

## Cruz Survives 20-foot Plunge Shipmates' Ingenuity, 24-Hour Care Save AB's Life on M/V Baltimore



A Coast Guard helicopter lifts the injured Seafarer from the M/V Baltimore in waters off the Carolinas' coast.

Aboard the M/V Baltimore, an Apex Marine integrated tug/barge tanker, the SIU's Brotherhood of the Sea is more than a slogan. It is a way of life to which Seafarer George Cruz says he owes his survival.

A heartwarming demonstration of the real stuff of which the Brotherhood is made took place when Brother Cruz, who was about to paint the ladder, suddenly plunged more than 20 feet from the port side of the stack deck to the boat deck. Apparently in critical condition, with a broken wrist and severe back injuries, Cruz could not move.

### The injured Seafarer was never left alone . . .

The mishap occurred a little after 0900 on March 29, as the vessel was returning to New York from St. Croix on a regular run. The Coast Guard was notified immediately of the accident and scheduled a rendezvous with the Baltimore to transfer the injured Seafarer to a hospital. Later Cruz stated that, "I was in more pain than I ever dreamed possible."

#### Crew Moves Quickly

Meanwhile, the crew went to work to do everything that could be done to make Brother Cruz as comfortable as possible, and to prevent his body from going into shock. Captain Ed Bise

placed the damaged wrist in a splint. Bosun George Kahn and the deck crew fashioned a stretcher of plywood so that Cruz could be moved from the deck to his room.

Unable to move his head or limbs, Brother Cruz could not take nourishment, so his shipmates in the black gang manufactured a special drinking straw that enabled him to take in liquids. Chief Steward Tony DeBoissiere handled the stricken Seafarer like a baby, lifting and holding his head as he spooned Cruz with specially-prepared food.

The injured Seafarer was never left alone. A virtual intensive care unit was set up as fellow Seafarers of the deck crew maintained an around-the-clock watch to keep Cruz in stable condition until arrival of the Coast Guard which got to the scene on noon of the following day.

(Continued on Page 18)



George Cruz



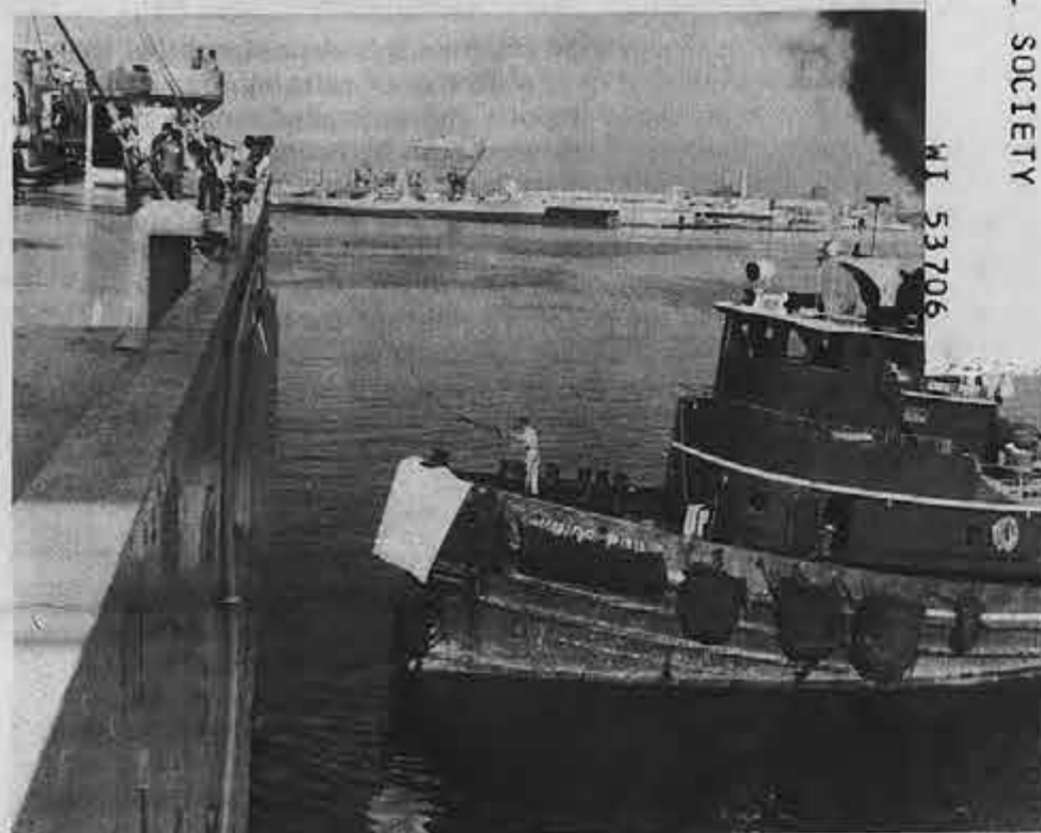
M/V Baltimore Bosun George Kahn (right) and Chief Steward Tony DeBoissiere.

# SEAFARERS LOG

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May

## A War-Time Hero Comes Home to Balti



One of a few remaining Liberty ships, which played such a heroic part in the WWII victory of democracy, is towed into the port of Baltimore by SIU-crewed tugs. Onboard the Liberty ship are volunteer mariners, including retired SIU members. See page 6.

## T-AGOS Performance Cited

# Navy Honors Sea Mobility Company and SIU Crew

Page 3

## Panel Announces Award Winners

# Union Scholarships Awarded To 2 Seafarers, 4 SIU Dependents

Page 2 and 24

## Inside:

Lundeberg School Offers  
New Inland Curriculum

Page 2

Union Industry Probe  
Drug Testing Problem

Page 5

'Zero Tolerance' Policy Means  
Seizure, Halt of Operations

Page 3

SIU Crews Cape Horn  
in San Francisco, CA

Page 13

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## President's Report

The priority which the Soviet Union gives to its merchant fleet offers a marked contrast to the neglect and indifference that characterizes the United States' attitude toward its shipping capability.

An article in *The Journal of Commerce* by its Moscow correspondent reports that the Soviet Ministry of the Merchant Marine has begun "a massive modernization program that could cost the state treasury more than \$4 billion under the 1991-95 five year plan."

If the plan is fully completed, *The Journal of Commerce* story says it would give the Soviet Union one of the most up-to-date fleets in the world by the mid-1990s. Shipping experts also are urging the Merchant Marine Ministry to purchase new ships and equipment which is intended to reduce the dependence on chartering of ships.



The *Journal of Commerce* reports that the Soviets have 1,650 ships with a total of 20.2 million tons of carrying capacity. Of them, 65.9 percent are dry cargo ships, 27.2 percent are tankers, 6.4 percent are combination ships and 0.5 percent are passenger vessels. The Soviet ministry says that last year, Soviet ships carried 256 million tons of cargo, 77 million of which was in the coastal trade.

### Soviet Shipping Aims at Larger Share of Commerce

The massive fleet modernization program is a clear signal that the Soviets are still committed to their objective of carrying a major share of their own exports and imports and to expand their activity in the cross trades. They are motivated both by economic considerations, among them the desire to earn hard currency, and the all-important national security consideration. The Soviets understand too well the danger of dependency on foreign shipping. Meanwhile, here in the U.S., the merchant fleet fails to get even minimal attention. It appears that only the people responsible for the national security are worried about our lack of a sufficient merchant fleet. The big hope is that the people in the Defense establishment who are attempting to wake up the nation to this national deficiency will be able to turn the situation around.

The people over at the Department of Commerce are stepping up activity designed to promote the export of American products. Increasing our exports to the foreign markets is one of the best ways to reduce the massive trade deficit which has been hanging over the nation for too long. The lower valued dollar makes it easier to sell U.S.-made goods abroad. The experts tell us that for every \$1 billion dollars in U.S. exports, 25,000 jobs are created.

The push on exports, referred to as the Export Now program, got under way last year. It is being handled by the Commerce Department's U.S. and Foreign Commercial Service, which is responsible for trade promotion both domestically and abroad. This office is operating an elaborate network made up of 48 district offices and 19 branch offices throughout the U.S.

Particularly interesting to us is the fact that the directors of the program are making a strong effort to promote the use of U.S.-flag ships in conjunction with their export promotion activities, and they are seeking the cooperation and input of the industry in determining how best to crank up the use of American vessels.

This Commerce Department activity on behalf of U.S. shipping underscores some of the reasons behind our suggestion several weeks ago that perhaps it was a mistake for our industry to have agreed to be transferred from the Commerce Department to the Department of Transportation without some assurance that the problems of the industry would be appropriately addressed.

We suggested further that the industry might well consider whether it might be better served by moving the Maritime Administration back to Commerce or giving it independent agency status. Commerce is in effect promotion-oriented, while Transportation does not stress promotion but is regulatory in its approach.

We think the Export Now program and its inclusion of U.S. shipping promotion is further evidence of the point we were making.

While seamen the world over are very special people in our judgment, Seafarers are the very best. The best qualified, best trained, gutsy and caring. And we point with pride to the crew of the tanker *MV Baltimore* (Apex Marine) as an example of what we're talking about. Had it not been for the devoted care and attention of his shipmates when AB George Cruz suffered a very serious fall, he feels he might not have been around to tell the story.

To all hands, especially Bosun George Kahn, Chief Steward Tony DeBoissiere, and Captain Ed Bise, our deep thanks and a big salute for their ingenuity, skill and kindness in, as George Cruz put it, saving his life.

*Michael Sacco*

## Seafarers, Dependents Win SIU Scholarships

Two Seafarers and four children of SIU members have been named winners in the 1989 SIU scholarship program, it was announced by the impartial panel of educators. The awards were chosen on the basis of previous academic performance.

The two SIU members awarded scholarships are:

AB William McRee, 26, of Santa Fe, NM who will receive a \$10,000, four-year scholarship and AB Laura Kay Morgan, 29, of North Hampton, NH who won a two-year, \$5,000 scholarship.

The four dependents who were awarded four-year, \$10,000 scholarships are:

Sandra Chew, 17, of San Francisco, CA. She is the daughter of SIU pensioner Tak Lim Chew and Yim Ching Chew;

John E. Costango, 19, of Mohnton, PA. He is the son of Seafarer George Costango and Barbara Snyder;

Glen D. Gontha, 16, of Brooklyn, NY. He is the son of deep-sea member Edward J. Gontha and Sientje Gontha;

Tamara Greene, 18, of Valdosta, GA. She is the daughter of Seafarer Ray E. Greene and Paula P. Pena.

In a communication to all winners, SIU President Michael Sacco extended the best wishes of the union as they pursue new studies. He said the union is proud of their achievements.

Since the SIU started the scholarship program in 1952, 185 scholarships have been awarded.

The Scholarship Award Committee consists of six professional educators. They are Dr. Trevor Carpenter, director of physical education and intercollegiate athletics at Charles County Community College in LaPlata, MD and Dr. Michael Glaser, professor of English at St. Mary's College in St. Mary's City, MD.

Also Dr. Charles Lyons Jr., senior consultant for the American Association of State Colleges and Universities; Dr. Charles D. O'Connell Jr., special assistant to the president at the University of Chicago; Dr. Gayle A. Olson, professor of psychology at the University of New

Orleans, and Dr. Keith Schlenker, Department of Pharmacology, Medical College of Ohio, Toledo, OH.

For more information on the SIU's scholarship program winners, see page 24.

## New Inland Courses Set

The SIU's tradition of providing increased job opportunities for its members continues with new courses at the Seafarers Lundeberg which will give inland boatmen a chance to obtain or upgrade their licenses.

These new courses, on top of the already extensive inland training available at the school, will give SIU inland members the skills and qualifications the towing industry is seeking.

The eight-week courses will cover original and upgraded licenses for: 500-1,600 ton mate, operator and second class operator uninspected towing vessels and 100-200 ton mate and master, limited assistant and limited chief engineer courses.

The first course is scheduled for July 17 through September 8. It will be filled on a "first come, first serve" basis. Along with course work relating to the particular license being sought, CPR, first aid and firefighting classes will be required.

School officials stressed that before anyone may be accepted for the programs they must have a U.S. Coast Guard approved evaluation of their seetime.

To receive an evaluation of seetime, one must contact:

United States Customs House  
40 South Gay St.  
Baltimore, MD. 21202

Applicants must meet this and other normal school requirements.

When the application for a license is submitted to the Coast Guard, it must include a handwritten note requesting that the Seafarers School be notified the application and review has been accepted by the Coast Guard.

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# SIU-Manned T-AGOS Pacific Vessels Honored by Navy for 'Superb Operations'

Navy Secretary William L. Bell III, said the crews of the Pacific T-AGOS fleet "demonstrated exceptional professional competence, resourcefulness, innovation and dedication in support of Pacific Fleet ASW operations while conducting consistently superb daily operations, numerous special ASW tasks and the development and employment of new systems."

Secretary Bell's remarks were part of the citation accompanying the celebrated Navy Unit Commendation pennant and certificate presented to the five SIU-crewed T-AGOS vessels operating in the Pacific.

## T-AGOS Critical to Defense

T-AGOS is the name used to describe the surveillance-towed-array-sensor-system ships which coordinate antisubmarine warfare (ASW) operations. The vessels, although operated by a private company and crewed by civilians, play a key role in the national defense of the United States.

SIU members crew the five vessels which make up the Pacific T-AGOS fleet: Triumph, Contender, Assurance, Indomitable and Assertive. Officers on T-AGOS vessels are represented by District 2, Marine Engineers Beneficial Association-Associated Maritime Officers.

On hand for the April 21 presentation of the pennant were Sea Mobility Vice President Mike Clarity and the USNS Triumph crew. Sea Mobility, a private maritime services company, has



T-AGOS vessel master Wade Armstrong (left) receives the prestigious Navy Unit Commendation pennant from Captain Alan R. More, commander, Ocean Systems Pacific. Sea Mobility Vice President Mike Clarity looks on.

been responsible for the operation and management of T-AGOS vessels for the past four-and-a-half years.

## 'Outstanding Knowledge'

Concluding the citation, Navy Secretary Bell said: "By their outstanding knowledge, technical expertise, determination and total devotion to duty, the officers, enlisted personnel and civilian employees . . . reflected great credit upon themselves and upheld the highest traditions of the United States Naval Service."

The Navy Unit Commendation was awarded to the T-AGOS Pacific fleet for "exceptionally meritorious service from January 1, 1986 to September 30, 1987."

Upon their return to port, the Contender, Assurance, Indomitable and Assertive will be presented pennants and certificates.



Alongside the USNS Triumph: AB Lael Schmidt (left), Bosun Sam Wooten, AB Ted Dodson, QMED Don Cooper and OS Darren Williams.



Underway in Pearl Harbor, OS Chad Pianaia (left), AB Ted Dodson and Chief Mate John Yeskewicz bring up the anchor.



Bosun Sam Wooten (left) and OS Darren Williams rig the gangway.

