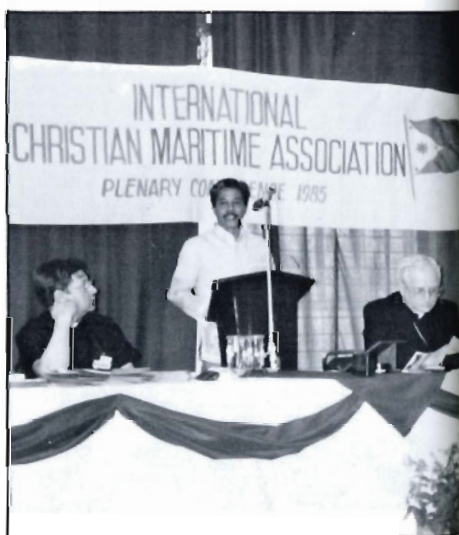
4.) POEA representative, Mr. René Palomo explains the purpose and functions of his organization.



3



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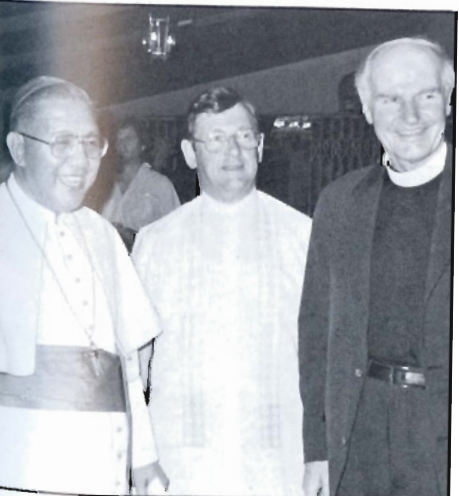
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5.) Fr. Rivers Patout explains how the workshops are supposed to work. To his left are Fr. Igarashi and Mr. Yonezawa.

6.) The delegates still listen intently as the Thursday session extends well into the afternoon.

7.) The Rev. Bill Fensterer gives one of the many workshop reports. Dr. Leo Barnes is in the foreground.

8.) Pausing to "feed" the Convent's sheep are (l. to r.) Fr. Jim Whittemore of SCI-NY/NJ; Archbishop Emmanuel Clarizio, Vatican City; Fr. Bill Down, ICMA Chairman; Rev. Bernard Krug; and the Most Rev. Gabriel Reyes, Auxiliary Bishop of Manila.

9.) Cardinal Sin and Messrs. Down and Whittemore at a post-conference gathering held at the Cardinal's residence.



10

10.) Captain Gregorio S. Oca, President of the Associated Marine Officers' and Seamen's Union of the Philippines tells of the work and plans of his union at a luncheon meeting hosted by AMOSUP at their headquarters in Manila.



11

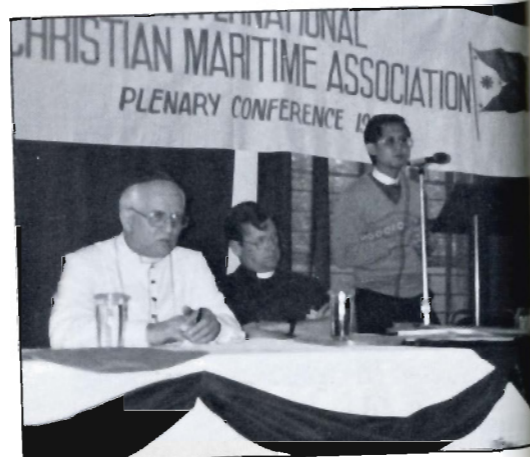
11.) The final hymn at the closing service at Baguio Cathedral.

12.) After a rousing ovation of appreciation from the delegates, the Sisters of Sta. Catalina Convent - Retreat House respond with their own farewell song.



12

13.) Fr. Michael Chin gives his summation and impressions of the conference.



13

Capt. Morales' Speech to the ICMA Conference Baguio City, Philippines April 17, 1985

Rev. Bernard Krug, Rev. W.J.D. Down, Rev. Paul K. Chapman, distinguished guests and participants to the 1985 ICMA Plenary Conference, friends, Good Morning!

We are grateful for the leaders and organizers of the 1985 Plenary conference of the International Christian Maritime Association (ICMA) for holding this assembly in our country and for choosing to focus this Conference's attention to the plight of Asian seafarers. The Philippines, as you may know by now, is the only Christian nation in this part of the globe and is the topmost supplier of skilled seafarers to world shipping. Allow me to dig into our history in order to situate the lot of the Filipino seafarer.

Our country is famous for Manila hemp which is used for making cordage and was a chief export item during the Spanish colonization of the Philippines. Together with tobacco, coconut, sugar, and transshipped Chinese goods, Manila hemp was brought to Mexico onboard Spanish galleons. The Spanish colonizers made extensive use of our timber to build the biggest and the most beautiful galleons that went the rounds of European seas from the 17th to the 19th centuries—oftentimes at the expense of little-paid, even unpaid, Filipino labor. Aside from spreading the Christian faith, Spain built the first nautical school in the Philippines in the 1830's to train Filipino seafarers.

Spain appropriated unto itself the riches of our country's natural resources and human labor. Throwing the Philippines into the orbit of world trade, Spain not only left a profound legacy of export-oriented agricultural production but also an unswerving commitment to national and social freedom.

Spain did not have a monopoly on our colonial past. Building so-called merchant houses, American entrepreneurs built the foundations of the present-day Philippine economic system long before the downfall of the reign of the Cross and Sword. Conspiring with the indigenous gentry, American direct colonial rule was transformed into reality at the turn of the present century. The Americans taught us the basics of a democratic republican state while their geologists went deep into our

mountains to look for precious mines. Meeting resistance, they sent the collaborators among us for the further studies of the American "manifest destiny" and "benovolent assimilation."

The American market controlled about 50 percent of our export trade; at times of quota and duty relaxation, even a higher percentage, up to the outbreak of World War II. Today, things in our export-trade have hardly changed.

Mired in such a situation, the Americans played an exclusive role in the maritime affairs in terms of ownership and operation of vessels in the ocean trade. They left the matter of inter-island commerce and navigation to the hands of the ruling elite of the previous colonial period. Chinese and Spanish merchants controlled our coastwise trade and shipping under the name of the Philippine Steamship Owners' Association.

The Concerned Seamen of the Philippines draws inspiration from the courage and resolve of the seamen who rose to be heard during the period of American colonialism. On April 26, 1920, about 65 years ago today, the 1,000-strong Philippine Merchant Marine Union (PMMU) called a nationwide walkout and strike to press for an eight-hour day, overtime pay, salary increases, reclassification of vessels and extra pay for navigation outside of Philippine jurisdictional waters. Paralyzing inter-island commerce, navigation, mail communication and the mighty hold of the American colonial government, the PMMU drew the Steamship Owners' Association to the negotiating table and won significant demands.

The livelihood of Filipino seamen suffered death blows when Japanese occupation forces destroyed 80 percent of our merchant fleet at the outbreak of the Second World War. The war brought the Philippines into the centerstage of the war for colonial spheres of influence. The Japanese military government of the Philippines prepared the entire national economy for war—transforming our sugar into alcohol for fuel and replanting our ricefields with cotton for military uniforms.