## Any Amount of Drugs Leads to Vessel Seizure, Says Government

Under the zero tolerance, policies of the Coast Guard and U.S. Custom Service, any amount of drugs—no matter how minuscule—may lead to seizure of the vessel and the arrest of those in possession. This very severe penalty, affecting U.S.-flag vessels, can be devastating to a ship operation.

Zero tolerance, as well as other anti-drug measures, have followed the enactment of the Omnibus Drug Initiative Act of 1988.

In response to the narcotics crisis, both the SIU and the shippers have pledged their cooperation with legitimate law enforcement. But the sweeping nature of the new zero tolerance policy of the Coast Guard and U.S. Customs is excessive, say maritime industry representatives.

### No Innocent Owners

Under the zero tolerance policy, the Coast Guard and Customs do not hold any owner to be innocent.

On Jan. 8, 1989, Coast Guard

and Customs officials seized and held the tug/barge Adrienne/L, because there were 2.3 grams of marijuana found on the vessel.

Customs also seized a large California-based research ship near Honolulu, since agents found a small amount of personal-use drugs. Federal authorities charged a crewmember with importing and possessing one gram of marijuana.

In view of these federal ac-

pany's operation.

Under the zero tolerance program, the Coast Guard escorts a seized vessel to port and turns it over to the Customs Service. Then Customs initiates administrative procedures to determine whether to fine the owner and release the vessel, or whether to take additional action. The Customs Service issues notice of all penalties imposed and information on how to contest them.

**The cost of a seizure is high . . . a seized tow could cost \$20,000 a day and could jeopardize a shipping operation.**

tions, the shipping industry would prefer to get back to the legal assumption of the innocent owner.

The cost of seizure is high. For example, a seized average tow would cost an operator \$20,000 per day. Over a period of three weeks, the cost would amount to \$420,000, and possibly the permanent loss of shipping customers, jeopardizing a com-

### Carrier Agreements May Help

Agreements between Customs and the carriers may solve some of the problems raised by zero tolerance. The purpose of these carrier agreements is to develop government-industry cooperative efforts to deter illegality.

While these agreements cannot exempt a company from the law,

the Customs Service agrees to take into account the extent to which the participant has shown compliance with the agreement's terms.

### Fishing Vessels Exempt

One segment of the maritime industry, fishing, has won a victory on the seizure question. The Omnibus Drug Initiative Act of 1988 exempts commercial fishing vessels from seizure for trace elements of drugs found on-board.

Also, under a proposed rule by the Coast Guard, personal-use quantities of illegal drugs discovered on fishing vessels would subject owners to a summons, not a seizure. The Customs Service would determine penalties or forfeiture. If the vessel failed to appear at the designated local Customs office after the summons, the vessel could be seized and the owner subjected to prosecution.

These provisions for fishing vessels show the government has some understanding of the industry.



## Industry Fights to Keep Maritime Out of Trade Talks

Alarmed by the administration's reluctance to remove maritime services from the General Agreement on Tariff and Trade (GATT) agenda, over 150 organizations—including the SIU—have formed an impressive united, industry coalition. Moving quickly, the coalition representing "all those who operate, crew and build U.S.-flag vessels," has launched a program to keep shipping from being used as a government bargaining chip in the GATT Uruguay talks scheduled to begin this summer.

In a letter to Ambassador Carla Hills, the U.S. Trade Representative, the maritime industry coalition said, "We strongly and unequivocally urge the

United States government not to propose, and not to accept, the inclusion of waterborne transportation in any services agreement reached during the current Uruguay round of GATT negotiations."

The proposals on GATT's agenda "would restrain and restrict the ability of our government to strengthen maritime promotional measures or to adopt new measures promoting the fleet in the future," the coalition stated.

The industry group reminded Ambassador Hills that Congress, when facing a decision on whether to include maritime services in the Canada Free Trade Agreement, strongly voted

to keep the matter out of the legislation.

Any GATT agreement on maritime services could have dire consequences for the American flag merchant fleet. If waterborne transportation is governed by an international trade protocol, protection and promotional legislative initiatives could be negated.

At stake is the Jones Act which bars foreign vessels from providing service between two

destinations in the United States, cargo preference laws which reserve a percentage of government-generated cargo for U.S.-flag carriers and operating subsidies designed to make American waterborne transportation globally competitive.

In its 40 years of history, GATT has concentrated exclusively on the trade of goods. The inclusion of services in the current round of talks is a dramatic change from that practice.

## MTD Urges Trade Rep. to Protect Shipping

The Maritime Trades Department, AFL-CIO, in a communication to U.S. Trade Representative Carla Hills, voiced its "strong opposition to inclusion of maritime services in any agreement coming out of the Uruguay round of the General Agreement on Tariffs and Trade (GATT) negotiations."

**Don't gamble with nation's maritime laws, it's not worth the risk . . .**

Representing 43 national and international unions and 8.5 million workers engaged in maritime and maritime-related trades, the MTD opposes any use of shipping as a bargaining chip in the trade talks. The administration's belief that it could protect existing national maritime laws is a

gamble not worth taking, notes the organization.

"To exclude existing programs on a piecemeal basis would serve no practical purpose, except to mask the consequences of a services agreement," MTD President Sacco told Ambassador Hills.

The MTD noted that GATT's framework services agreement provides for the exclusion of sectors should they meet "certain overriding considerations." If any sector "cries out" for exclusion, it is maritime, states Sacco, especially in view of its national defense role.

Furthermore, says the MTD, it is alarming that "U.S. negotiators have been and are at the forefront of efforts to place and keep maritime services on the agenda." The administration's role, urges Sacco, is "to hold the line against any provision under GATT . . . which would adversely impact the U.S. merchant marine."

## Secretary Skinner, Sacco Discuss Shipping



The plight of U.S.-flag shipping and the need for corrective measures were among matters discussed by SIU President Michael Sacco (second from right) in a meeting with Secretary of Transportation Samuel Skinner (third from right). Participating in the discussion were Herbert Brand (left), chairman of the Transportation Institute's board of directors and James Henry (right), president of the Transportation Institute.

## Commercial Ships Need New Lifesaving Equipment, USCG Says

The Coast Guard called for a major overhaul of lifesaving equipment aboard the nation's merchant fleet, issuing proposed regulations that would require SIU-contracted vessels in ocean-going service and in the Great Lakes trade to modify existing lifesaving gear.

The rules are designed to carry out recommendations of the National Safety Transportation Board and would bring the United States into compliance with the international treaty known as "Safety of Life at Sea Convention (SOLAS)."

The Coast Guard proposed that large cargo and tank ships carry totally enclosed lifeboats to protect passengers from heavy seas. The enclosed lifeboats would be self-righting or would be outfitted with escape means.

### New lifesaving gear complies with international law

Large passenger ships in ocean service would be required to use partially enclosed lifeboats, to provide more protection than the open lifeboats currently in use. Under the proposed rule, lifeboats would be enclosed with rigid canopies at each end and an open area in the center that could be quickly closed with a foldable cover.

Other new lifesaving systems proposed in the rules include:

- Free-fall lifeboats whose design and angle of entry into the water would allow the craft and passengers onboard to survive the impact of the fall. Free-fall lifeboat users would receive special training before using this equipment.
- Marine escape slides, like the inflatable ones used on aircraft, which would allow passengers to quickly evacuate a sinking ship onto a platform.
- Inflatable platforms designed to handle a large number of passengers at one time.

In addition, all large commercial ships would be required to carry a new type of Emergency Position Indicating Radio Beacon (EPIRB) which operates on a worldwide satellite frequency. The updated EPIRB improves

search and rescue operations throughout the world.

The Coast Guard announced it would permit a four-month comment period, which runs through Aug. 6, 1989, before final implementation of the proposed rules.

## House Panel Ok's Ship \$ Bills

The House Committee on Merchant Marine and Fisheries has completed action on major maritime appropriations bills.

The committee approved five amendments to H.R. 1486, which authorizes MarAd's appropriations for fiscal 1990. They include:

- Changing the authorization level for Operating Differential Subsidies from \$250 million, based on a "best guess" of the government's obligations, to "any amounts necessary." The amendment, sponsored by Chairman Walter Jones, also changes funding for state maritime academies to maintain the status quo.
- Re-authorizing the War Risk Insurance Program.
- Ensuring that the federal government itself maintains the ships in the National Defense Reserve Fleet.
- Authorizing operation of the current five training vessel fleets at state maritime academies. The amendment, proposed by Rep. Gerry Studds (D-MA), also would require MarAd to study how best to meet at-sea training requirements, and would prohibit ship-sharing until the study is complete.
- Establishing a National Maritime Enhancement Institute at a non-profit institution of higher learning. The amendment was offered by Rep. Roy Dyson (D-MD) on behalf of Rep. Billy Tauzin (D-LA).

The committee also approved H.R. 840, authorizing \$16.35 million for the Federal Maritime Commission in the next fiscal year. The bill includes an amendment by Chairman Jones to regulate the FMC's new Automated Tariff Filing and Information System, and an amendment by Rep. Norman Shumway (R-CA) to eliminate the requirement that tariffs be posted under glass on vessels.



## UNION, INDUSTRY SEEK ANSWERS TO DRUG TESTING PROBLEM

SIU-elected officials and representatives of 35 maritime companies met to develop strategies for implementing the government's mandatory drug testing regulations. Conference participants—representing deepsea, Great Lakes and inland companies—also reviewed government-proposed rules requiring a drug-free work place.

In opening the May 2 conference, SIU Executive Vice President Joe Sacco noted the high turnout. He said, "The large attendance demonstrates that cooperation between the union and its contracted companies is the best way to ensure that individual employees' rights are not violated and that operators can continue to compete despite the new government-imposed costs."

The one-day conference, held at the Lundberg School, covered the following points:

### U.S. Coast Guard Drug Testing Regulations

Promulgated in November of last year, the rule set June 21 as the day when pre-employment drug testing would be mandatory for all individuals working on U.S.-flag vessels.

The regulation also requires periodic, random, post-accident and reasonable cause drug testing to be in place by Dec. 21 of this year.

The meeting participants received a report on the jointly-filed SIU and Transportation Institute lawsuit—due to be heard in court on June 14.

### DOT Drug Testing Procedures

Union and company representatives heard a step-by-step description of the Department of Transportation's drug testing procedure rules. The agency has outlined specific procedures for collection of urine samples, and analysis and reporting of results.

Participants reviewed the mechanisms established by the union and its contracted companies to comply with the cumbersome requirements outlined in DOT's rule.

### Federal Contractors Drug-Free Work Force Regulations

Attendees heard a report on the interim final rule which affects private companies who bid on federal government contracts. The regulations state that any bid worth \$25,000 or more must be awarded to private companies who certify that they will maintain a drug-free work force.

### DOD Drug-Free Work Force Regulations

Department of Defense policy now requires that all subcontractors show proof that employees comply with drug-free work requirements, the meeting was told.



Pictured above in counter-clockwise order: SIU Executive Vice President Joe Sacco opens the conference. Great Lakes participants during a break—(on left hand side of table) David Schultze of American Steamship Company and the Great Lakes Association of Marine Operators (standing left), Norman O'Neill of Cement Transit Company (standing center), Bill Lockwood of Interocean Management (standing right), David Updegraff of Hannah Marine Corporation (seated left), Joseph C. Barnes of OLS Transport (seated right), (on right hand side of table) SIU Headquarters

Representative Byron Kelley (seated left), Donald Pfohl of American Steamship (standing center) and William E. Bolton, Jr. of Pringle Transit Company. SIUNA Vice President Augie Tellez reviews the collection materials used to comply with the drug testing procedures. Pat Postiglione (left) of Maritime Overseas and Edmund Davis of Sea-Land. Carmine Bracco (right) of Bay Tankers and American Maritime Association and SIU President Mike Sacco. Captain Robert Johnston (left) and Eric Linsner of Energy Transportation.

### Carriage of Contraband Aboard Vessels Rules

What does an operator do to ensure that no drugs are smuggled aboard? Conference participants discussed government-proposed precautionary procedures which are designed to avoid drug smuggling.

### Vessel Forfeiture Regulations

Information was provided on vessel forfeiture rules proposed simultaneously by the U.S. Customs Service, the Attorney General and the Coast Guard. The forfeiture regulations establish a process for the prompt return of commercial vessels seized for discovery of personal-use drugs. The return of the carrier would be based on the owners' ability to establish innocence.

The participants also heard from Donald Reusch, formerly with the U.S. Customs Service. He reviewed Custom's role in enforcing the Jones Act and explained the considerations involved in granting exemptions.

## COURT SETS JUNE 14 HEARING FOR DRUG TESTING LAWSUIT

Federal District Court Judge Thomas Hogan set June 14 for the second hearing of the SIU and Transportation Institute lawsuit against the Department of Transportation's mandatory drug testing regulations.

The June 14 hearing date was scheduled during the April 24 conference with Judge Hogan and Department of Transportation lawyers. Judge Hogan suggested the hearing date because it would fall before the June 21 date when the pre-employment portion of the regulations goes into effect.

### Other Decisions Considered

In addition, between now and June 14, the judge anticipates a ruling by the court of appeals on another random drug testing case. The decision on that case may provide guidance on the

SIU and TI lawsuit, said Judge Hogan.

The random case before the court of appeals involves civilian army personnel.

While awaiting the outcome of the lawsuit, the SIU has begun to implement the pre-employment drug testing procedures required by the government regulations.

### SIU Members Are Testing

Pre-employment testing began May 1 for SIU members. The regulations require all employees working on U.S.-flag vessels to prove drug-free status after June 21, 1989. The other types of drug testing outlined in the regulations—periodic, random, reasonable cause and post accident—do not go into effect until December, 1989.



## WWII Workhorse Ship Finds Home

# SIU 'Crew' and Tugs Gets Liberty Ship Underway

Most of the "crew" climbing aboard the Liberty Ship John W. Brown hadn't walked the deck of a troopship since they went off to war on one. On April 27, a volunteer crew, including some who sailed with the SIU during World War II and two SIU-crewed tugboats from Moran Towing Co, got the Brown underway for a short trip across Baltimore Harbor.

This piece of America's and the SIU's history was tied up at Baltimore's Clinton Street Pier. The Brown is one of just a handful of surviving Liberty Ships from World War II.

More than 2,700 of these workhorse cargo and troop ships were turned out by men and women who worked in the huge shipyards on America's coasts. Thousands of SIU members got their first taste of the sea, and the dangers of war, aboard these so-called "Ugly Ducklings."

*"You can see it in their eyes. This means a lot to them."*

Today, thanks to the efforts of hundreds of volunteers under the Project Liberty Ship banner (see accompanying story), the Brown lives on as a memorial to the men who sailed and died in the U.S. Merchant Marine in World War II, and as a tribute to the men and women who built the ships.

Many of the volunteers onboard had sailed on Liberty ships either as crewmen, or as GI's on the way to war. This time many brought their wives with them and as they waited for the arrival of the SIU tugs there was a reunion atmosphere in the air.