The four years of Japanese occupation of the Philippines has been invariably



Born in Manila in 1922, Captain Rogelio C. Morales is a Master Mariner and a Captain in the Philippine Naval Reserve.

He served as President of the Philippine Marine Officer's Guild from 1954-1960 and from 1961-1972 was Superintendent of the Philippine Nautical School which during his tenure was converted to a state college, the Philippine Merchant Marine Academy.

He was President of the Philippine Merchant Marine Society from 1966-1970, was appointed by the Secretary of Labor as Chairman of the Philippine delegation on the Convention on Seamen's Wages (ILO) at Geneva in 1971 and was the Organizer and Chairman of the National Seamen's Committee-Dept. of Labor which later became the National Seamen's Board.

From 1970-1972, he was first, Director of the Education and Organizational Bureau and then Vice-Chairman of the Socialist Party of the Philippines.

Since 1973, he has been a full-time practicing compass adjuster and is a Founding member and President of the Philippine Compass Adjuster Society, 1979—to the present.

He is also a Founding member, President and Chairman of the Board of the M/V 'Concerned Seamen of the Philippines, Inc. (CSP) May 1, 1983—to the present.



called the "Years without God" by the religious among us as thousands of our people were maimed and incarcerated to serve the designs of a "Co-Prosperity Sphere."

Reparations for war damages, especially for shipping, had to wait for nearly 20 years after the conclusion of hostilities in the Pacific. Once more, our economy reeled from the export-import impositions of the American victors. Our trade, commerce and navigation hardly escaped identifying with the American power since then.

The Filipino seamen learned early in assessing their conditions and in seeking reforms and changes. The second half of the 1950's saw the resurgence of trade unionism among the seamen, but for a price. Chief Mate Modesto Rodriguez paid it with his dear life when he was seriously stabbed in the picketline, others with their jobs as their cases in court dragged on for as long as two decades.

But the conditions then were significantly different [from now] in a number of ways. A seaman could still get another job to earn a living. In the 1950's, competition between seamen was already being felt. Three newly added privately owned nautical schools provided hundreds of graduates each year who were more, than needed by the industry. However, a marine officer never saw it necessary to accept a position one rank lower on a foreign ship, and onboard a "Flag-of-Convenience" vessel, he was usually taken-on in an upgraded position. A seaman never needed to play the role of an international scab because his lot was more or less ascertained.

Circa 1980s, or a few years after the so-called lifting of martial law, things have become different; some say, despicable.

In the dark years of recent Philippine history, our maritime schools mushroomed to a total of 56, with yearly reported graduates of 10,000 since 1975, and went to the aid of an over-magnified labor-export policy of a crisis-beleaguered national leadership. In 1981, local manning or crewing agents of foreign shipping principals increased almost threefold from the original 58 in 1975. The sweet things about going abroad for work have, year in and year out, gone sour as we have to contend with the fact that there are seven possible replacements for any seaman who leaves his job—that reflects about a 72 percent unemployment rate among the government pool-registered officers and men of the merchant marine.

This situation leaves the majority of our seamen either buying their positions on

board that is worth a lifetime's hard toil or [being] unsuspected victims of illegal recruitment and illegal or exorbitant exactions. Impositions of varied forms and degrees have become an excruciating experience for most, if not all, of our seamen.

We believe that the problems of mass unemployment and the various forms of exploitation attending it are not endemic in the Philippines. Southeast Asians, in particular, the majority of whom lead a hand-to-mouth existence are led to greater impoverishment by the requisites of job applications. Asian seamen who comprise the majority of crewmen on board Flag of Convenience vessels are made to accept that they ought to receive a different and lower set of wage rates in order to get employed. Our own opposition to this thinking which has been enshrined in our country's national policy is as yet, the proverbial voice in the wilderness.

We are humbled today by your eagerness to listen to us. But we sincerely wish that you sympathize with us in the thinking that whoever takes any position onboard a vessel must have been qualified for that work in terms of education and training and that he must be paid according to the respectable rates other nationals would take the same job for.

The majority of the peoples of the Third World are characterized by closely knit family ties. We suffer from forced and prolonged separation as the jobs we take call for parting. Our suffering due to separation need not be paid in cold cash, but our labor must be not according to the onerous schemes in our own country but according to the internationally accepted standards.

If only we had the choice, we would prefer to board our own vessels so that parting and separation wouldn't be so long and hard. But our merchant fleet has been bought-out by foreign shipping interests. Under the name of bareboat chartering, foreign shipowners have already secured Philippine flag and registry for maximum gains, at the same time enlisting Filipino seamen under the "supervision" of "supernumeraries" for nearly starvation wages. Dummies and dummy corporations have in fact plagued our shipping industry even as our economy endures the absence of a genuine shipbuilding program. A more or less equalized cargo sharing scheme could partially solve the unemployment situation created by the monopoly of foreign liners and other cross traders, but this has not been so.

Our vision of all these things may not tally so well with your thinking and beliefs, but from our side, we have every reason to be glad that our work among the Filipino seamen has gotten off the ground. We feast with the victories in their fight for payment of backwages in the cases of the Panamanian-registered M/S "Nadia" and M/S "Vic Transport" right here in Philippine territorial waters. We are also happy in being able to stop the re-training and re-examination gimmicks intended for skilled and competent Filipino seamen by those greedy entrepreneurs in our society in collaboration with some corrupt government officials and functionaries.

We know that more and more of our seamen have endured the shipboard conditions and hazards of working for foreign ships. Some have been held in prison in Cairo, Egypt without support from government; others, including seven who have died in the Persian Gulf warzone, still receive hardly any indemnity. The Panamanian marine examinations which are to be paid in dollar currency by those already onboard or applying for job onboard these ships still stands to bleed our seamen according to the designs of the corrupt and the enterprising marine outfits.

Our people are known to jest and smile even in the deepest sorrows. In the midst of the worst crisis in our postwar history and in the thick of changing political hands, the Filipino seamen find themselves not only at the crossroad of securing food for our stomach when mealtime comes but also of building for our generation and those yet to come, a just place and time.

Could you possibly view our situation in a different context? You have shown the generosity of coming over to our country. Life has been hard to us; luck, rather tough.

National policy has been, to say the least, unkind to the Filipino seamen. We will be pleased to enlist your support on some of these concerns:

First, the strict implementation of all International Labor Organization Standards relevant to Filipino seamen, more particularly the minimum wage of \$276 and the scrapping of any official or unofficial placement fees;

Second, a stop to the implementation of forced remittance ruling of 80 percent on income of Filipino seamen, more particularly, the repeal of Executive Order No. 857 and its later amendment Executive Order No. 925 for seamen;

Third, the repeal of Executive No. 991 which violates the Supreme Court ruling

on the nature of seamen's contracts set by the Vir-jen case, in addition to the relevant provision of the Parliamentary Bill No. 2567 regarding the same;

Fourth, the lifting of the ban on strikes in marine transport utilities and other so-called "vital industries";

Fifth, the passing of an official and effective rule or regulation on Filipino seamen entering the Iran-Iraq warzone, including the payment of indemnities to all those who have been injured or killed;

Sixth, a halt to the enrollment of new maritime students and the subsequent closure of all such schools for an indefinite period until such time there is an actual need for new officers and ratings, including the nationalization of the operation of all maritime education and training activities; the abolition of the 26 existing retraining centers and the repeal of Letter of Instructions No. 1404 that created the maritime training council;

Seventh, the repeal of all bareboat chartering laws, including Presidential Decrees 760, 866 and 1711, in addition to the unnationalistic "Overseas Shipping Incentives Act of 1985" now pending in the National Assembly;

Eighth, a full accounting of the Seafarers' Welfare Fund (SWF) which is greatly paid for by the Filipino seamen.

On humanitarian grounds, we pray for the release from Egyptian prisons of five Filipino seamen and their immediate repatriation. For this, we also wish to enlist your support.

The Church plays a key role in our social and spiritual life as a people. But for most of us Filipino seamen, we often wonder if the Church could provide service to the jobless and the poor in Manila who have no place to stay or to provide recreation and other services, inclusive of counseling, at minimal fee. Since there is hardly any chance for us to expect much support from government in this regard in terms of allocation from the Seafarers' Welfare Fund, we believe that an authentic international seafarers' center is yet to be realized in our midst and with your generous support can be, like those of neighboring non-Christian Indonesia, India, Japan, Korea, Hongkong, Burma, Malaysia and Singapore, ultimately realized.

Such an occasion to deliver this talk has been a very prestigious one for me, the Concerned Seamen of the Philippines and the Filipino people at large. I am most honored and grateful.

Thank you very much.

Long Live the International Christian Maritime Association and the seafarers of all countries!





North American Delegates Attending the ICMA 5th Plenary Conference

Rev. Mario Balbi, S.D.B.,
President of the National Catholic
Conference of Seafarers &
Chaplain, Apostleship of the Sea
Savannah

Rev. Arthur Bartlett
Seamen's Church Institute of
Los Angeles

Mrs. Frances Bartlett
Seamen's Church Institute of
Los Angeles

Rev. Guy Boule
Mariners House of Montreal

Mrs. Janice Carbone
Houston International
Seamen's Center

Rev. Dr. Paul G. Chapman,
Director of the Center for
Seafarers' Rights
Seamen's Church Institute of
NY & NJ

Mrs. Regina H. Chapman
Seamen's Church Institute of
NY & NJ

Rev. James Dillenburg
Apostleship of the Sea
Green Bay

Rev. J.E.F. Dresselhuis
Ministry to Seamen of the
Reformed Church, Vancouver

Rev. Ray H. Eckhoff
Tacoma Seamen's Center

Rev. William Fensterer
Seamen's & International House,
New York

Captain W. Fricke
New England Seamen's Missions,
Rhode Island

Rev. George D. Gladden
International Seamen's Center
North Charleston

Most Rev. Rene H. Gracida,
Bishop of Corpus Christi &
Episcopal Promoter of the
Apostleship of the Sea, U.S.A.

Rev. James P. Keating
Apostleship of the Sea, Chicago

Rev. Dr. Ronald Kverndal,
Executive Secretary, International
Council of Seamen's Agencies
Bellevue/Seattle

Mr. James T. Lafferty,
Assistant Director
Center for Seafarers' Rights
Seamen's Church Institute of
NY & NJ

Rev. Young Lee
Tacoma Seamen's Center

Rev. James Lindgren
New England Seamen's Mission,
Boston

Rev. Timothy Lynch
Houston International Seamen's
Center

Rev. David Mulholland
The Missions to Seamen, Toronto

Rev. Heinz Neumann
German Seamen's Mission,
New Orleans

Mrs. Helga Neumann
German Seamen's Mission,
New Orleans

Br. Gerald J. O'Malley, S.J.
Apostleship of the Sea, Anchorage

Rev. J.D. Parker
Apostleship of the Sea, Vancouver

Rev. Rivers Patout
Apostleship of the Sea, Houston

Rev. Richard Peeters
Interfaith Seamen's Ministry,
Green Bay

Rev. Raymond F. Rau,
National Director
Apostleship of the Sea
Corpus Christi

Rev. Neale A. Secor
Seamen's Church Institute,
Philadelphia

Sister Rachael Smith, O.S.F.
Apostleship of the Sea, Houston

Mr. Mike Solar
Houston International Seamen's
Center

Mrs. Lucy Solar
Houston International Seamen's
Center

Rev. Norris W. Stoa
Seattle Seamen's Center

Rev. Gordon Swanson
Seamen & International House,
New York

Mrs. J.G. Swanson
Seamen & International House,
New York

Mr. F. Unger
Houston International Seamen's
Center

Rev. Dr. James R. Whittemore,
President, International Council
of Seamen's Agencies &
Director, Seamen's Church Institute
of NY & NJ

Mrs. Mary B. Rice Whittemore
Seamen's Church Institute of
NY & NJ

Mr. Carlyle Windley
Seamen's Church Institute of
NY & NJ



Resolutions Passed by the ICMA Plenary Conference, April 1985

- WHEREAS all people are created in the image of God and
WHEREAS it is the role of the Christian Community to uphold the dignity of all persons, and
WHEREAS it is acknowledged that there exist many good employment opportunities for Filipino
seafarers on ships under various flags, we encounter in our work a substantial number of Filipino
seafarers who in our opinion have serious reasons for complaints, and
WHEREAS these complaints refer to the following issues: -
 - inability to join unions collectively bargaining for the terms and conditions of employment,
and to strike,
 - undue delays in payment of allotments to seafarers' families,
 - non-payment of wages,
 - wage scales far below the ILO minimum rate,
 - lack of judicial review procedures in wage disputes
 - the widespread illegal practice of manning agencies charging for jobs at sea,
 - unjust black-listing,
 - uncertainty as to the use made of seafarers' contributions to their welfare funds,
 - frequent absence of proper recompense for sailing into war zones,
 - subhuman conditions and inhuman treatment onboard ship,
 - training of excessive numbers of maritime personnel, causing high unemployment, and
 WHEREAS the validity of these complaints has been independently confirmed by our own SCI
Center for Seafarers' Rights,
BE IT RESOLVED that ICMA draws these matters to the attention of the appropriate bodies
within the Republic of the Philippines.
BE IT FURTHER RESOLVED that ICMA strongly supports all individuals and organizations
in the Philippines working for the redress of these abuses.
- WHEREAS the ICMA is devoted solely to ministering to the needs of the seafaring men and
women of the world, and
WHEREAS in many parts of the world the number of employment opportunities for seafarers
is diminishing, and as a consequence unemployment among seafarers is high,
BE IT RESOLVED that ICMA and the chaplaincy staff of the member organizations do all they
can to address this issue by vocational counselling of potential and actual seafarers regarding
employment and redeployment, and urges the adoption of all means that will bring into balance
the number of workers and the number of jobs available.
- WHEREAS it is apparent that ICMA chaplaincy staff currently serve a majority of Asian seafarers,
BE IT RESOLVED that those in the West make every effort to listen to and learn from the seafarers
of Asia.
- WHEREAS the Center for Seafarers' Rights in accordance with Resolution 3 of the 4th Plenary
Conference of ICMA held in Berlin in 1981, has been publishing various informative pamphlets
dealing with the rights of seamen onboard various flag ships, and other pamphlets beneficial
to seafarers in their struggle against abuses, oppressions and exploitations, and
WHEREAS the Center for Seafarers' Rights has been assisting Seafarers particularly Filipino
seafarers in distress,
THEREFORE BE IT RESOLVED that the International Christian Maritime Association reaffirms
its support and recognition of the achievements of the Center for Seamen's Rights and BE IT
FURTHER RESOLVED that all publications be distributed by member organizations to the seamen
concerned,
- BE IT ALSO RESOLVED that the Fifth Plenary Conference of ICMA meeting in the Republic
of the Philippines in April of 1985 commends all those Filipino organizations working on behalf
of distressed Filipino seafarers, and expresses its special appreciation to Captain Rogelio Morales
and the Concerned Seafarers of the Philippines for their efforts in this regard and their
contribution to the conference.