Charlie Cox who sailed with the SIU during the war as a messman, and later as a member of the Black Gang, roamed the decks with his video camera. Cox left Illinois to join the merchant marine.

"When they needed someone

for certain jobs, they would ask for volunteers and then go 'you, you and you,'" he said explaining how he ended up in the steward department.

Near the bow, a group of four volunteers was struggling with a line. Once the line was freed and moving smoothly, Lester Gatton found himself working the deck and flaking the line. Gatton sailed from 1936-1946 as an MFO member.

Moran's tug Cape Romain arrived at the pier and tied up, waiting for the tug Kings Point to begin the short haul across the harbor. Deckhand Butch Arabaski, an eight-year SIU member came aboard. It was his first visit to a Liberty ship.

"There's a lot of history here," Arabaski said looking at the SIU pensioners. "For these guys it's like they're going back to the old schoolyard. You can see it in their eyes. This means a lot to them."

One of the first things Arabaski noticed were the hundreds of rivets holding the Brown together. Today's modern welding techniques have eliminated the need for rivets, but during the war years riveting produced stronger and cheaper ships.



Charlie Cox records the voyage of the Brown. Cox was a messman on several SIU ships during the war. He later sailed as member of the Black Gang.



Deckhand Butch Arabaski readies some protective canvas aboard Moran's tug Cape Romain. The canvas was used to protect the recent paint job on the Liberty Ship.



Lester Gatton (third from left), who sailed on Liberty ships in World War II, lends a hand on a stubborn line. Gatton sailed with MFO during the war. The other volunteer crewmen are Richard Bauman, Bob Sumner and George Locke. Locke and Sumner are Chesapeake Bay pilots.

"That's what probably held her together so long. You don't see that anymore," he marveled.

As the Brown neared the end of its journey, one of the volunteer deckhands readied one of the lines. While he had more than 40 years of experience at sea, it had probably been a long time since Ret. Coast Guard Admiral Dick Bauman had carried out AB duties.

Bauman called himself, "one of those 18-month wonders-out of high school to 3rd mate to Normandy," on a Liberty ship. He entered the Coast Guard after the war.

"It scares me. Do you know the trouble we'd be in if we had to make an effort to build this number of ships today. They built 2,710 of these," said Bauman.

(Continued on Page 18)

## Goal—A Living National Monument

When the U.S. government signed over the John W. Brown to Project Liberty Ship last year, it was just a beginning of a very ambitious project:

"The preservation of the Liberty Ship John W. Brown as a national monument and a living reminder of the miraculous teamwork of labor, industry and government which won the war and saved the peace."

The Brown, launched on Labor Day 1942, had been tied up in Newport News for years, neglected and rusting. She hadn't sailed under her own power for decades. The ship had been stripped of many parts, fixtures and machinery. Parts of the deck were covered with inches-thick layers of paint. There was no onboard power. The Brown was 46-year-old hunk of floating steel.

### Volunteers Helpful

Today, thanks to the volunteer work of hundreds, including many union pensioners from the Baltimore area who sailed under the SIU banner during the war, the Brown is beginning to resemble to the troopship she once was.

A new coat of paint covers the ship. The armed guard quarters aft have been refurbished to the point that lifejackets and helmets hang from each bunk. Work has begun on some of the crew quarters, the bridge and other workplaces.

If all goes according to plans, the Brown will be steaming under her own power next summer. Capt. Brian Hope, the Proj-

ect Liberty Ship vice chairman said more than 400 tickets have been sold for the first voyage. He hopes to have some 800 or more people aboard. That voyage will be an eight-hour trip down the Chesapeake Bay, past Annapolis and back.

Currently some historical displays have been set up throughout the ship. When the work is finished the Brown will serve as a merchant marine museum dedicated mainly to remembering the role of the merchant marine in World War II. A permanent anchorage has not been decided upon.

### 'A Great Tool for Teaching'

Hope said, "The ship will be a great tool to teach our children about the merchant marine and Baltimore's role in world trade."

The Brown is on the Register of National Historic Places. "In a few short decades," Hope said, "no one will be here who experienced first hand the heroism and sacrifice of World War II. This fine old ship, which represents the very best the American spirit, must be preserved now, while so many of those men and women who knew that time can walk her decks and remember. And tell us how it was."

Anyone who is interested in donating their labor, money or equipment may get in touch with the project's secretary, John Crabbin (301) 661-1550, or may write to: Project Liberty Ship; P.O. Box 8; Long Green, Md. 21902.



## SIU-Crewed River Queens: the Delta Looms as Historic Landmark While the Mississippi Gets a Brand New Look



The 63-year old Delta Queen is being considered for designation as a national historic landmark by the federal government.



The Mississippi Queen, the Delta Queen's much younger sister ship, has undergone a large scale renovation for the 1989 sailing season.

Two SIU crewed vessels are making news this season. The Delta Queen may be named a national historic landmark, and the Mississippi Queen has a new look for 1989.

The National Park Service is considering adding the Delta Queen to the list of 50 vessels accorded landmark status because of their unique contribution to America's history and culture.

If the steamboat wins the designation, it will join such historic vessels as:

- The Charles W. Morgan, the last American whaler, now based at Mystic, CT.
- The C.A. Thayer, the last American commercial ship under sails, San Francisco.
- The Star of India, a former Alaskan fishing vessel, San Diego, CA.
- The Arthur Foss, an early American tugboat, Kirkland, WA.

The Park Service is making a serious effort to add merchant vessels to the many land-

mark warships set aside to honor the nation's maritime heritage.

Completed in 1926, the Delta Queen was built in Glasgow, Scotland. Used originally for trips on the Sacramento River between San Francisco and Sacramento, the vessel ferried military personnel to and from ocean ships during World War II. Greene Line Steamers (now Delta Queen Steamboat Co.) retrofitted the steamboat after the war.

The rebuilt vessel had its maiden voyage between Cincinnati, OH and Cairo, IL in 1948. Today the Delta Queen has a variety of itineraries available on voyages between New Orleans, LA. and Minneapolis-St. Paul, MN.

### Fresh Make-up for MQ

The Delta Queen's sister vessel, the Mississippi Queen, has a new look for the 1989 sailing season after the upgrading of the outside of the boat and the redecoration of inte-

rior public and private areas by her owner, Delta Queen Steamboat Co.

Commissioned in 1976, the Mississippi Queen has such new exterior features as fluted twin smoke stacks and wrought iron treatment for the railings on the open staircases and decks. The port and starboard galleries have been redesigned, offering great vantage points for enjoying the river scenery.

At the bow, on the observation deck, the passenger wheel house has a replica of the instrument panel found in a steamboat pilot house. The room also has an authentic wooden ship's wheel, an antique speaking tube and clock, barometers, and an engine room telegraph. The effect of the changes is to make the boat reminiscent of the "Great Steamboat Era."

The Mississippi Queen sails between New Orleans, Memphis, St. Paul, Cincinnati and Pittsburgh.

## LOG Editor Svenson Retires

Charles Svenson, editor of the Seafarers LOG for the past seven years and a 20-year veteran of the SIU, retired April 28.

During his tenure, the Seafarers LOG won four general excellence awards from the International Labor Communications Association and was also honored for editorial and feature writing.

Svenson began his career at the SIU in 1969 as director of publications and public relations at the Seafarers Harry Lundeberg School of Seamanship. In 1974, Svenson worked with the union's legislative and political action team in Washington, DC. He then returned to the Lundeberg School to direct the communications department there.

A Michigan native, Svenson earned his AB ticket on the Great Lakes. He was a World War II fighter pilot who flew P-51 Mustangs. Svenson earned his law degree from Wayne State University.

Svenson's work in the labor movement started in the mid-1950s. He served as an organizer for the Textile Workers and as a writer and editor for the Hotel Workers, AFSCME and the

### Service Employees.

A former sailing instructor at the Lundeberg School, Svenson plans to single-handedly sail his 28-foot boat, Flicka, across the Atlantic in 1990.

Svenson's wife, Sue, is an employee at SIU headquarters. He is the father of a daughter and son.



Joe Sacco, SIU executive vice president, presents former Seafarers LOG editor Charles Svenson a ship's wheel during Svenson's retirement party at SIU headquarters.

## ...About the Riverboat Queens

The Delta Queen and Mississippi Queen continue a proud American riverboat tradition.

### ... original teak-wood handrails and Tiffany stained glass windows ...

As the last of the great, old-time riverboats, the Delta Queen has carried over 1.5 million passengers since the late 1940's. Steaming through 14 states on the Mississippi and Ohio Rivers, she offers vacation cruises for 180 people at time. The Delta Queen has a variety of itineraries available on voyages between New Orleans and Minneapolis-St. Paul.

The newer Mississippi Queen carries 420 passengers to and from New Orleans, Memphis, St. Paul and Pittsburgh. Riverboat tunes sound out from her giant calliope, bands and famous orchestras play in her grand saloon.

Points of interest on the Queen's routes include historic waterfront communities, mansions, plantations, museums and civil War battlefields. Moving at a leisurely pace of eight miles per hour, the riverboats give passengers and chance to relax and enjoy the beautiful scenery. Travellers may admire the wilderness of Louisiana, the antebellum homes of Mississippi or the skylines of Northern cities.

Each vessel is outfitted with brass fittings and historical art. The Delta Queen's original teak-wood handrails and Tiffany stained glass windows make her a living period-piece. The Mississippi Queen, while housing modern conveniences like a jacuzzi, gymnasium and sauna, also portrays the Great Steamboat Era with exterior features such as fluted twin smoke stacks and wrought iron railings.

Traditionally, on the last night of a cruise, the vessel's Captain hosts a dinner. After the meal, SIU crew and other staff members put on a show, briefly putting aside their normal duties and becoming entertainers for an evening.



## SIU Gov't Division Welcomes Vessel After 14 Years at Sea



The USNS Mispillion, one of the Military Sealift Command Pacific fleet vessels, at sea.

After a 14-year deployment, the USNS Mispillion, returned home to Oakland, CA. Operating out of Subic Bay in the Philippines, the vessel has carried a civilian crew made up of SIU Government Services Division members.

To welcome the crew and vessel home, SIU Business Agent Raleigh Minix and SIU Building Manager Arthur Henderson supplied pastries and coffee. Captain J.S. Schultz, commodore of Military Sealift Command, Pacific, wrote SIU Vice President Buck Mercer, "Our MSCPAC employees and the crew of the USNS Mispillion appreciate the SIU's contribution to the warm welcome home the ship received . . ."

In early 1975, with SIU men aboard, the USNS Mispillion set sail for the Western Pacific. The ship's first underway replenishment (unrep) with a civilian crew took place on Feb. 15, 1975 and its most recent unrep was with the USS Halsey on Oct. 6, 1988.

While operational, the USNS Mispillion carried fuel and

chilled items in its five tanks and two freight stations. During underway replenishment, all hands participated, including cooks and stewards.

Nicknamed "The San Miguel Express," the vessel was built in 1945 and named after Mispillion Creek in Delaware. In the early 1950s the ship was assigned to a Navy task force off the coast of Korea.

During an assignment to Taiwan, the Mispillion rescued 42 survivors from a ship that sank in the Formosa Straits.

In the mid-1960s the vessel was "jumboized" with the addition of a new mid-body section added to the ship to increase cargo capacity.

SIU Government Services Division members began sailing the USNS Mispillion in 1973 when the vessel was transferred to the Military Sealift Command, Pacific.

The vessel will continue service after undergoing a lengthy repair period in which the reduction gears will be replaced.

## Bentley Says Nix Canal Pact

Congresswoman Helen Delich Bentley (R-MD) has renewed her demand that the U.S. nullify the 1979 Panama Canal Treaty.

Bentley told a hearing of the House Merchant Marine and Fisheries Subcommittee on the Panama Canal/Outer Continental Shelf that "turning the Panama Canal over in 2000 to the Panamanians jeopardizes the United States' future ability to utilize the Canal, which is one of the most strategic and vital waterways in the world."

The subcommittee heard testimony that the Panamanians are not keeping up the roads and highways in the Canal Zone. This has caused the Panama Canal Commission to contract with bus companies and to buy high speed launches to get employees to work.

Bentley wants the United States to act "promptly and decisively" to overturn the Carter administration's treaty. The

Maryland lawmaker believes that unless the treaty is cancelled, "present and future generations" would be unable to act quickly to "isolate the Western Hemisphere from further communist intrusion, which is certain to happen if we sit idly by and do nothing."



Congresswoman Helen Bentley shown here with SIU Headquarters Representative Robert Pomerlane. (right)

## Letters to the Editor

### NOT WELCOME IN VFW

To the Editor:

Please find an enclosed letter from the VFW office saying we are veterans, but as we lack a certain medal we are NOT veterans.

My wife and I want to join the VFW. We received applications to do so, but were turned down.

So, fellows, if you care to write your congressman, possibly some day we shall rightfully be classed as veterans.

Smooth sailing and God bless you.

Eugene Hall  
Washington Court House, OH

Editor's Note: See article on page 9 concerning the letter Brother Hall received from the VFW.

### INFO SOUGHT

To the Editor:

Enclosed please find a full-page ad from a local swap-and-sell weekly. Although the weekly is statewide and has a circulation of about 30,000 (estimated), it can in no way be called maritime-oriented.

Never having heard of Combat Merchant Mariners WW II, I was wondering if it is a worthwhile organization or a ripoff deal.

Either way, I would like to know for myself, and feel that the membership should be informed, as I have the impression that the ads might be appearing over a wide area.

Herbert Libby  
Union, ME

Editor's Note: The SIU has requested information from Combat Merchant Mariners World War II, and will be able to send it to anyone interested. Membership in that organization is open to those who served in combat and war zones during World War II. According to its executive officer, Kermit Haber, Combat Merchant Mariners World War II members are recipients of war zone or combat bars.

### MARINERS PRAISED

Editor's Note: SIU pensioner Peter Salvo sent the following letter to SEA HISTORY magazine, which had published a letter belittling merchant mariners' contributions to WWII. Brother Salvo asked the Seafarers LOG to reprint his comments responding to the SEA HISTORY letter.

To the Editor:

In answer to the writer who criticized the recognition given our merchant marine of World War II, I have news for him.

Having sailed on 25 ships from 1942 to 1955, I am aware the American public was never informed until January 19, 1988 of the role of American seamen in WW II, and that they were denied veterans' status for 43 years. Many who survived became street people of the 1940s

and 1950s. The bureaucrats destroyed their heart and soul.

It has been documented by the Coast Guard and the Maritime Commission that the merchant marine suffered the second highest casualties of the war, losing 733 ships and yet never faltering in delivering cargo for our armed forces.

Our merchant service also was the only all-volunteer service. Their qualification was "men only . . ."

So, to the writer again: When you march in Memorial Day parades with your good conduct medal, think about our third-class citizens—the merchant mariners of World War II.