SWAPI: Women Working to Make Things Better

In 1979, when Alice Curado Lamigo became involved with organizing SWAPI (Seamen's Wives Association of the Philippines, Inc.), she really had little choice. Granted, she was the head of a successful realty firm but she was also the wife of a professional seaman, Chief Engineer Leonides C. Lamigo. Therefore, she understood the problems facing the wives of many Filipino seafarers and recognized the stress placed upon them as solo-parents during a time of growing economic hardship. As a woman, a committed Christian and a responsible wife of a ship's officer, she felt that she and others like herself had to do what they could to help.

She knew then, and even now, that in spite of the crucial and often progressive role Filipino women have played in the history of their country, her nation is largely a patriarchal society with strong and extended family ties. Such a situation is fine when the husband is at home providing for his immediate family and relatives, when the man of the house is there to make the decisions traditionally deferred to him and when the wife can be secure in her role as both the loving mother and appealing wife in which she takes such pride.

But what happens in a patriarchal society when the husband ships-out for an extended period of time and her letters to him seeking advice do not reach him or go unanswered; and when, alone, she must become the decision making head of the household . . . a role strange and discomfoting to her?

What happens when her husband's allotment checks are late in arriving . . . when there are household, medical and school bills to be paid . . . when relatives expecting assistance are suspicious of the "in-law" wife who says there is no money because her husband's pay has not been received?

Suddenly faced with both solo-parenting and economic hardship, many wives of Filipino seafarers feel inadequate, abandoned and helpless with no one to turn to and no idea of what to do. Some in despair gather their brood around them, close the doors, and begin a life of quiet poverty hoping no one will see them; and that, in time, the crisis will pass and all

will be right again. For a struggling nation whose people place so much emphasis on earning a decent living as a symbol of self-respect, such an unexpected plight is devastating for the mother and often the children.

Alice Lamigo and her colleagues founded SWAPI to provide a support system for seafarer's wives or closest female next of kin and to work within the existing government system to address those problems of seafarer employment that affect the life of his family.

Many meetings and six years later, much has been accomplished, but for SWAPI members, they have only just begun. Their pride in accomplishment and growing membership (now over 300 in metro Manila alone) encourages them to do even more.

From the outset, SWAPI directors have met with various government officials in an effort to improve the system for getting seafarers' allotments to their families on time. Although this problem is far from resolved, it has brought to the fore the serious economic hardship imposed on the family when the allotments do not arrive. Meetings with Welfare Fund Managers have resulted in an agreement to improve benefits to seafarer families. Meetings between SWAPI President and COB, Alice Lamigo, and Lorna O. Fajardo of the Philippines Overseas Employment Association (POEA) have resulted in provision for professional family guidance and counseling for seafarers' wives and family, seminars on how to operate a small-scale business or home industry and other ways of encouraging self-sufficiency.

Of particular importance, SWAPI in 1980 founded a pre-cooperative credit union for members which was granted full official status in 1982. Known as SWAPCO, it allows fully vested members to borrow up to 4,000 pesos payable in five to ten months at a nominal rate of interest. The co-op also encourages participation in seminars on new saving and budgeting techniques, ways to participate in other money-saving co-operative enterprises and provides a regular forum for the sharing of ideas, camaraderie and socialization.

SWAPI also sponsors an annual Medical Mission Sunday where free diagnosis, treatment and medicine are given to seamen's families. A number of women affiliated with the SWAPI are medical doctors and conduct the clinic.

Wives of seamen are also kept informed of any changes in their husbands employment contracts and are encouraged to see that their husbands fully understand their contracts and any benefits applicable to them and their families.

A limited but growing number of scholarships offering free tuition and matriculation fees for qualified needy children of SWAPI members are available and a study now, pay later loan program has recently been started.

Father Anthony Paganoni, executive director of the Episcopal Commission on Migration and Tourism for the Philippines, is the spiritual counselor for the membership. He is a daily presence in the life and work of the association and his annual retreat where members leave their household responsibilities for a day of spiritual reconciliation and renewal is especially well received.

In all its work SWAPI strives to inform the government, religious and other groups, and the public of the particular concerns facing seafarers and their families, and seeks, with the assistance of others, realistic solutions to their problems.

Perhaps most importantly, it has brought an awareness to the seafarer's wife (or nearest female relative, if he is single) that there are people who share her concerns and who can help her in times of distress, that she can grow in self-sufficiency, independence and self-respect in her new role as a solo-parent, and that she and others like her, through SWAPI, can help to alleviate some of the inequities which Filipino seafarer families have so long endured.

No wonder that when the song "Hello Dolly" was played at the reception given by SWAPI for the ICMA delegates in Manila, all the members, children and husbands present cheered and applauded when the performer sang how Dolly was still "going, growing strong." C.W.



Above: Capt. and Mrs. Lamigo in the convent garden.



Below: Heinz Siedler of the Goole Christian Mariners' Association chats with two SWAPI members at a reception hosted by SWAPI. In the background is Graham Chambers of the British Sailors' Society.

Hong Kong Missions to Seamen Plans for the Future

For 100 years the Anglican Missions to Seamen has been a welcome and needed presence in the bustling port city of Hong Kong. Since its arrival there in 1884, it has weathered wars, pestilence, typhoons, and political uncertainty with an equanimity and steadfastness to mission that bodes well for it in the years ahead.

Today the Hong Kong branch of the Missions to Seamen operates two centers: a large 11 story Mariners Club (which is the Asian flagship of the Society) in the heart of downtown Kowloon at 11 Middle Road; and a smaller club opened in 1975 at Kwai Chung, Hong Kong's around-the-clock containerport area. Each club provides excellent food and drink, a shop, chapel, barber shop, recreation area and swimming pool. Eleven Middle Road also offers lodging, bowling, lounges and meeting rooms for study and/or use by local maritime groups such as the Society of Marine Engineers. The Danish Seamen's Church maintains offices there as does the Apostleship of the Sea.

The club at 2 Containerport Road in Kwai Chung includes a special Danish Room for that nation's seafarers and a doctor and dentist are located at the center.

In addition, the Missions to Seamen's launch, *Dayspring*, is used day and night to visit ships both berthed and at anchorage throughout the traffic filled Victoria harbor.

With the steady increase of Asian seafarers aboard the world's merchant fleets and with the advent of the People's Republic of China as a major maritime force, the Hong Kong Missions to Seamen and its local colleagues are looking towards even busier years ahead. But there are problems facing them which also affect similar agencies throughout the world—most of whom were founded and are operated by societies from Western nations.

Today's new ships are larger, more automated with smaller crews. Except for ships officers, the number of Western

seafarers is declining rapidly as an increasing stream of Asian seafarers flows into the maritime marketplace. Already it is estimated that 2/3's of the world's merchant seafarers are from Asian nations, and these seamen are signed-on to berths aboard ship at wages well below those of Western seafarers. In spite of this, they are well



The Mariners Club at 11 Middle Road, Kowloon, HK.

paid relative to the economy of their respective nations and seafaring is a sought after means of earning a living. However, seafarers aboard mainland China's growing merchant fleet are government employees and it is speculated that their government will keep wages lower than other Asian nations in order to capture business. Should this occur, it is likely that any future solution to disparities between East-West or even East-East wage scales for mariners will be resolved internationally at government levels.

It is against this background that the world's seafarers missions and especially frontline ones like the Hong Kong Missions to Seamen must operate. As its senior chaplain, the Reverend Wallace F. Andrews views it, the universal problem facing ecumenical seafarers agencies today is how can Western style clubs built primarily to Western

tastes for Western seamen be made relevant to the increasing numbers of seafarers from Asia—and at the same time maintain needed services for Western seafarers.

As he is quick to point out, there are no easy answers, but few would disagree with him when he says, "The most important thing is to get your ministry right. If you do that, the rest will follow." At the Mariners Club at 11 Middle Road, which is scheduled for refurbishing, it means rethinking space/use needs in order to provide the maximum flexibility and adaptability of the facility including club rooms, recreation areas and lodging accommodations.

At the Kwai Chung containerport, whose limited amount of land forces containerships to line-up and then come in a few at a time to discharge and take-on cargo, it means trying to increase the size of the ecumenical chaplaincy team so that shipvisiting and the Mariners Center in Kwai Chung can operate day and night as does the containerport.

Getting the ministry right also means having chaplains and staff who are highly sensitive to the cultural differences and mores of the various Asian nations; and, in time, even learning to recognize the regional differences within a given nationality.

Most of all, it requires earning the trust of the seafarer through respect for the individual, his culture and religion. It also means a mindful commitment to "mission" as service.

How will the reversion of Hong Kong to the People's Republic of China in the 1990's affect the Missions to Seamen and its colleagues? Father Andrews hesitates to predict. Instead he is willing to rely on commitment to purpose, God's grace and the quality of their work and forethought to earn them the support needed to carry on their mission. If they keep "their ministry right" he is optimistic that they will successfully continue their second century of ecumenical service to the world's seafarers in one of its largest and most important ports. C.W.

Splitting The Buoy

I am a psychiatrist. There are some days when my patients' problems overwhelm me. They become enormously complicated, apparently unsolvable mixtures of damaging environment, traumatic experience, faulty genes, disordered chemistry and just plain self-destructive bad judgment.

It is on such days that I soothe my mind and soul by remembering the night that I almost split the buoy.

It was just after World War II and I was a junior third mate on a cargo ship. I was 21 years old. I remember the smooth dark waters of the Bosphorus, a sky, blue-black overhead but pink on a horizon against which the minarets of several mosques were silhouetted. I remember having dinner with the chief and second mate in a small restaurant in Istanbul. It was on the second floor of an old building and had dark low seats and a menu consisting of, among other things, baked calves' ovaries, jellied calves' brains, a dessert of wafer-thin apple slices sprinkled with powdered sugar and creme de menthe. The evening trailed off in a haze of more than a few glasses of Arak and cups of mud-thick Turkish coffee.

The big laugh of the night was when an over-ripe lady of the evening sauntered up to me outside the restaurant, wiggled her hips, arched a shoulder in her version of coyness and asked me, "Whaddaya say, Yankee boy?" I was to hear the phrase more than once during the remainder of the trip.

However, on this particular occasion, there were undertones of anxiety in our laughter. On the following day, we were to head out of the Bosphorus, into the Black Sea and on to Odessa virtually skipperless.

Our captain was drunk. His latest binge had started after we hit port two days ago and showed no signs of abating. He was a master seaman and generally a great guy but now he lay in his bunk in a stuporous haze of sour booze.

Until the demon passed, the deck

officers would have to stand watch alone, as well as plot each watch without his supervision or assistance. Under normal circumstances, this would not place an inordinate demand upon our seamanship. However, this was an unusual situation.

We were carrying UNRA cargo to Odessa. Our course required us to stay in what we were informed was a mine-cleared channel, one mile wide, until we sighted a lighted bell buoy and then to change course, 90° port, to Odessa.

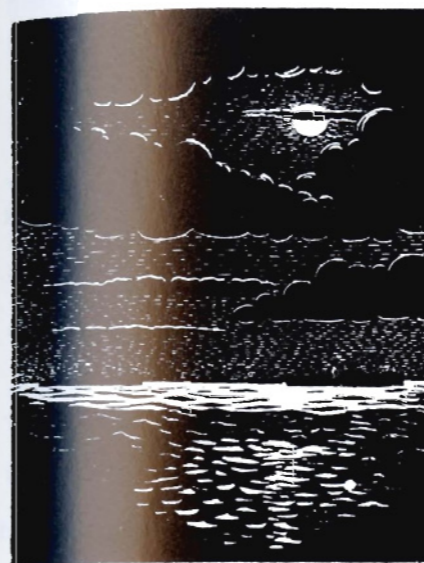
This meant that any straying out of the channel or past the buoy would place us in mined waters. Whoever was on watch when we started this run would have to be razor sharp in his plotting or risk blowing the ship out over the Black Sea.

The run was to fall on my watch—midnight to four.

In the hours preceding it, I went into training like an athlete. I worked out on the monkey deck, avoiding weights, the punching bags or any exercises that might interfere with delicate movements such as plotting bearings and courses on the chart. I ate lightly, napped briefly and on awakening dressed with all possible weather contingencies in mind. I placed chewing gum and two Milky Ways in my windbreaker pocket. I left my cigarettes in my cabin so that I would not be tempted to smoke and thereby lose some of my night vision in the flare of a match. I sharpened all the chart pencils to a scalpel point, checked the charts three times and attended to all my body functions.

Finally, feeling acutely aware of my lowly position and limited experience, I walked onto the bridge to be briefed by the third mate. He patiently went over the problem that we faced. We worked out the ETA (estimated time of arrival) at the buoy. It should be raised at 3:30 A.M.

In that age old ritual of the sea, he formally passed the course to me. From the moment I repeated it, the ship, the cargo and the crew were my responsibility, as were the control of my actions and a rising, almost overwhelming fear.



I've since wondered how, but I managed to sublimate terror into controlled effort.

From midnight until 3 A.M., I proceeded methodically, forcing myself to breathe slowly and to walk deliberately from azimuth to chart room, plotting each bearing with what I hoped was surgical precision. So far, so good. All bearings placed us dead on course—in the middle of the mine-cleared channel.

As six bells rang (3 A.M.), a wave of increased tension rose within me. In thirty minutes the buoy should be raised.