Peter Salvo  
McKeesport, PA

## Ed Turner Active In Vet Group

Ed Turner, former SIU executive vice president, has not retired his organizational skills. As executive officer of the Golden Gate chapter of the American Merchant Marine Veterans, Brother Turner is involved in the fight to ensure that civilian WWII mariners are awarded state veterans' benefits.

On a national level, merchant mariners who served in ocean-going service during WWII between Dec. 7, 1941 and Aug. 15, 1945 can now receive honorable discharges and veterans' benefits. Yet many states have not followed suit.



Ed Turner

In California, Brother Turner and his organization have been lobbying the state legislature to allow WWII merchant mariners the right to veterans' housing benefits. If approved by the state, California WWII merchant mariners would become eligible for housing loans with 7 percent interest rates.

Brother Turner reports that the Golden Gate American Merchant Marine Veterans has been holding monthly membership meetings in the San Francisco SIU hall. "The men really appreciate the hospitality the SIU has shown our group," said Turner.

Former WWII merchant mariners residing in the San Francisco area are welcome to join the organization, Brother Turner says.



## WWII Merchant Marine Veterans Not Welcome in VFW Organization

SIU retiree Eugene Hall and his wife attempted to join the Ohio Veterans of Foreign Wars (VFW), but the state chapter turned them down. The VFW's policy towards WWII merchant mariners was provided to Pensioner Hall, and in turn, Brother Hall provided the LOG with a copy. (See Eugene Hall's letter to the editor on page 8.)

According to the VFW material sent to Brother Hall, the VFW national office told its local posts that merchant marine veterans are "NOT ELIGIBLE FOR MEMBERSHIP IN OUR ORGANIZATION!!!!" (The emphasis is recorded as it appeared in the VFW document.)

Furthermore, the VFW's directive states that local VFW groups who have "already accepted any of these Merchant Marines as members" into the Post should "remove them at once" in accordance with the organization's bylaws and manual of procedure.

The VFW statements admit that merchant seamen who were in active oceangoing service during U.S. involvement in World War II are now eligible to apply for veterans' benefits.

The VFW's membership, however, is limited to honorably discharged veterans "whose service is recognized as campaign medal service by the issuance of a campaign medal by the government of the United States," states the headquarters communication. The directive continues, "merchant marine service does not meet the VFW membership requisite of honorable service with the armed forces of the United States as listed above."

Pensioner Hall is disturbed by the contradictory tone of the Ohio VFW "saying we are veterans but as we lack a certain medal we are not veterans." Brother Hall urges fellow merchant marine veterans. "So, fellows, if you care to write to your congressman, possibly some day we shall be rightfully blessed as veterans."

### VFW Magazine Says Group Supports U.S.-Flag Shipping

At the same time that merchant mariners have been turned down for membership in the VFW, the organization acknowledged the important role civilian-crewed, U.S.-flag merchant ships play in our current national defense needs.

VFW Magazine says, "VFW Resolution 448 puts the organization on record as supporting efforts to upgrade U.S. air and sealift capability . . ." the same resolution concludes that every effort must be made to ensure the "Congress and the Administration approve funding needed to raise the U.S. merchant fleet from 14th place in the world to first."

The issue also carries an article by a former merchant mariner, Vice Admiral Albert J. Herberger, deputy commander-in-chief of the U.S. Transportation Command. Herberger points out that ". . . our ability to move men and material worldwide in sufficient time to be either a credible deterrent to war or to be available for combat in a timely manner is paramount to U.S. national strategy."

Airlift and sealift infrastructure, says Admiral Herberger, are a vital component in our ability to meet global threats. "From a historical perspective, the hard lessons learned in World War II, Berlin, Korea and Southeast Asia have demonstrated repeatedly the necessity for a strong, vigorous and responsive transportation system . . ." concludes the admiral.

Herberger also cites the shortage of trained mariners to man U.S.-flag ships and the nation's eroded ship construction and repair facilities.

The article, entitled "Strengthen U.S. Merchant Marine to Counter Global Threats," appeared in the Jan. 1989 issue of "VFW." The SIU received a copy from SIU retiree C. Maniargina of Erie, PA.



George McCartney



Henry "Whitey" Disley



Father Bartholomew

## Sea Unions Seek Recognition for 7 Seamen Killed in Vietnam

Maritime unions and their allies in California are working to pass a bill to honor seven seamen who were killed in the Vietnam War. State Senator Milton Marks introduced legislation (Senate Bill 43) which seeks to add the seven names to the state's Vietnam Veterans' Memorial.

On May 19, 1966, the seven merchant mariners were sailing with military supplies aboard the S/S Baton Rouge Victory, when a Vietcong mine exploded in the Lung Tau Channel near Saigon. The explosion flooded the fire and engine rooms, killing five members of the SIUNA affiliated Marine Firemen's Union and two members of the Marine Engineers Beneficial Association.

At the time of the attack, States Line operated the vessel, which was in the Military Sealift Transport Service.

### Disley Testifies

Henry "Whitey" Disley, president of the Marine Firemen's Union, testified before the California State Senate on Veterans' Affairs. He pointed out that the U.S. government "frankly acknowledged the area . . . was a treacherous passage, subject to mining of the waters and shore-side artillery attacks." In Executive Order 11216, the president had designated these waters as a combat zone.

Under the criteria established by California's Veterans' Me-

morial Commission, U.S. Navy seamen killed in the same way would have been included in the memorial. Disley testified that "there is an understandable sense of bitterness by American seamen who voluntarily enter into perilous war zones in the absence of any military compulsion, particularly when the risk is high."

This was the case in 1966, when the Baton Rouge Victory entered an area over which the Vietcong had substantial control. Since the merchant seamen won no official government recognition for their sacrifices, Disley said, "We appear before the committee to request this recognition."

### McCartney Urges Recognition

Other witnesses joined Disley in making the seamen's case: George McCartney, SIU West Coast vice president; Rear Admiral Tom Patterson (Ret.); Captain Carl Otterberg, U.S. Naval Reserve and MarAd, and Father Bartholomew, Greek Orthodox priest and three-war veteran.

Although the American Legion invites WWII Merchant Mariners to apply for membership, the group opposed the proposed recognition for the seven Vietnam war seafarers.

Representatives of the American Legion and other veterans' groups testified in opposition to including the merchant seamen in the memorial.

## American Legion Invites WWII Merchant Marine Veterans to Join

The Veterans of Foreign Wars (VFW) will continue to exclude merchant marine veterans from its ranks, but the American Legion invites them to apply. The membership department at the Indianapolis-based organization told the LOG that the American Legion was "happy to have" qualified merchant marine veterans as members.

Civilian mariners with honorable discharge certificates from active service for the wartime period of 1941-1945 can apply for American Legion membership.

According to the Legion's Washington, DC office, the group has accepted World War II merchant marine veterans on a case-by-case basis. The American Legion's policy went into effect when the government approved veterans' status for WWII merchant seamen.

### Legion Magazine Recalls Heroic Actions of WWII Seafarers

The April 1989 issue of the American Legion's magazine

carried a tribute to merchant sailors of WWII in an article entitled "Heroes of the High Seas." The author, James N. Sites, served for nearly four years in the merchant marine during WWII.

Sites said there "are endless examples of how American merchant mariners made uncommon valor a common virtue during World War II." The author notes that 2.8 percent of the merchant seamen who were registered with the U.S. Maritime Service died. This casualty rate was second only to that of the

U.S. Marine Corps, which suffered a slightly higher rate of 2.9 percent.

After describing the harrowing situations which confronted merchant ship, Sites concludes his article with the following:

"U.S. merchant seamen were marked men in thankless jobs. But their heroic service contributed significantly to America's victory at sea."

SIU pensioner Myron Healman brought a copy of the American Legion magazine's article to the union's San Francisco hall.



## LAKES FITOUT CONTINUES

SIU ships and Seafarers on the Great Lakes are in for one of the busiest seasons in memory. A big demand for steel will keep SIU Lakers on ore carriers working throughout the season. These job opportunities will greatly expand the job security for the union's sweetwater sailors.



▲ It was morning coffee break, and the crew takes a breather from working on deck in a typical early spring snowstorm on the Great Lakes. From left are Saif Shagira, gateman; D. K. Witt, AB watchman; Lee Allen, AB wheelsman; Jeff Johnson, AB watchman; Richard Perry, bosun; Tim Bell, AB watchman, and David Morgan, AB wheelsman. See Great Lakes photo story on pages 11-14.



▲ The H. Lee White is known as "a good feeder" and much of the credit for that reputation goes to the galley crew, from left, Robert Hedric, porter; Augustine Kuhl, second cook, and Salim Ali, steward.

## H. LEE WHITE

▶ The M/V H. Lee White sits ready for her first voyage of the season after wintering in Toledo. She left March 21 for Marquette, MI to load taconite for the blast furnaces in Ashabula, OH.



▲ Working together to keep the plant running smoothly and safely are QMED John Knopf, left, and Third Engineer Tim Brenna, a member of MEBA-Dist. 2.

## PAUL THAYER



▲ Gateman Donald Mackell has one of the toughest jobs on a self-unloader: working in the tunnel as cargos of iron ore, stone or coal are carried on heavy belts from the ship's hold up to the offloading booms. It's noisy and it's dirty and it's dangerous.



◀ Conveyorman Bill Truax and Able Seaman Robert Allen take a break from "getting her ready" for another season.

▶ The M/V Paul Thayer lies shrouded in mist and snow at her berth on the Cuyahoga River in Cleveland as fitout gets under way.





# SIU Boatmen Kept Busy in Tampa Bay Area

When crewmembers of a Tampa-bound tanker heard voices in the water, a search revealed two men and three boys struggling in the water off the ship's stern. Immediately, the Tampa Bay Pilot's Association was contacted. The pilot's station is manned by boatmen represented by the SIU.

The SIU-affiliated boatmen responded and pulled the hypothermiated victims, who were still alive 14 hours after their power boat had capsized, and brought them to the shore and safety.

Although that particular event happened six months ago, the boatmen never know when emergency calls will be added to

pilots' station, an hour's trip in good weather.

Complicating the boatman's decisions are inclement weather conditions and the approach to a ship. Avoiding a wake which would bounce the pilot boat against the ship is accomplished by running under the stern. A boatman also must properly maneuver the ladder so a pilot can safely board the vessel.

### Track Ship Traffic

At the pilots' headquarters on Egmont Key, the boatmen maintain the three 52 to 54-foot pilot boats—the Tampa Bay Pilot, Manatee and Tampa. The boat-



Senior boatman Jerry Mammano (left) and a pilot head to a waiting vessel on the pilot boat Tampa.

their routine duty of ferrying the Tampa Bay pilots to incoming or outgoing vessels.

Working 12-hour shifts, two boatmen or relief boatmen at a time, the SIU-represented men take dispatch calls from all vessels requiring pilotage in Tampa Bay. The boatman is responsible for obtaining all relevant information: the vessel's speed, draft, berth time. Added to the boatman's calculations are tides and weather conditions.

### Bad Weather Complicates Job

After providing the vessel with an arrival time and instructions on how to handle the ladder, the boatman takes the pilot to the vessel. For incoming carriers, the rendezvous point is a sea buoy located 13½ miles from the



Boatman Jonathan Nye

men also keep the station's log and track the comings and goings of vessels in the Tampa Bay area.



Boatman Jim Heatherly sailed deepsea before joining the Tampa Pilots.

The pilots' dispatching center has been on Egmont Key since 1886, making it one of the earliest occupants of the island. Now, what was once the island's garrison, is a collection of ruins—including a jail, officers' quarters and gun mounts.

Sharing the two-and-a-half mile-long and half mile-wide key with the pilots and boatmen are Coast Guard lighthouse attendants and a few naturalists from the federal wildlife reserve which dominates the island. On week-



The Tampa Bay Pilot, one of the association's vessels, on its way to meet an inbound carrier.

ends, however, hundreds of beach enthusiasts come to enjoy a day in the sun.

Last year, the boatmen joined Sam Gibbons, the area's congressman, in a campaign to clean up Egmont Key. Trash, left by the island's visitors, was scooped up in a weekend sweep by hundreds of volunteers.

### Rescue Storm Victims

After storms hit the area, the boatmen find themselves rescuing stranded vacationers. Sometimes they have more than people on their hands. One storm last year threw more than 20 boats on the island's beach.

Frequently, the boatmen are asked to rescue injured passengers or crewmembers. A few weeks ago, the pilots' boatmen hastened to a foreign-flag cruise ship when a stroke victim was

reported. The boatmen arranged for paramedics and an ambulance to meet the pilot boat.

Shift change for the Tampa Bay Pilots' Association boatmen and relief boatmen takes place on the public pier of Mullet Key's Fort De Soto Park. Mullet Key is connected to the mainland by highway, allowing the boatmen from the two daily shifts access to their homes.

### SIU Since 1983

Tampa Bay Pilots Association boatmen and relief boatmen have been represented by the SIU since 1983, when crewmembers voted "yes" for union representation.

Boatmen who are not pictured include Careran "Mac" McDougale, Mark Lewis (relief), Jerry Lane (relief) and Tim Baten.



Pictured on one of the Tampa Bay Pilot Association's boats are (L-R) relief boatman Matt Lester, a pilot, and boatman Randy Huth.



Boatman Charles Thompson (right) and SIU Patrolman Al Caulder.



## Pre-employment Drug Testing Works Smoothly in all Ports

The pre-employment drug test procedures mandated by the government's regulations issued last November, went into effect on May 1 for all SIU members.

In the first few days of testing, no serious problems were reported.

Seafarers employed aboard U.S.-flag vessels are required to show proof of a negative drug test taken in accordance with the procedures mandated by the government.

The SIU, while trying to overturn the regulations through a lawsuit in federal court, is nonetheless complying with the regulations.

Prior to registration for shipping, SIU members can pick up a drug test appointment form at any union hall counter. With the appointment form in hand, the member goes to a Seafarers Welfare Plan clinic or contracted physician to provide a urine sample.

The SWP clinic or physician, following the steps outlined in Coast Guard rule CG D 86-067, sends the sample to the laboratory.

The laboratory tests the sample for the following substances: marijuana, cocaine, opiates, phencyclidine (PCP) and amphetamines. If a sample tests positive, a confirmatory test is run.

Next, the Medical Review Officer (MRO) selected jointly by the union and employer, studies the test results. The MRO sends the negative results to the SWP clinic in Brooklyn. Anyone with a positive test is called directly by the MRO.

Negative results are entered

into the Registration and Shipping computer system at the Brooklyn clinic. Approximately five days after the drug test is taken, the clearance will appear in the system. Thus, individuals with negative pre-employment drug tests will be cleared to register and ship.

### SAB Action on Drug Testing

The joint union/management committee, the Seafarers Appeals Board, has enacted Action Number 335, instituting pre-hire drug testing prior to registration for shipping beginning May 1, 1989.