Other than the steady rumbling of the ship's engine and the faint glow of the running lights, there were no auditory or visual distractions as I watched the brown-black sea tumble alongside the ship under the wing of the bridge. For a short while, its hypnotic effect calmed me in a strange way. I found myself drifting into irrelevant thoughts of a tweed jacket I planned to buy when I got home. The New York Yankees and an Irish girl I knew with russet hair, azure eyes and soft full breasts above the slimmest of waists. I caught myself like a parishioner nodding off during High Mass and quickly checked my bearings, charted our position and realized we should be one minute from the buoy.

If we were within a half mile of our estimated position, it would be considered excellent piloting. I waited out on the wing of the bridge almost suspended over the sea, alerted for the lookout to sing out. "Buoy dead ahead" or Buoy to the port (or starboard) bow." I waited and silently urged—pleaded—and prayed for him to sing out.

At 0329, my senses and emotions had revved to a silent screech. We should at least have seen a buoy's light or heard its bell by now! At 0330, I frantically wondered what I should do next. I had never felt so alone before, nor have I since. Just turned twenty-one

years old, I was responsible for many lives on a ship that was proceeding into a mine field. I held my breath, awaiting an explosion.

The captain, if he could be awakened from his alcoholic sleep, could be of no help. Should I call the second mate? Was there time to do anything?

I rushed to the starboard wing of the bridge, craned over the side peering into the night, looking now for mines, poised to take evasive action—if there was time.

The dark shape seemed to come from nowhere, appearing now a few yards from the starboard bow, heading towards the hull. I heard it bang dully against the hull and scrape along the side of the ship. Suddenly it was directly under me amidship and it was too late to do anything except brace myself for the explosion.

The object was brownish black, rusty, no bell and no light but suddenly, I realized it was the buoy! I sang out, "Hard left!" to the helmsman and set the safe course to Odessa. We had been directly on course!

I sat on the seat formed by the starboard running light, numb with relief and smoked a cigarette borrowed from the helmsman.

Either the charts were inaccurate or the Russians had deceived us by having us look for a lighted bell buoy instead of a dark, bobbing, barnacled wreck. Most likely it was the former, for we were carrying free cargo to Odessa.

The rituals of wrapping up the watch became enormously pleasurable. I enjoyed the soft morning breeze, the cool dampness of the ship's rail and a warm

sweet cup of coffee as I awaited the second mate.

I turned over the watch after briefing him. He was pleasant, but as usual, laconic. Then, down in the galley, I sat for a long time over my customary liverwurst sandwich, a Coke and several Lucky Strikes. Afterwards, I clanked up the gangway to my cabin, hit the sack and lay there until the sky turned to a pale shade of gray before I drifted off to sleep.

Upon entering the officers' wardroom for lunch, I could feel a special, cordial atmosphere. The crusty old chief engineer, who had a face like a catcher's mitt and a heart of gold, called me to his side.

"I heard you almost split the buoy last night," he said. "Well done, Mate."

The others chimed in with their congratulations—all in their own way.

As a physician I have received praise and some honors, but they have given me incomplete satisfaction. Once, I found my name listed in "The Best Doctors in America" and, although I was pleased and it made my family proud, I wondered what the criteria were, who made the decisions and how they could accurately make that judgment.

But that night on the midnight to four watch was different. My job was defined. I did it well. The results were clear and my peers judged it from knowledge.

I would love to win a Nobel prize. In fact, it has been a private dream of mine. However, if I did, I seriously doubt that I could feel more (or even as much satisfaction, as I did that long night, long ago in the Black Sea, when I almost split the buoy.

Charles Carlucci, M.D.

SEA NOTES

HOUSE DEFEATS MARITIME SPENDING CUTS AND OKAYS \$\$ FOR GREAT LAKES RESCUE STATIONS

By a vote of 318 to 100 the House of Representatives defeated an amendment to cut an additional 10 percent from the \$416.9 million authorization for the Maritime Administration. The amendment would have meant an actual 20 percent cut, since 10 percent had already been sliced from the budget in committee. Norman Lent (R-NY) said "to go back and cut another 10 percent . . . would really get down into the bone and sinew of our nation's Ready Reserve Force and the U.S. sealift capacity."

Mario Biaggi (D-NY), Chairman of the Merchant Marine Subcommittee said, "We should have more money coming into the maritime agency, not less." The current bill includes \$335.1 million for Operating Differential Subsidies, \$71.9 million for operations and training and \$9.9 million for research and development.

The U.S. House of Representatives also agreed, on June 11, to spend \$15 million to keep 13 Coast Guard search and rescue stations on the Great Lakes operational, maintain the level of personnel dedicated to southeastern drug enforcement activities, and maintain an overall personnel strength of 39,150.

The proposal was made through an amendment offered by Congressman Gerry Studds (D-MA) and Robert David (R-MI), the Chairman and Ranking Minority Member of the Coast Guard and Navigation Subcommittee of the House Merchant Marine and Fisheries Committee.

As explained by Chairman Studds, the amendment merely implements existing law (the 1984 Deficit Reduction Act) authorizing the annual transfer of \$15 million to the Coast Guard from the Boating Safety Account. Monies in the Account are derived from that portion of the federal gasoline tax attributable to motorboat fuel purchases.

As explained by Rep. Lent, an additional objective of the amendment was to fulfill an obligation to the recreational boating community.

"Allowing this money to pass through this Trust Fund without being allocated to support the Coast Guard will violate a trust that we in Congress have with the boating community," he stated.

PIRATES AT SEA

On the evening of January 29, 1985 the Military Sealift Command chartered ship, Falcon Countess, was cruising in the Strait of Malacca en route from Bahrain to Guam. At about 11 p.m. it was boarded by six pirates armed with knives and bayonets. They rifled the ship's safe, taking \$19,471 and left the ship with its cargo unharmed.

Incidents of piracy such as this are not isolated or uncommon today. According to the United Nations Conference on Trade and Development, piracy and related maritime fraud now cost shippers and ship owners more than \$1 billion each year. The UN also reports that some 1,300 people were killed, 2,200 raped and nearly 600 abducted along the coast of Thailand since 1980, many thought to be Vietnamese boat refugees.

Dean E. Cycon, a research fellow at the Woods Hole Oceanographic Institute of Cape Cod, and Eric Ellen, Director of the International Maritime Bureau of Essex, England, led discussions on the question of piracy and what can be done about it at a

two-day meeting held in May at the Institute. Ellen said modern pirates range from handfuls of loosely organized attackers off Singapore, to groups of up to 100 who sneak aboard stationary vessels at night along the coast of West Africa. In recent years, he said, attacks have spread to offshore Brazil and the Caribbean.

Cycon and Ellen said international piracy law and enforcement bodies cannot adequately deal with the growing problem. "Very often a major problem in handling of piracy issues is the lack of communication between various actors involved: shipping nations, enforcement nations, international organizations and military and diplomatic services," Cycon said.

Among those participating in the conference were representatives from the U.S. Navy, the United Nations High Commissioner for Refugees and the U.N. ambassadors from Thailand and Singapore.

SURVIVAL SUITS DO THEIR JOB

For three seamen who spent 12 hours in 32° seas when their clamming boat went down 16 miles offshore Chincoteague, Virginia on February 1, the difference between life and death were the survival suits stowed on board for just such an emergency.