The action was brought about by the Coast Guard's drug testing rules (CG-D-86-067) which took effect Dec. 21, 1988. The regulations state that no seaman is eligible for employment on a U.S.-flag vessel without possessing verification that he has successfully passed a pre-hire drug test.

In addition, effective June 21, 1989, says the SAB action, no seaman can be shipped to a contracted vessel without having passed the pre-hire drug test.

The exceptions, according to the SAB, are seamen who possess permanent status aboard a specific vessel and are returning to the same vessel in the same job classification. This accords with the Coast Guard's interpretation of its own pre-hire rule transmitted to the union and contracted-operators.

## Alyeska Establishes New Rules

Responding to the Exxon Valdez disaster, the major owner companies of the Alyeska Pipeline Service Co. announced that shipowners and operators using the Valdez terminal will be required to institute random drug and alcohol testing on all vessels.

The pipeline consortium stressed that the policies of each vessel will be examined to ensure compliance with all federal regulations. This is part of a new program by the owner companies to improve their ability to prevent and deal with oil spills.

Alyeska operates the Valdez terminal and the Trans Alaska Pipeline System on behalf of the major oil companies.

### No Test, No Entry

All employees seeking entry to the Valdez terminal will have to submit to breathalyzer tests, the pipeline operators said. Those failing such tests will be denied entry. Alyeska will administer the tests on board tankers, in the presence of the Coast Guard.

At least one of the owner

companies, BP, stated that Alyeska will not tell the police about failure to pass the test "unless the individual concerned becomes a nuisance at the gate."

The pipeline owners promised Alaska Governor Steve Cowper that they would institute testing on all vessels loading out of Valdez. This will provide an early start on federal testing programs due to be introduced July 12. Early implementation also will involve pre-employment drug tests and periodic urine tests of all workers in the Valdez service, Alyeska said.

In addition to the drug and alcohol testing, the oil companies stated that tug escorts will be provided and pilotage will be requested on all incoming and outgoing vessels to a point beyond Bligh Reef. Alyeska will ask the Coast Guard for additional radar responder capability to the existing Bligh Reef buoy and other points within Prince William Sound. Finally, Alyeska indicated it will acquire more skimming and booming capacity to supplement existing spill contingency equipment.

## Inquiring Seafarer

Question: What was your favorite trip?

(Asked of Seafarers in the SIU union hall in Brooklyn, NY.)



**Hugh Woods**, FOWT, W-5729—The Constitution. I was on her maiden voyage. I felt that I was part of something historic. The crew was really great, and George McCartney came out to service us. He ironed out a lot of problems so that the ship could run smoothly.

**Thomas Herbert**, QMED, H-1357—I took one of the D-9's over to the West Coast last year on the first leg of an



around-the-world voyage. It was fantastic. We stopped off at the Mediterranean, Singapore, Japan and all the West Coast ports.



**Hazel Johnson**, Steward, J-25—My last trip, which was on the Falcon Champion. The weather was nice—not too

cold, just right. We hit Greece, Italy, Sardinia, Spain and France.

**Edward Collins**, Chief Steward, C-1185—My favorite trip was to St. Croix—I love the islands. I just got off the Golden



Monarch in January. Besides, it was a short trip—11 days and you're home.



**Terry Mouton**, QMED, M-1669—You know how long I've been sailing? Forever. I used to like the trips to Thai-

land during the Vietnam War. You're not going to put down my age, are you?

**Omar A. Omar**, Oiler, O-371—The one I took to Santo Domingo, because it is close to home. That way, I can get



to see the wife and family.



**Don Hicks**, Bosun (retired), H-694—The old Robin Line ships, I guess. But that was before I got married to the

greatest woman in the world. The weather was great; the crews were terrific.

**George Alexander**, Chief Steward (Retired)—A Rotterdam to Australia run. But this was a long time ago, World War II. I used to make big ship models and raffle them off for \$300. Back then, these were long trips, and you had a lot of time on your hands.



**Al Austin**, Bosun, A-853—The time I went to Sri Lanka on the Golden Phoenix. Few boats ever get there; it was virtually untouched by tourists. We were tied up at an old World War II base.



## Capricorn Trip Was One To Remember

The LNG Capricorn ship's minutes of January 29 contained a special message from one member, who says:

"I would like to report that this tour has been an educational experience in itself. Together, we have learned the true meaning of brotherhood at sea as well as ashore. We've shared good times together ashore, wining and dining and having fun—always looking out for one another. We've made good friends and shared good times—a tour to remember."

The LNG Capricorn crewmembers' meeting was held while sailing between Bontang, Indonesia and Tobata, Japan.

## Reporter Calls Crew of Robert E. Lee 'Best in Business'

An article in the Athens, Alabama Post Courier reports the crew of the Robert E. Lee as "among the best in the business."

The reporter rode aboard the Waterman vessel to collect material for a series of articles on the U.S. merchant marine.

He wrote that crewmembers were "well-rounded, well-read and well-aware of what is happening in the world," and added this important note: "All are union members. Patriotism runs deep with these men."

The article said that conditions onboard the vessel were "clean and comfortable . . . meals are well prepared and varied."

The Post Courier series discussed the decline of the U.S. merchant marine, and emphasized that the lack of sealift capacity has endangered the strategic security of the nation.

SIU members on the Robert E. Lee provided the Seafarers LOG with a copy of the article along with the ship's February 12 ship's meeting minutes.



# SIU CREW JOINS CAPE HORN IN PORT OF SAN FRANCISCO

A former Barber Line ship, the Cape Horn has been broken out for a voyage to Indonesia. On the way she will stop in Portland, Honolulu and Subic Bay for loading. The Cape Horn will then spend five weeks in Sattahip, Thailand.

Crewed by 31 merchant mariners, the Cape Horn's current trip is her first in two years. The vessel has been docked at Hunters Point Shipyard in San Francisco.

The Cape Horn is operated by Inter-Ocean Management, a Philadelphia-based ship management company. The company handles several commercial vessels and a number of military contracts.

Pictured on this page are SIU members who joined the Cape Horn in San Francisco. Not pictured is Chief Steward James Venables.



Chief Cook John Chaney with Steward Assistant Winston Walter, the fourth Piney Point graduate on board.



SIU San Francisco Business Agent Gentry Moore looks on while AB's Fred Knappman, Roy Oliphant, and William Capps enjoy a meal.



Steward Assistant Olga "Connie" Velasquez serves lemonade to Wiper John Grisler and Electrician John Harlan.



Oiler Warren Wright at work in the engine room.



Steward Assistant Olga "Connie" Velasquez at work between meals.



Electrician John Harlan relaxes with Oiler Gary Mitchell.



AB George Kirksey, OS Louis Sorito, OS Salvatore Reinoso, Bosun Howard Gibbs, and AB Ronald Dailey take a break from deck duty.



Business Agent Gentry Moore listens to Master Charles Shaw.



Ordinary Seamen Salvatore Reinoso and Louis Sorito stand with Business Agent Gentry Moore, while Bosun Howard Gibbs and AB Ronald Dailey sit at table.



Business Agent Gentry Moore poses with SIU crew members.



Steward Assistants Craig Treadwell and Winston Walter join Chief Cook John Chaney.



Chief Cook John Chaney readies the meat for the oven.



Fire drill exercises aboard the Cape Horn.



The Cape Horn was docked at Hunter's Point in San Francisco when SIU Business Agent Gentry Moore paid a visit. A former Barber Line vessel, the Cape Horn recrewed at San Francisco en route to the Far East.



# Lundeberg School Graduates Classes in All Departments



## MARINE ELECTRICAL MAINTENANCE CLASS

After participating in classroom learning and practical training, seven SIU members were graduated from the Lundeberg School's Marine Electrical Maintenance class. Curriculum covered by the students included: electrical theory, power circuits, schematics, test equipment and maintenance and trouble-shooting of AC and DC motors and controllers. Pictured left to right are graduates (back row) Robert Zientak, Don "the Machinist" Malozi, (middle row) Rikk Parker, Owen Duffy, (front row) Hans Kogler, Cary Pratts and Ben Conway.



## COOK AND BAKER CLASS

Chief Cook Learthur Jordan (left), Cook and Baker Wilmer Jack Jr. and Chief Cook Tanya Walker. The Cook and Baker class graduates display the products of their class work. While learning the Cook and Baker skills, students help prepare more than 650 meals a day at the Lundeberg School.



## QUALIFIED MEMBER OF THE ENGINE DEPARTMENT CLASS

Completing an intensive 12-week training course are: (back row) Frank Berner Jr. (left), John J. Thomas, Matt McGechan, John Hoskins, Thomas Neuwiller, Lonnie I. Carter, Herman Best, Ocie Jones III, Nathan Hollander, Mike Novak, (front row) Randall Firestine (left), Charles Mispagell, Pedro Santiago, Jerry J. Thompson and Sonja M. Clements. The Lundeberg School's curriculum aimed at QMED certification and endorsement leads to many ratings in the engine department.



## CELESTIAL NAVIGATION CLASS

Celestial navigation class graduates join instructor Jim Brown (left) after completing a course which included: latitude observations by sun and Polaris; celestial running fixes by sun, star, planets; compass error by amplitude and azimuth; star identification, and care and use of a sextant. Graduating students are Roger A. Foote Jr. (second from left), James R. Stinson Jr. and John T. Thompson.



Pictured above are Sherman Anderson (top) and Patrick Rawley.



## UPGRADER LIFEBOAT CLASS

Upgrader Alvin Johnson (left) with instructor Jim Moore. Brother Johnson learned abandon ship procedures, hypothermia prevention, helicopter rescue procedures, emergency radio and distress signals and other survival techniques.



## DIESEL ENGINE TECHNOLOGY CLASS

All aspects of diesel engine technology were studied by: (back row, left to right) Mark G. Lawrence, Rikk Parker, Charles Polk, Bob Layko, B. Hutching, Chris Doyle, Instructor Eric Malzkuhn, Michael Scardina, (front row, left to right) Steve Miller, Willie Franks, Frank Jaworski, Mike Harat and George Lindsay. Fellow class member Frank "The Chief" Foster is not pictured. The course covered theory, construction, operation, maintenance and repair of low, medium and high speed diesel engines.



## New Red Cross Procedures Added to Lundeberg Training Programs



CPR is demonstrated by a Lundeberg instructor.

When the Red Cross updated its first aid and cardiopulmonary resuscitation (CPR) courses, Lundeberg School instructors Jim Hanson and Jim Moore were among the first in the state of Maryland to learn the new material. As a result, SIU members taking first aid and CPR classes are learning the newest techniques developed by the Red Cross.

Instructors Hanson and Moore have been certified in three new areas: upgraded standard first aid, community CPR and basic life support for the professional rescuer.

### Community CPR

Respiratory and circulatory problems in persons of all ages are discussed by Lundeberg

School instructors in this portion of the class. The kind of aid that should be administered in the event of choking, heart attacks and cardiac arrests is learned by course participants.

The most common childhood injuries and their prevention also are covered.

### Basic Life Support

In addition to reviewing material from the previously mentioned courses, a student is provided with more detailed information on the respiratory and circulatory systems. Students also are taught the proper method of performing two-person CPR and how to use resuscitation masks. Rescue breathing for drastic situations such as near drowning, electric shock, traumatic injury and hypothermia is taught.

### Upgraded Standard First Aid

New material covers one-man CPR, rescue breathing and aid to a choking person. The instructor also teaches how to detect the difference between cardiac arrest and a heart attack and what aid is necessary in each case.

The curriculum includes what to do in the event of any of the following medical emergencies: bleeding, shock, fractures, burns, diabetic attacks, stroke, seizures, effects of extreme heat or cold, poisonings, bites, stings, eye and nose injuries.

The inclusion of the Red Cross's upgraded first aid and CPR techniques in the Lundeberg School's curriculum provides SIU members an opportunity to be among the most knowledgeable and trained Seamen in the world.

## SIU Member Graduates from Union's College Degree Program

After accumulating 62 college course credits, SIU member Albert Jules Schmitt graduated from the Lundeberg School's college program with an associate in arts degree in nautical science, inland concentration.

Brother Schmitt, employed aboard Crescent Towing and Salvage Company equipment in New Orleans, first attended the union's school in 1979 when he enrolled in a diesel engineering technology course.

What made the degree possible, says Schmitt, is the spirit of cooperation and assistance an enrolled student receives from the college program faculty. In a letter to the school, Brother Schmitt said, "My heartfelt thanks go out to all those involved in creating the business-like atmosphere of the college program. I encourage everyone to take advantage of this great educational opportunity."



Congratulating SIU member Al Schmitt (pictured third from the left) are: College Program Coordinator Tracey Foley, Port Agent Nick Celona. (left), Lundeberg School Vice President Ken Conklin.

Boatman Schmitt acquired the necessary credits by taking vocational and college courses at the Lundeberg School and transferring credits from Louisiana State University and Nichols State College. He also was awarded credit for work experience upon documentation of his knowledge.

The Lundeberg School began its college degree program in 1986. The program is open to all SIU members. Courses are offered in eight-week sessions, five times a year. Instruction is available in the following subject matters: English, mathematics, social sciences, physical science and physics.

## Four Seafarers Earn Radar Endorsements at Union's School

Four inland division SIU members completed the Radar Endorsement course at the Lundeberg School. The Seafarers sail on vessels of the Caribbean and North Atlantic divisions of the Crowley Transportation and Towing Company.

Graduating with their radar endorsements were: Assistant Boat Captain Julio Santana, As-

sistant Boat Captain Ray MacKnight, Assistant Boat Mate Mike Weikert and Linehaul Chief Mate Ron Chavers. Brother Santana works in Crowley's San Juan operation, while boatmen MacKnight, Weikert and Chavers are based in Philadelphia.

### Former Trainee Says Instruction Excellent

Brothers Chavers, a trainee graduate of the union school and the recipient of the 1983 Towboat Scholarship, expressed full satisfaction with the course. He said, "The instructors should be commended for their constant and diligent attention to the needs of each student." Chavers noted that despite the busy schedule, each course participant had spent a great deal of time with the instructors.

The class participants learned radar theory, including observation, operation and use, interpretation and plotting, collision avoidance. Navigational exer-



Julio Santana (right) and Radar Endorsement candidate Pete Ryerson review a radar reading.

cises were conducted on simulation equipment. Working on the Lundeberg School's simulator, students practiced plotting a course and safely maneuvering their "vessel" without jeopardizing the safety of others.



In class, Ray MacKnight charts a course.

### Marine Electronics Course Dates

September 4–November 24  
November 13–February 2

On next page is a clip-and-send for more information.



## School's Marine Electronic Technician Classroom is Open for Business



Participating in the ribbon-cutting ceremony of the new Marine Electronic Technician classroom are: Lundberg School Vice President Ken Lonklin (left), SIU Secretary-

Treasurer Joe DiGiorgio, Instructor Russ Levin, Course Advisor Nick Marrone, Sr. and Vocational Director Bill Eglinton.