"The men wouldn't have lasted 15 minutes without them," said Dr. Alexander Berger, who helped treat the survivors after they were rescued. One other crew member was not so fortunate. He apparently died from exposure because his survival suit was ripped and could not hold out water.

The tragedy began as the Atlantic Mist was carrying 44 tons of surf clams back to port. It is thought some of the clams broke loose and clogged the cockpit drains. When seas whipped by winds of 25-30 knots began breaking over the deck, the pumps could not keep up and Captain Robert Martin decided to abandon ship.

Captain Martin notified the Coast Guard and then he and the four crew members donned their survival suits, inflated a raft and left the ship. Yet tragedy stalked them. The Atlantic Mist went down stern first, but one of the outriggers caught the raft and began pulling it down as well. One crew member was dragged under. The others escaped and hooked arms to stay together in the heavy seas. They tried to keep their shipmate, whose jacket was ripped, alive by moving him in the water, but to no avail.

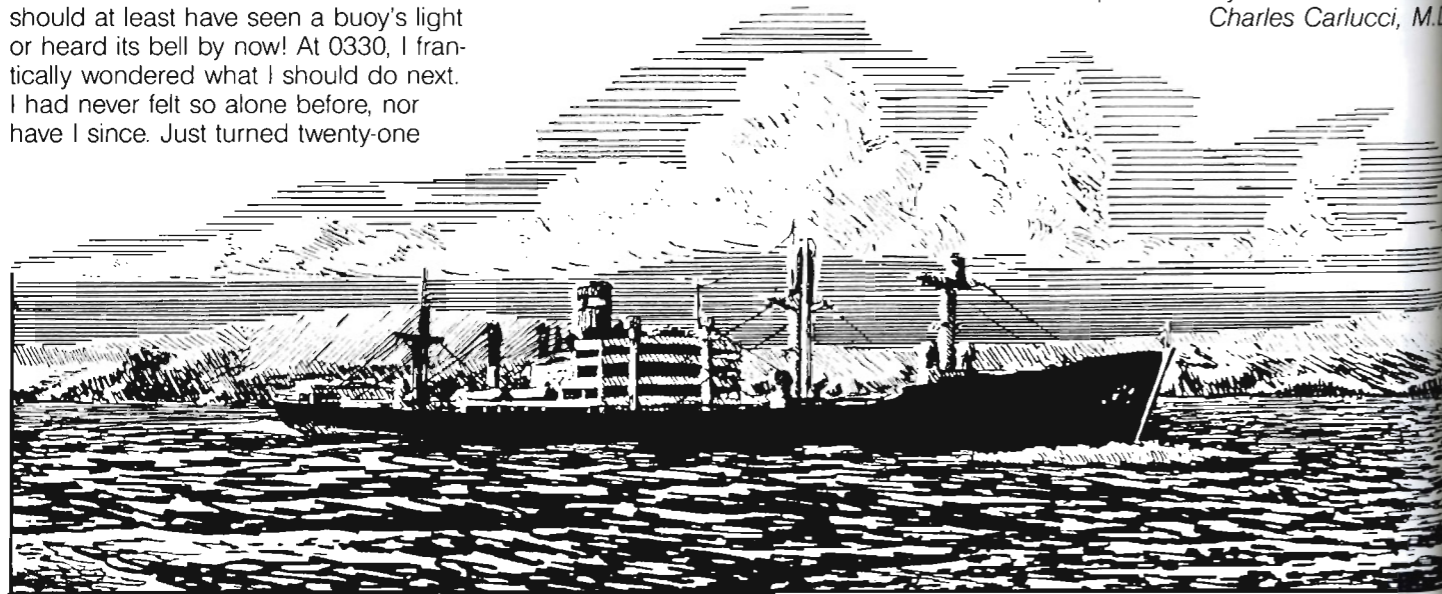
The survivors were rescued by a passing fishing boat.

AMMLA'S BOLLMAN LIBRARY TO KING'S POINT ON PERMANENT LOAN

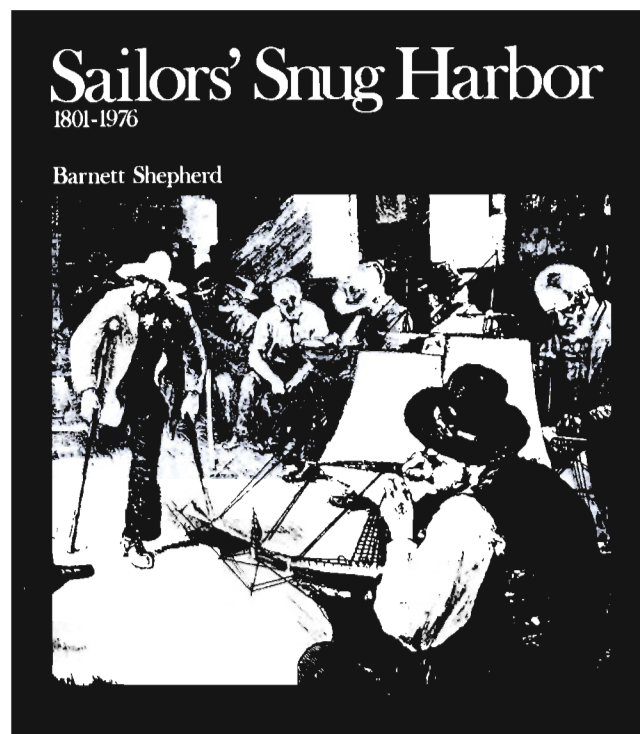
The American Merchant Marine Library Association's William Bollman Collection, considered one of the most extensive libraries of books on American maritime history, is now on permanent loan to the U.S. Merchant Marine Academy at Kings Point, New York.

AMMLA Director Salley-Ann Coash along with the Director of the United Seamen's Service presented the 3,500-volume collection to the Academy. Accepting the collection on behalf of King's Point were its superintendent, R/Adm. Thomas A. King and George Billy, Chief Librarian of the Bland Memorial Library, where the books will be kept.

Billy expressed the Academy's gratitude on receiving the collection. "The Bollman collection is a research source of magnificent proportions. Midshipmen will be able to read about the traditions



RECOMMENDED READING



SAILORS' SNUG HARBOR; 1801-1976

by Barnett Shepherd
Snug Harbor Cultural Center in Association
with the Staten Island Institute
of Arts and Science

Publishing Center for Cultural Resources
625 Broadway
New York, NY 10012
Paperback, Illustrated
105 pages, \$7.95 in USA
ISBN 089062-202-7

When Robert Randall, who inherited a shipping fortune, died without heirs in 1801, his will provided funds to erect an asylum called Sailors' Snug Harbor for maintaining and supporting "aged, decrepit and worn-out sailors." Barnett Shepherd tells the story of this famous retirement home in a delightful combination of text, drawings, maps and vintage and modern photographs. His words are supplemented by facsimile reproductions of literature about life at Sailors' Snug Harbor including an essay by Theodore Dreiser. Rising costs and changes in the maritime industry caused the home to move out of its quarters on Staten Island to a new site in North Carolina in 1976, but the buildings have been preserved by the City of New York and the area is used for cultural exhibitions and outdoor musical performances.