The recently constructed Marine Electronic Technician course classroom was officially open for business after a ribbon-cutting ceremony at the Seafarers Harry Lundeborg School of Seamanship.

The classroom was built for the new course to assist members in learning to use the increasingly complex electronics found onboard today's vessels.

The classroom, located in the Charles Logan Vocational Building on the grounds of the Lundeborg School, is equipped with state-of-the-art electronic training aids.

Course instructor Russ Levin says students perform a minimum of two hours a day in lab work. Trouble-shooting exercises give students an opportunity to use the electronic training aids and provide close to real-life experience, reports Levin.

The Marine Electronic Technician course covers 480 hours of instruction over a twelve-week period. Students who complete the course, says Levin, should be able to sit for the Federal Communications Commission's exam for General Radiotelephone Operators' License with Radar Endorsement or a Second Class Radio Operators License.



Explaining course material to SIUNA Vice President Augie Tellez (left) are Marine Electronic Technician course students Danny Johnson (center) and Joe McGee. On the desk sits the electronic training aids used for class lab work.

### I Am Interested In The Marine Electronics Course

Please put me on your list as interested in future enrollment in the new Marine Electronics Technician course.

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) mo/day/yr

Address \_\_\_\_\_

Telephone \_\_\_\_\_  
(area code)

Soc. Security No. \_\_\_\_\_ Book No. \_\_\_\_\_ Seniority \_\_\_\_\_

Dept. \_\_\_\_\_ Home Port \_\_\_\_\_

Date available for training \_\_\_\_\_

RETURN COMPLETED COUPON TO:  
 Director Vocational Education  
 Seafarers Harry Lundeborg Upgrading Center  
 Piney Point, MD 20674

## TWO LIFEBOAT CLASSES



Graduating from the Lundeborg School's lifeboat classes are: (picture above, back row, left to right) Frederick Mills, Allen "Dutch" Noltensmeier, Samuel Cox Jr., Robin B. Anderson, (front row, left to right) Darwin Peguese, Kevin Hare, Victor F. Weber and Sam Minor, (picture below, third row, left to right) Fred L. Colston Sr., Eric D. Johnson, John W. Bertrand, Bob Omilanowicz, Chris Maye, Kevin "Cash" Starkey, Earl Hargraves, Al Schmitt, Adrienneh Everett, Curtis L. Small, Todd Ruffin, Instructor Jim Moore, (second row, left to right) Patrick Legg, Lawrence Israel, Eric Selberg, Sean Ryan, David Bailey, Ed Aldrete, (front row, left to right) Robert Zepeda, Michael S. Gomes, Anna F. Buyvid, Kelly A. Wood and Ronald Corgey.



## ABLE SEAMEN CLASS

Deck seamanship, rules of the road, marlinspike seamanship, helmsmanship, safety, fire fighting, emergency procedures, first aid, underway and vertical replenishment, crane and fork truck operations were subjects covered by the graduating Able Seaman class. Pictured above are: (back row, left to right) Frederick W. Mills, Eric D. Johnson, Marshall A. Boice, Frank E. Vogler, Reginal D. French, Robert Murray, Samuel Cox Jr., Steve Welder, (second row, left to right) Instructor Jake Karaczynski, N. Allen Orrmins, Allen "Dutch" Noltensmeier, Norman K. Armstrong, Victor F. Weber, Robin B. Anderson, Sam Minor, Rodriguez Gonzales, (first row, left to right) Darwin Peguese, Paul Bird, Devin Hare, John D. Caron, Noel Lau and Juan Melendez.



# Twenty-eight Seafarers Retire

The Seafarers Pension Plan approved monthly pensions for 28 deepsea and inland members. These monthly pensions, which each member will receive throughout his lifetime, will help these dedicated union men enjoy a secure retirement.

## Deep Sea

### BIN AHMAD

Bin Ahmad, 60, shipped out of New York as an AB. He retired effective October 1, 1988, and makes his home in New York, NY.

### WALTER E. BAUER



Walter E. Bauer, 61, joined the union in 1951 in the port of New Orleans, LA. He sailed in the deck department. Brother Bauer now lives in Marrero, LA.

### TRAVIS H. BREWER JR.



Travis H. Brewer Jr., 65, retired as an oiler, effective March 1, 1989. His home port was Houston, and he lives in Texas City, TX.

### HOWARD COLE

Howard Cole, 64, of Houston sailed as an OS and AB in the deck department. Born in McKinney, TX, he joined the union in 1959. Previously an aircraft sheet metal worker, Brother Cole worked on such vessels as the Achilles and the Aleutian.

### JAMES E. CONNOR



James E. Connor, 65, retired as an AB, effective February 1, 1989. A resident of Cheektowaga, NY, he shipped out of New York.

### ARTHUR DE CHAMP



Arthur De Champ, 72, of Seattle, WA worked in the steward department. Brother De Champ sailed as a second cook/baker and a chief cook. A native of Massachusetts, he joined the union in 1962 and received his "A" seniority book in 1970. He had numerous voyages with Colmar, Isthmian, Waterman, and Sea-Land.

### EDWARD ELLIS



Edward Ellis, 65, of Jacksonville, FL sailed as an AB in the deck department. Born in Georgia.

Brother Ellis joined the union at Jacksonville in 1962 following 19 years in the Navy. He had voyages with Suwannee, Halcyon, and Empire Transport. Ellis served as a ship delegate for the SIU, and the union thanked him for staying in frequent touch with headquarters.

### FRANK FLYNN JR.



Frank Flynn Jr., 65, of Norfolk, VA sailed as an OS, a fireman/watertender/oiler, and a deck engineer. An Ohio native,

Brother Flynn worked for the Transoceanic Cable Ship Co.

### JOSEPH A. GIBBONS

Joseph A. Gibbons, 60, of Huntingdon, PA worked in the steward department. Previously a meatcutter, he sailed as a messman and later as chief cook. Brother Gibbons joined the union in 1960, and had voyages with the Robin Line and the Bull Line.

### GILBERT GONZALES



Gilbert Gonzales, 59, of San Antonio, TX sailed as a chief cook. His home port is Houston.

### GARLAND JACKSON



Garland Jackson, 62, of Seattle, WA shipped out as a chief cook.

### PAUL G. LUTEMAN



Paul G. Luteman, 62, of San Francisco sailed as an OS and AB in the deck department. Born in

Cumberland, MD, he joined the union in New York in 1958. Seafarer Luteman had voyages with Waterman, Victory Carriers, and Sea-Land. He completed an AB course in 1979.

### DONALD E. MURPHY



Donald E. Murphy, 64, of Jacksonville, FL sailed from 1951-59 before joining the SIU. A native of Norfolk, VA, he worked as an electrician, an oiler, and then a QMED. Brother Murphy had voyages on

such vessels as the New York and the Mount Vernon.

### GAETANO MATTIOLI

Gaetano Mattioli, 65, of Toms River, NJ retired from deepsea sailing effective February 1, 1989. His home port was New York.

### CHARLES W. PALMER



Charles W. Palmer, 68, sailed as a third assistant engineer. He makes his home in Mobile, AL.

### WILLIAM L. PETERSON



William L. Peterson, 61, started sailing in 1961 out of the port of Philadelphia, PA. He shipped out in the engine department. Born in Brooklawn, NJ, Brother Peterson is a veteran of the U.S. Army from 1945 to 1947. He makes his home in Seminole, FL.

### VICTOR F. PLACEY



Victor F. Placey, 65, worked in the deck department as an OS and an AB. His book was issued in New York in 1943. A resident of Youngwood, PA, Brother Placey is a graduate of the SHLSS LNG upgrading course. He had voyages with the Del Caribe, the Del Sol, and the Ft. Hoskins.

### HUGH W. RILEY



Hugh W. Riley, 68, worked as a messman in the steward department. He joined the union in Wilmington in 1962. Brother Riley sailed with such major companies as Waterman, Isthmian, and Sea-Land. A native of Virginia, he makes his home in San Francisco.

### RICARDO RODRIGUEZ

Ricardo Rodriguez, 59, sailed in the deck department as an OS. He joined the SIU in Houston in 1957, and shipped out with Bloomfield, Waterman, and Cities Service. Brother Rodriguez resides in Galveston, TX.

### CHARLES ROSS



Charles Ross, 65, retired from deep sea shipping on February 1, 1989. A resident of Bothell, WA, he shipped out of Seattle.

### TROY D. SMITH

Troy D. Smith, 61, of Moncks Corner, SC sailed as a wiper and FOWT. He received his book in 1950 in Tampa, FL. Brother

Smith's career included voyages with the Sea-Land Consumer, the Humacao and the Ponce.

### HAROLD V. WALKER



Harold V. Walker, 69, joined the union in 1952. He sailed as a steward/baker and chief steward. He

worked on all company vessels of Cities Service from 1953 through 1975, and also sailed with Interocean Management Corp. He holds a certificate in marine fire fighting from the Military Sealift Command School, and attended the steward recertification program as a steward at Piney Point in 1981. Brother Walker lives in Knoxville, TN.

## Inland

### COLBOURNE H. AUTRY

Colbourne H. Autry, 62, retired as an assistant engineer. A former carpenter's helper, he sailed aboard the Holly S with Steuart Transportation. Brother Autry received his book in Baltimore in 1970, and resides in Tangier, VA.

### STEPHEN BIONDO

Stephen Biondo, 62, retired as an AGLIWD fisherman. He makes his home in Gloucester, MA.

### FRANCESCO P. BRANCALEONE

Francesco P. Brancaleone of Gloucester, MA, retired after years of service as a member of the AGLIWD fishermen's union.

### ROBERT GILES

Robert Giles, 65, sailed as a senior captain. Born in Kansas City, MO, he served in the Navy before joining the SIU in Baltimore. At the SHLSS in 1973, he upgraded to ocean operator-inland waters. A resident of Sanford FL, Brother Giles worked for Interstate Oil Transport and Gulf Atlantic Towing.

### EDWARD GOETZ



Edward Goetz, 62, of Sault Ste. Marie, MI sailed as a tug deckhand. A native of Marquette, MI, he worked previously as an operating engineer. Brother Goetz's employers were Massman Construction and Peter Kiewit Sons.

### JOHN A. HOWLAND

John A. Howland, 58, sailed as a chief engineer for Curtis Bay Towing. A Boston native, he received his book in Baltimore in 1957. Brother Howland lives in Timonium, MD.



## St. Louis Port Council Honors Three Community Leaders

The Port Council of the Greater St. Louis Area and Vicinity honored a labor leader, a businessman and an elected official at its April dinner dance.

The St. Louis affiliate of the Maritime Trades Department, AFL-CIO, presented its Labor Man of the Year Award to Gerald T. Feldhaus, business manager of Asbestos Workers Local 1. A union member since 1965, Feldhaus joined the local's executive board in 1977. He was elected business agent and financial secretary 1985 and business manager in 1986. Feldhaus serves on the executive



Gerald T. Feldhaus

Richard Mantia

board of the Missouri State Building and Construction Trades Council.

Michael F. Shanahan, chairman and CEO of Engineered Air Systems and chairman of the St. Louis Blues Hockey Club, accepted the Port Council's Management Man of the Year award. Shanahan serves on the boards of numerous educational and charitable organizations, including St. Louis University and the American Heart Association.

The maritime group gave its Able Helmsman award to George "Buzz" Westfall, the St. Louis County prosecuting



Robert Sansone

Michael F. Shanahan

attorney. Westfall is former assistant prosecuting attorney for St. Louis County and past special prosecuting attorney for the City of St. Louis. He was elected to his current position in



George "Buzz" Westfall

1978, and was re-elected unopposed in 1982 and 1986. Dinner speakers included Richard Mantia, president of the Port Council and Robert Sansone, an executive board member of the Port Council and president of Teamsters Joint Council 13.

### Rescue at Sea

(Continued from page 1)

A Coast Guard helicopter then transported Cruz from the Baltimore to the port of Norfolk where a waiting ambulance took him to a local hospital. He remained there for a day and a half before being transferred to a New York hospital.

Dr. Joseph SanFelippo, medical director of the SIU Welfare Plan, who was kept informed of Cruz's condition, arranged for the injured

## SEAFARERS WELFARE PLAN NOTICE

### COBRA: Continuation Health Coverage

If you or your dependents lose your eligibility for health care coverage under the Rules and Regulations of the Seafarers Welfare Plan, you and your dependents may be eligible to purchase, at a premium, Welfare coverage directly from the Plan. If you find that you have lost your eligibility for Plan coverage, you must notify the Plan office immediately to find out whether or not you or your dependents may elect to continue your benefits under this program.

If you want more information concerning this program you can call the membership services office.

1-800-CLAIMS-4 (1-800-252-4674)

or write

COBRA Program  
Seafarers Welfare Plan  
5201 Auth Way  
Camp Springs, Maryland 20746

NOTE: A detailed article explaining this program appeared in the April 1989 issue of the "LOG". You may want to refer to it.

Seafarer's personal physician to meet him in the New York hospital emergency room when Cruz arrived. Following consultations, specialists prescribed physical therapy treatments, which are continuing at the present time.

Cruz is profuse in his praise of his M/V Baltimore shipmates. "I really have to thank the whole crew. They saved my life," he said. He had special praise for Captain Bise who, he added, "did a fabulous job. His sense of humor and his knowledge of what had to be done made me feel a lot better."

Everyone had a hand in caring for him, Cruz said. He gave high marks to Bosun Kahn, Chief Steward DeBoissiere and said, "the deck department took care of me around the clock. With the engine department's special sipping straw and the steward department's special food, I was able to retain some strength."

"The teamwork is what pulled me through," said Cruz.

### Liberty Ship Home

(Continued from page 6)

During the war, with the shipyards working full-tilt, workers used to joke, "We build 'em by the mile and cut them off by the yard." Baltimore's Bethlehem shipyard, where the Brown was constructed, turned out 32 miles of ships.

After the last line was secured and the gangway lowered, Capt. Herb Groh, the Brown's skipper for the day, said he was impressed with the day's turnout and the support the John W. Brown has received.

"You look around here and see all kinds of people. They're not all seamen or veterans. This has brought a lot of people together. You don't want them to forget what the merchant marine contributed to the war, and you don't want them to forget that today the merchant marine is a valuable asset," he said.

## 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 three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of 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.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers

Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell  
Chairman, Seafarers Appeals Board  
5201 Auth Way and Britannia Way  
Prince Georges County  
Camp Springs, Md. 20746

Full copies of contracts as referred to are available to you 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 you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY—THE LOG.** The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also 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 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 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 you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then 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 and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he 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, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your 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 has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Michael Sacco at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.