The book can be purchased from the Publishing Center for Cultural Resources. E.K.

SEA NOTES (cont'd)

of the maritime profession." He added that the AMMLA collection augments the library's already extensive collection and enlarges its role as a national resource for maritime information.

The Bollman Collection includes maritime history prior to World War II and out-of-print stories from sailing days. Sea superstitions, pirates and the evolution from sail to steam are some of the topics covered in the collection's many holdings.

MARITIME HALL OF FAME

A group of four outstanding individuals and four ships were selected for induction into the National Maritime Hall of Fame on May 18. Established in 1982, the Hall of Fame is the only institution in the nation dedicated to commemorating the contributions by people and ships to America's maritime heritage. The Hall is part of the American Merchant Marine Museum and is located on the campus of the U.S. Merchant Marine Academy in Kings Point, New York.

The four people selected in 1985 were: Capt. Robert Dollar, who started on the West Coast with one coastal schooner and developed the largest American steamship line in the 1930's, the

Dollar Line; Matthew Fontain Maury, called the pathfinder of the seas, who designed the first wind and current charts; John Ericsson, inventor of the rotary screw propeller driven by a steam engine; and Captain George Mckay, a statesman, inventor and reformer who was involved in Great Lakes shipping.

The four ships selected were: *Great Republic*, the largest of the swift clipper ships and was built in 1853; *Mary Powell*, one of the most popular Hudson River Day Line steamers, which operated for nearly 60 years; *Great Northern*, an elegant and swift Pacific coastal liner that served as a troopship during both world wars; and *Tashmoo*, the most notable and distinctive excursion boat operating on the Great Lakes at the turn of the century.

"This year's Hall of Fame selections demonstrate the richness and diversity of the United States' maritime history," said U.S. Merchant Marine Academy superintendent Rear Admiral Thomas A. King. The Hall of Fame was started by Frank O. Braynard, who currently serves as curator of the American Merchant Marine Museum. What makes the Hall special, Braynard believes, is that it includes all areas of the shipping industry—deep sea, coastal, inland waterways and the Great Lakes. E.K.



Instructors work side by side with students during firefighting exercises at Nassau County Fire Field. Here a student learns how to approach a fire using an extinguisher.

Basic Firefighting Takes To The Field

It's near the end of the first of two days of field training at the Nassau County Fire Service Academy in Bethpage, New York and the 12 students enrolled in SCI Maritime Training's Basic Firefighting Course have already been through a lot. They've donned and used breathing apparatus, been through a smokehouse-maze-and-search exercise and used portable extinguishers to put out several types of fires.

Now, they were gathering against the wall of a room that would soon hold a small, but intense fire. As Sal Marchese, one of the instructors explains, they were standing without breathing apparatus, in a controlled situation so they could experience and understand something many had only read about or seen on film—how rapidly even a small fire can develop, using up the available oxygen and creating intense radiant heat; and, just as importantly,

how quickly it can be extinguished using the proper techniques.

With three of the five instructors interspersed among the students and one ready at the door, the door was closed and the fire material was lit. The crib of dried timber ignited easily and was soon consumed. At first everyone stood, breathing easily as the fire grew. The smoke thickened and filled the top of the room, so they dropped to their knees for air. Then, everyone was down on hands and knees, as close to the ground as they could get. Only a few minutes—perhaps three or four—had elapsed, but they were glad to see the door open, so they could scramble in an orderly fashion towards it and out of the room. A hose was brought in, water applied and the fire was out as quickly as it had begun.

This demonstration set the stage for the next day's exercises, which were the culmination of a week's intensive

classroom and field training on the science of fire and fire control. During these exercises—Engine Room Fire Drill and the Cabin Fire Rescue Drill—the students worked in teams to test both their skill in putting out fires and their ability to work together to form an effective firefighting unit.

For George Munkenbeck, Jr., Co-Director of SCI Maritime Training and chief instructor for the course, the key to its success lies in the combination of knowledge and experience built during the week's program. "It is our belief that for a person to act effectively in a fire emergency, he or she must have a basic understanding of the nature of fire, be thoroughly familiar with the firefighting equipment available aboard his or her vessel and, most importantly, have confidence in his or her own ability to use that equipment to confront fires when they occur."

To achieve these goals, the course,



Clockwise from top left:

Students help one another don Scott Air-packs in preparation for maze exercise.

Instructor goes over how to check and ready fire extinguishers before use.

At the end of each exercise, the instructors talked with students about what they just experienced.

Student approaches a simulated ship-board kitchen fire.

which is approved by the U.S. Coast Guard, works toward two objectives: mastery of the technical and practical knowledge necessary in the classroom and then demonstration of the student's ability to act confidently and effectively in fire field exercises.

Although the backgrounds of the students varied in terms of experience and maritime occupations, they echoed the feelings expressed by Mike McCabe that the course offered a unique combination of the theoretical and practical. "To paraphrase an old saying, an hour of hands-on experience is worth a thousand hours of reading about firefighting. Because we've been shown the equipment we'd use during a fire and had the opportunity to look it over, ask questions and use it, my confidence about using the equipment in a real emergency on ship has grown," he said.

McCabe also said the progression of exercises added to his knowledge and self-assurance. "Each situation built upon the elements we'd already learned so I felt confident that I had the skills to handle the next challenge that came to me."

Angelo Petosa said he took his first firefighting course in 1953 and that he had tried to keep current in the mean-

time on his own. "It's one thing to read books and participate in fire drills and quite another to get the type of practical experience I've had this week. Both the thoroughness and firefighting experience of Mr. Munkenbeck and the other instructors gave this course a special dimension."

Munkenbeck and Gary Gerard, who are both experienced marine and land fire fighters, teamed to lead the three days of classroom instruction and demonstrations. At the fire field they were joined by four instructors with equally outstanding knowledge and experience. Sal Marchese and John Norman, III are Deputy Chief Inspectors at the Nassau Fire Academy and members of the New York City Fire Department. Nelson Finklestein and Harry Welt, who serve on the staff of the Nassau County Fire Marshal's Office, are instructors on the Fire Academy staff and volunteer firemen in Nassau County.

With five instructors (Marchese and Norman each led one day's activity at the field) working with 12 students, there was close supervision during each exercise. The instructors monitored student performance and gave them immediate feedback on what they were doing.

"Although, we only have a limited amount of time," Chief Marchese said, "we can make up for that by working closely with the students. We are side-by-side during the exercises, so we can let them know what they are doing right and correct their mistakes immediately, while they are operating the equipment and have the chance to change their action and do it correctly."

Donna Enrietti said the combination of the enthusiasm and practical knowledge offered by the instructors made them very effective. "They were right there behind you during the exercises," she said, "but they were not intrusive. They let you try it on your own, but were there to give you help when you needed it in such a way that it built your confidence."

In the end, the students were tired from the workout at the fire field, but they agreed it had been worth it. "Although I have seen some fires on board ship during my time," Petosa said, "I'd never had the opportunity to use the firefighting equipment available in these kinds of drills. Of course, I hope I never have to use it, but now I know the right way to handle the situation if I am faced with it."

E.K.

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