# Dispatchers' Report for Deep Sea

APRIL 1-30, 1989

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	
<b>DECK DEPARTMENT</b>											
New York	40	9	2	33	6	2	3	88	19	5	
Philadelphia	0	4	3	1	0	0	0	5	2	3	
Baltimore	6	4	0	3	2	0	2	12	9	0	
Norfolk	13	4	7	18	7	4	6	20	5	7	
Mobile	12	6	5	10	9	4	0	17	7	5	
New Orleans	33	8	15	27	5	4	2	49	9	16	
Jacksonville	27	10	3	19	4	5	2	51	15	5	
San Francisco	27	16	9	19	7	6	9	62	22	8	
Wilmington	19	7	3	16	5	3	5	30	5	13	
Seattle	28	7	6	37	8	4	8	59	8	4	
Puerto Rico	12	2	1	11	2	1	4	21	4	1	
Honolulu	5	10	5	7	12	8	7	9	10	5	
Houston	30	9	6	28	3	8	3	53	10	5	
St. Louis	1	1	2	0	1	1	0	1	3	2	
Piney Point	1	7	5	1	3	6	2	2	6	2	
<b>Totals</b>	<b>254</b>	<b>104</b>	<b>72</b>	<b>229</b>	<b>75</b>	<b>59</b>	<b>54</b>	<b>478</b>	<b>137</b>	<b>80</b>	
<b>ENGINE DEPARTMENT</b>											
New York	21	4	3	16	3	2	3	40	6	3	
Philadelphia	0	1	0	2	3	0	2	3	2	0	
Baltimore	2	3	2	4	3	1	0	9	2	1	
Norfolk	8	7	4	4	9	3	1	13	7	2	
Mobile	5	3	1	5	1	1	1	10	2	0	
New Orleans	11	3	4	15	5	1	1	26	8	5	
Jacksonville	12	3	5	9	1	1	1	28	8	6	
San Francisco	28	5	5	19	4	2	3	43	5	10	
Wilmington	14	4	5	9	2	3	3	25	5	4	
Seattle	12	5	3	14	4	2	2	22	11	3	
Puerto Rico	6	0	0	5	0	0	0	7	0	0	
Honolulu	2	10	11	3	10	10	9	3	9	11	
Houston	24	4	2	13	0	1	1	39	8	3	
St. Louis	0	0	2	0	0	1	0	0	1	1	
Piney Point	5	5	6	2	4	0	0	4	4	7	
<b>Totals</b>	<b>150</b>	<b>57</b>	<b>53</b>	<b>120</b>	<b>49</b>	<b>28</b>	<b>28</b>	<b>272</b>	<b>78</b>	<b>56</b>	
<b>STEWARD DEPARTMENT</b>											
New York	17	8	1	19	2	1	5	34	12	2	
Philadelphia	0	0	0	1	1	0	0	0	3	1	
Baltimore	4	1	0	1	2	0	1	4	3	0	
Norfolk	6	0	2	6	0	1	3	9	0	1	
Mobile	3	0	0	3	1	1	0	8	4	0	
New Orleans	15	4	2	9	1	1	4	23	4	3	
Jacksonville	8	5	0	6	3	0	2	17	9	0	
San Francisco	37	7	7	32	7	5	11	78	10	6	
Wilmington	16	3	2	8	1	0	2	23	6	2	
Seattle	8	7	3	14	4	2	3	23	9	1	
Puerto Rico	2	0	1	1	0	0	0	8	0	1	
Honolulu	6	27	24	4	24	22	84	7	34	22	
Houston	17	1	1	8	1	0	5	33	1	1	
St. Louis	0	1	0	1	0	0	0	1	1	0	
Piney Point	0	12	1	0	5	1	1	2	8	0	
<b>Totals</b>	<b>139</b>	<b>76</b>	<b>44</b>	<b>113</b>	<b>52</b>	<b>34</b>	<b>121</b>	<b>270</b>	<b>104</b>	<b>40</b>	
<b>ENTRY DEPARTMENT</b>											
New York	14	15	13	14	9	3	0	30	26	15	
Philadelphia	0	1	2	1	0	1	0	1	2	2	
Baltimore	0	2	1	0	1	0	0	3	5	1	
Norfolk	5	7	3	10	7	4	0	5	10	7	
Mobile	1	3	4	1	1	3	0	3	4	1	
New Orleans	14	6	12	11	5	7	0	20	15	27	
Jacksonville	3	5	7	2	4	1	0	7	9	16	
San Francisco	27	7	10	12	5	6	0	55	20	29	
Wilmington	4	10	2	4	1	0	0	13	19	6	
Seattle	15	10	32	18	6	1	0	21	15	8	
Puerto Rico	2	5	1	1	2	0	0	11	14	1	
Honolulu	4	54	111	6	54	170	0	5	80	137	
Houston	7	8	5	4	4	3	0	17	10	7	
St. Louis	0	0	1	0	0	0	0	1	0	1	
Piney Point	0	4	2	0	3	1	0	0	3	3	
<b>Totals</b>	<b>96</b>	<b>137</b>	<b>177</b>	<b>84</b>	<b>102</b>	<b>200</b>	<b>0</b>	<b>192</b>	<b>232</b>	<b>261</b>	
<b>Totals All Departments</b>	<b>639</b>	<b>374</b>	<b>346</b>	<b>546</b>	<b>278</b>	<b>321</b>	<b>203</b>	<b>1,212</b>	<b>551</b>	<b>437</b>	

**Totals All Departments** 639 374 346 546 278 321 203 1,212 551 437  
 \*\*\*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.  
 Shipping in the month of April was up from the month of March. A total of 1,348 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,348 jobs shipped, 546 jobs or about 40 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 203 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 9,897 jobs have been shipped.

## Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point  
Monday, June 5
- New York  
Tuesday, June 6
- Philadelphia  
Wednesday, June 7
- Baltimore  
Thursday, June 8
- Norfolk  
Thursday, June 8
- Jacksonville  
Thursday, June 8
- Algonac  
Friday, June 9
- Houston  
Monday, June 12
- New Orleans  
Tuesday, June 13
- Mobile  
Wednesday, June 14
- San Francisco  
Thursday, June 15
- Wilmington  
Monday, June 19
- Seattle  
Friday, June 23
- San Juan  
Thursday, June 28
- St. Louis  
Friday, June 16
- Honolulu  
Friday, June 16
- Duluth  
Wednesday, June 14
- Jersey City  
Wednesday, June 21
- New Bedford  
Tuesday, June 20

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

## Personals

**Bob Carroll IV**  
 A good friend is looking for you. Please write Vittoria Johnson, Rt. 5, Box 155, Savannah, TN 38372.

**Thomas L. Dodd**  
 Please get in touch with your family. They're worried about you. Write Doris Hamaker, 413 E. Bradford, Marion, IN 46952.

**Benjamin Porter**  
 Todd Johnson would like to know your whereabouts. He would also like to hear from anyone who knows where you are. Johnson identified you as a galleyman who sailed aboard the S.S. Walter Rice in 1978. Todd Johnson can be reached at 6054 Laurel Street, Apt. 8, New Orleans, LA 70118.

**Terry Smith**  
 Please get in touch with Beulah Farmer, Rt. 3, Box 150-4-5, Buna, TX 77612 (tel. #409/994-5837). She has your photo albums.



# Dispatchers' Report for Inland Waters

APRIL 1-30, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	2	1	1	1	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	28	2	0	10	0	0	52	25	6
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	1
Jacksonville	3	3	21	0	0	7	5	2	23
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	2	28	10	7	26	10	6	61
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	0	0	2	0	0	0	1	0	2
Algonac	31	16	0	16	1	0	41	14	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>68</b>	<b>23</b>	<b>54</b>	<b>37</b>	<b>9</b>	<b>35</b>	<b>111</b>	<b>47</b>	<b>93</b>
<b>ENGINE DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	1	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	1	0	0	1	0	0	14	8	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	1	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	20	12	0	6	0	0	23	15	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>23</b>	<b>12</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>24</b>	<b>6</b>
<b>STEWARD DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	0	0	1	0	2	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	1	0	1	0	0	17	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	1	0	0	1	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	1	1	0	2	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	8	8	0	2	0	0	9	8	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>28</b>	<b>12</b>	<b>4</b>
<b>Totals All Departments</b>	<b>104</b>	<b>44</b>	<b>56</b>	<b>48</b>	<b>11</b>	<b>38</b>	<b>178</b>	<b>83</b>	<b>103</b>

\*\*"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.

# Dispatchers' Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	19	1	0	32	2	0	25	4
<b>ENGINE DEPARTMENT</b>									
Algonac	0	16	3	0	13	5	0	13	2
<b>STEWARD DEPARTMENT</b>									
Algonac	0	4	1	0	10	4	0	7	1
<b>ENTRY DEPARTMENT</b>									
Algonac	0	19	27	0	0	0	0	35	43
<b>Totals All Departments</b>	<b>0</b>	<b>58</b>	<b>32</b>	<b>0</b>	<b>55</b>	<b>11</b>	<b>0</b>	<b>80</b>	<b>50</b>

\*\*"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.

## Seafarers International Union Directory

Michael Sacco, President  
Joseph Sacco, Executive Vice President  
Joe DiGiorgio, Secretary-Treasurer  
Angus "Red" Campbell, Vice President of Contracts  
Jack Caffey, Vice President  
Thomas Gildewell, Vice President  
George McCartney, Vice President  
John Fay, Vice President  
Roy A Mercer, Vice President  
Steve Edney, Vice President

### 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  
(301) 327-4900

### DULUTH

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

### HONOLULU

636 Cooke St.  
Honolulu, HI 96813  
(808) 523-5434

### 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

50 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

St. Mary's County  
Piney Point, MD 20674  
(301) 994-0010

### SAN FRANCISCO

350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855

### SANTURCE

1057 Fernandez Juncos St.  
Stop 16  
Santurce, PR 00907-  
(809) 725-6960

### 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  
(213) 549-4000



**ING ARIES** (Energy Transportation Corp.), February 5—Chairman Willie Mitchell, Secretary Dana Paradise, Educational Director G. Lindsey, Deck Delegate John Wells, Engine Delegate Dasril Panko, Steward Delegate Robert Brown. No beefs or disputed OT reported. There is \$534 in the ship's fund. A new exercise bike was purchased with some of the money, and a Christmas gift from Burma Oil was added to the account. The treasury will be turned over to the new steward upon arrival in port. The chairman reported that a new dryer for the crew's laundry is expected this trip. The secretary informed those members getting off at the end of the voyage that he has all vacation, upgrading and other union forms available. The mate is cataloging the videotape library; all members were asked to cooperate by rewinding the tapes after use and returning them to the storage shelves. There will be a big changeover of crew this trip. The chairman reminded everyone to leave a nice clean room and a set of linen for the next crew. The steward thanked his gang for a good tour, and a vote of thanks was given to the steward department for a job well done and for all the great pool parties. Next ports: Osaka, Japan and Arun, Indonesia.

**ATLANTIC SPIRIT** (PRMMI), February 5—Chairman Donald Wagner, Secretary R. Mora, Deck Delegate G. Israel Bonafont, Steward Delegate Roberto Feliciano. No beefs or disputed OT reported. The educational director noted that crewmembers would like the company to purchase a new VCR. It was requested that the oilers call the wiper by knocking on his door. The patrolman will check about time off for the messman, eight hours relief every 30 days. The importance of contributing to SPAD was stressed, as was the recommendation that all eligible members upgrade their skills at Piney Point.

**FALCON CHAMPION** (Seahawk Management Co.), February 5—Chairman John Chermesino, Secretary M.P. Cox, Educational Director Haywood Green, Deck Delegate John Thompson. No disputed OT reported. The balance in the movie fund is \$175.72 to be used to purchase additional videotapes. This is the first time the ship has been back to the United States in five years. Payoff is scheduled for Feb. 8. The educational director suggested the SIU start shipboard educational programs for its members. The captain has been asked to contact the union for permission to pay off at sea this voyage and to have a patrolman board the ship on arrival in port. A recommendation was made that another washing machine be put aboard and that copies of new contracts be furnished to all crewmembers. The steward department was given a vote of thanks—with a special thank-you to Hazel Johnson from Haywood Green for feeding him so well. Next port: Mobile, AL.

**FALCON DUCHESS** (Seahawk Management), February 26—Chairman Leo Paradise, Secretary Richard Gracey, Steward Delegate David Bond. Everything is running smoothly in all departments. Some beefs were noted in the deck department which will be brought to the patrolman's attention. The chief engineer is very happy with the DEU and said he's the best he's ever had. The pumpman called a safety meeting on Feb. 19. A motion was made and seconded to have an emergency clause put in the contract whereby if a man must get off the ship due to sickness or a death in the family, he can get

his job back. It was suggested that someone from the union check the stores. The ship seems to be running out of a lot of items, and no bulk ice cream has been loaded. Crewmembers also would like a new washing machine to be put aboard.

**FALCON LEADER** (Seahawk Management Co.), February 5, 19 and March 5—Chairman Clarence Burgo, Secretary William Justi, Deck Delegate Theodore Bush, Engine Delegate Archie Bligen, Steward Delegate Philip Livingston. No beefs or disputed OT reported. The Falcon Leader is again running in the Far East. The vessel has left Guam heading toward Kwajalein in the Pacific and went to Japan. There may be a lay-up in Malaysia. Until it is known whether the ship will get a charter, there is no ship's fund. The crew would like to have more items for sale onboard, especially cigarettes. Crewmembers also would like more fresh fruits and vegetables, and better soap to wash clothes with. The soap in use now burns the hands and makes them itch. The steward department was given a vote of thanks for a job well done.

**ING LEO** (Energy Transportation Corp.), February 19—Chairman F.A. Pehler, Secretary Henry Jones Jr., Deck Delegate C.H. Kahn, Engine Delegate R. Robertson, Steward Delegate George Taylor. No beefs or disputed OT reported. There is \$281 in the ship's fund and \$40 in the SIU communications fund. The chairman spoke about the

days to reclaim their jobs. The next payoff will take place in New York Feb. 17.

**OMI MISSOURI** (OMI Corp.), February 23—Chairman John Picciolo, Secretary Johnnie B. McGill, Educational Director/Engine Delegate R.J. Baumgardner, Deck Delegate Fred Collins, Steward Delegate Jay Anderson. Everything aboard the OMI Missouri is running smoothly with no beefs or disputed OT reported. All previous disputed OT in the engine department has been resolved. Estimated arrival in Portland, OR. is early Saturday, Feb. 25. Payoff will be around noon. Arrangements will be made by the patrolman in the Portland area for layup and payoff.

**OMI WABASH** (OMI Corp.), February 14—Chairman J. Hasson, Secretary P.L. Shauger, Educational Director J. Spell, Deck Delegate L. Ramirez, Engine Delegate R. Rodgers, Steward Delegate A. Algazzali. Some disputed OT was reported in the deck department. A payoff is scheduled in Houston this voyage. A patrolman has been requested. A new dryer for the crew laundry was ordered. And a suggestion was made to have an arrival pool or request donations in order to build up a fund for the purchase of video movies. Next port: Houston, TX.

**RANGER** (Ocean Carriers), February 25—Chairman Jerry Borucki, Secretary Vernon Ferguson Jr., Educational Director/Engine Delegate Jon

age with no beefs. The ship's chairman suggested crewmembers take advantage of upgrading at Piney Point and read the Seafarers LOG as much as possible to keep up with the latest news on what is going on with the union. Mike Sacco was congratulated on his election as president. The captain is holding all the money to the movie and ship's fund for safekeeping. The chief engineer will be asked to check why the water is so hot in the shower. Also, the laundry room drains need to be unclogged. One minute of silence was observed for our departed brothers and sisters. Next port: Newport News, VA.

**ROVER** (Ocean Carriers), February 12—Chairman Hugo Dermody, Secretary Ernest E. Harris, Educational Director/Engine Delegate J. Parkhurst, Deck Delegate Robert Clifford, Steward Delegate J. Robinson. No beefs or disputed OT. There is \$156 in the ship's fund, but members were asked to please contribute to the fund so that another VCR can be purchased for the crew. A new captain is aboard. A repair list will be prepared. The vessel will arrive in Subic Bay early on Feb. 13. Crewmembers were advised to keep their rooms locked at all times since there will be 20 shoreside workers onboard the ship around the passage ways. After Subic Bay the ship will sail on to Bahrain via Singapore to replace some crewmembers. Crewmembers were urged to always practice safety first. A suggestion was made to have larger tables in the crew mess so that four people can eat comfortably without bumping elbows. There will be an extra crewmember onboard to and from Bahrain who will sougee each room. Everyone was asked to make sure their rooms are made available to him. A vote of thanks to the steward department was given. Following stops in Singapore and Bahrain, the ship will sail to Pohang, Korea.

**SEA-LAND ANCHORAGE** (Sea-Land Service), February 22—Chairman John Ballentine, Secretary James Wright, Educational Director A. Jaramillo, Deck Delegate D. Brown, Engine Delegate A. Aguiar, Steward Delegate J. Lubach. No beefs or disputed OT. Everything appears to be running smoothly aboard ship. The chairman mentioned that Sea-Land has acquired eight new ships, for a total of 39. The crew requested a hot water pot for coffee and tea. A discussion was held concerning the cleaning of the crew lounge. It was decided that all three departments would take turns. A vote of thanks was given to the steward department for a fine job. Next port: Tacoma, WA.

**SEA-LAND EXPRESS** (Sea-Land Service), March 3—Chairman J.M. Ard, Secretary Louise Martin, Educational Director A. Bell. No beefs or disputed OT. The educational director said that the union should find out what the paymaster has to do with the crew's time off. Members thanked the radioman for the use of his videotapes.

*[Editor's note: The patrolman informed the crew that the paymaster has nothing to do with time off for SIU crews.]*

**SEA-LAND INTEGRITY** (Sea-Land Service), February 19—Chairman E.F. Wallace, Secretary Pedro Laboy, Steward Delegate Sergio Morales. Everything is running smoothly with no beefs or disputed OT. A vote of thanks was given to the steward department for being such a good feeder. Next ports: Boston, Mass. and Elizabeth, N.J.

## Digest of Ships Meetings

*The following ships minutes are just a sampling of the many meeting reports the SIU receives each month from its ships around the world.*

*Ships' minutes are reviewed by the Union's Contract Department. Those issues requiring attention or resolution are addressed by the Union upon receipt of the ship's minutes.*

need for all seamen to participate in SPAD, noting that contributions to SPAD give the union a voice in Washington and give every member job security. The upgrading program at Piney Point is another way to get job security since better jobs mean better pay. The educational director stated that new books have been ordered and should be received this voyage. A letter from headquarters was received onboard ship regarding the fact that mail from the company office of ETC is three to six weeks in coming to the vessel. The response was that the mail is sent out from the office twice a month by regularly scheduled courier service. Crewmembers were reminded that there is to be no dumping of plastics overboard. The company and the Japanese ports are working together to come up with a plan to offload all plastic from the ship until they install a special plastic burner in the shipyards. A vote of thanks was given to the crew for keeping the rec room clean. A vote of thanks also was directed to the steward department for the great meals and clean messhalls. Next ports: Himeji, Japan; Bontang, Indonesia; Osaka, Japan, and Arun, Indonesia.

**LIBERTY SEA** (Liberty Marine), February 13—Chairman Cesar A. Gutierrez, Secretary James Tucker, Engine Delegate Leroy C. Williams, Steward Delegate Anthony St. Clair. It has been a good trip with no beefs or disputed OT. The vessel will enter the shipyard in Malta. Crewmembers will be called back in 15

P. Beard, Deck Delegate Michael Moore. No beefs or disputed OT. The deck department was particularly proud that during the last trip, the ship passed inspection of the tanks with a grade of "A." The ship received a new ice machine. It should now produce enough ice for everybody. Thanks go to the SIU rep for his quick action in getting this for the crew. There is \$450 in the ship's fund. The money was raised from the pilot pool. All crew and officers were thanked for their support of the pool. A few men will be getting off in Singapore. They were reminded to sign up for upgrading courses at Piney Point. While getting an education at the school in Piney Point, members still have time to relax at the beautiful facilities and partake of some of the best food around. The chief mate gave the deck department a video cassette about underway replenishment. Everyone can now watch that film in the crew TV room. Should the Ranger be involved in refueling at sea, this tape will help refresh members' memories. One minute of silence was observed in memory of our departed brothers and sisters. This ship's meeting took place at sea enroute to Okinawa, Japan. Next ports: Kuwait and Singapore.

**ROBERT E. LEE** (Waterman Steamship Corp.), February 12—Chairman John Kelso, Secretary Bennie J. Guarino, Educational Director Michael Frizzel. Some disputed OT was reported in the deck department, but it's been a very good voy-



# Final Departures

## Deep Sea

### PASQUALE DI NINO



Pensioner Pasquale Di Nino passed away on January 27, 1989. A Pennsylvania native. Brother Di Nino joined the union in Seattle in 1965. He sailed as an OS and an AB on such ships as the Seafair (Colonial Company), the Cottonwood (Oriental), and the Steel Navigator (Isthmian). He retired in 1981.

### JOHN GENER



Seafarer John Gener, 30, died on March 3, 1989 in Westwood, NJ. A resident of River Edge, NJ, he attended the Seafarers Harry Lundeberg School in 1983. Brother Gener worked in the engine department. He sailed as a wiper, fireman and oiler on the Constitution with American Hawaii Cruises.

### WILLIAM GOFF



Pensioner William Goff, 59, passed away on February 17, 1989. A resident of Gray, ME, Brother Goff received his book in New York in 1947. He worked in the steward department, and sailed last aboard the Overseas New York in 1988. He is survived by his nieces, Bonnie and Patricia Bruns, also of Gray.

### HOBART LEE GARDNER



Pensioner Hobart Lee Gardner, 60, died March 7, 1989 of congestive heart failure. Born in North Carolina, Brother Gardner received his book in New York in 1952. Gardner served as chief steward on such vessels as the LNG Aries, the Delta Panama, and the Merrimac (Ogden Marine). He retired in 1983. He is survived by his wife, Marie, of Trussville, AL.

### JOHN KACKUR



Pensioner John Kackur, 74, passed away on February 20, 1989, following a cerebrovascular accident. A resident of Schellsburg, PA, Brother Kackur joined the SIU in Baltimore in 1943. He worked in the steward department as a chief cook and baker on the

Anji, the Gateway City, and the Olga.

### GEORGE MELTZER



Pensioner George Meltzer, 74, died December 23, 1988. Born in New York, Brother Meltzer was a U.S.

Army cook before he joined the merchant marine. An SIU member since 1944, he sailed as a cook/baker on such vessels as the Ft. Hoskins, the Atlantic, and the Bradford.

### GEORGE MEADEN



Pensioner George Meaden, 63, died in Weymouth, MA on March 25, 1989. A retired chief pumpman, Brother Meaden

sailed with Seatrain, Isthmian, Hudson Waterways and Cities Service. Before joining the SIU, he was a member of the Painters Union. Brother Meaden is survived by six children.

### ALVIN O. PAGAN



Seafarer Alvin O. Pagan, 28, died in Bayamon, PR on December 29, 1988. A former resident of the Bronx,

NY, Brother Pagan worked in the steward department. He sailed last in October 1988 aboard the PFC Dwayne T. Williams (American Overseas). His mother, Margarita, and his son, Alvin, survive him.

### JOHN RENSKI



Pensioner John Renski, 74, died of heart failure in Philadelphia on October 26, 1988. A Pennsylvania native, Brother

Renski joined the union in Philadelphia in 1954. He sailed as a fireman/watertender on such vessels as the Merrimac, the Over Travel, and the Philadelphia.

### BILLY RAY SCOTT



Brother Billy Ray Scott, 60, of Gardena, CA, died of a heart attack aboard the M/V Sea-Land Patriot on February 1,

1989. The vessel was at sea near Yokohama, Japan. Born in Texas, Bosun Scott started sailing in the merchant marine in 1944, and joined the union in 1970. Seafarer Scott sailed as a bosun. He is survived by his wife of 40 years, Donna; a son, Richard; a daughter, Kathleen; seven grandchildren, and one great-grandson. Brother Scott

was cremated, and his ashes were committed to the sea.

### STANLEY R. YODRIS



Stanley R. Yodris, 80, died of heart failure in Baltimore on March 10, 1989. The Maryland native joined the union in Mobile

in 1938. He sailed as an AB and a bosun. Brother Yodris served on such vessels as the Monticello Victory and the Alcoa Pilgrim.

## Lakes

### GORDON E. AIKENS



Pensioner Gordon E. Aikens, 78, passed away February 22, 1989, in Ossineke, MI. He had been

suffering from upper gastrointestinal bleeding. A native of Alpena, MI, Brother Aikens joined the union there, and sailed the Lakes in the steward department. A porter and second cook, he worked last for National Gypsum in 1983. Brother Aikens is survived by his sons, Ron and David.

### HOWARD J. BARSEN



Pensioner Howard J. Barsen, 79, died of a heart attack in Long Rapids, MI on March 7, 1989. Born in Leer, MI,

Brother Barsen joined the union in Alpena in 1956. He sailed the Lakes as a wheelsman, and served on the J.A. Englehardt for Huron Cement. He is survived by his wife, Mary.

### BERNARD H. BAKER



Pensioner Bernard H. Baker, 73, died March 18, 1989 in Marine City, MI. He had suffered from cancer. Born in

Michigan, Brother Baker joined the union in 1952. He served in the deck department as a wheelsman. Brother Baker worked on the Niagara for Eric Sand. His wife predeceased him.

### FRANK E. MAY



Pensioner Frank E. May, 71, of Crystal City, MI died on January 22, 1989. A Michigan native, Brother May joined the union

at Frankfort-Elberta in 1953. Employed by the Ann Arbor Railroad, he sailed as an AB in the deck department of railroad car ferries. He is survived by his wife, Zelta.

## Inland

### ROBERT M. SMITH



Pensioner Robert M. Smith, 67, passed away in Melbourne, FL on March 16, 1989. He had cardiovascular

collapse. An inland boatman, Brother Smith joined the union in Baltimore in 1972. Following a naval career, he worked as a tankerman for the Steuart Transportation Company. The Illinois native sailed on the STC 007 and the Papa Guy. His wife, Beverly, survives him.

### RUSSELL E. SNOW



Pensioner Russell E. Snow, 72, died in Bavon, VA on March 28, 1989. He had congestive heart failure. The

inland boatman joined the union in Norfolk, and worked as an oiler and engineer for the Virginia Pilot Association. He is survived by his wife, Hazel.

### VINCENT VILLA



Pensioner Vincent Villa, 85, died in Honolulu on February 1, 1989. Born in the Philippines, Brother Villa

suffered from a respiratory disease. A cook on inland waterways, he worked for G & H Towing. He retired in 1965. Brother Villa is survived by his wife, Lorita.

## Corrections

### PAUL M. WUORI

In the obituary of Pensioner Paul M. Wuori (April 1989 LOG), it was incorrectly stated that he had one sister surviving.

Brother Wuori is survived by five brothers: Oiva of Maple, WI; Sam of Seattle, WA, Ernest of New Richmond, WI; Raymond of Wentworth, WI, and John of Superior, WI, and three sisters: Irja Larsen of Eugene, OR; Alice Walimaki and Ellen Hill, both of Maple.



# 1989 UPGRADING COURSE SCHEDULE

**Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry**

June through September 1989  
The following is the current course schedule for June—December 1989 at the Seafarers Harry Lundeberg School of Seamanship. The course schedule may change to reflect the membership's and industry's needs.

**PLEASE NOTE: All members are required to take firefighting when attending SHLSS.**

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 10	August 18
Third Mate	September 4	October 13
RadAR Refresher/Renewal	July 10	October 13
	Open-ended, 3 days (Contact Admissions for starting date)	
RadAR Recertification	Open-ended, 1 day (Contact Admissions for starting date)	
Limited Inland Licenses	July 17	September 8
Lifeboat	July 24	August 4
	August 21	September 1
	September 18	September 29
LNG—Self-Study	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

\*Upon completion of course, the Sealift Operations & Maintenance course must be taken.

## Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker Chief Cook, Chief Steward.	All open-ended (Contact Admissions Office for starting date)*	

\*All students in the Steward Program will have two (2) weeks of Sealift Familiarization at the end of their regular course.

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
Automation	June 26	July 21
QMED—Any Rating	September 18	December 8
Fireman/Watertender and Oiler	June 12	July 21
Marine Electrical Maintenance	July 10	September 1
Pumproom Maint. and Ops.	July 31	September 8
	September 18	October 27
Variable Speed DC Drives	September 18	September 27
Hydraulics	August 21	September 15
Limited Assistant/Chief Engineer	July 17	September 8

\*All students in the Engine Department will have two (2) weeks of Sealift Familiarization at the end of their regular course.

## 1989 Adult Education Schedule

Course	Check-In Date	Completion Date
The Adult Education Courses for 1989 will be six weeks in length.		
High School Equivalency (GED)	July 3	August 14
	September 4	October 16
	October 30	December 11
Adult Basic Education (ABAE)	July 3	August 12
	September 4	October 14
	October 30	December 9
English as a Second Language (ESL)	July 3	August 12
	September 4	October 14
	October 30	December 9

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes.

Developmental Studies (DVS)	June 5	June 9
	(Prior to FOWT)	
ABE/ESL Lifeboat Preparation Course	July 31	August 18
	September 25	October 13

This Three week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.

## Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 25	November 6
Steward Recertification	May 29	July 3

## SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

### Upgrading Application

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) (Mo./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 \_\_\_\_\_

Veteran of U.S. Armed Forces:  Yes  No

Home Port \_\_\_\_\_

Endorsement(s) or License(s) Now Held \_\_\_\_\_

Are you a graduate of the SHLSS Trainee Program:

Yes  No

(If yes, fill in below)

Trainee Program: From \_\_\_\_\_ to \_\_\_\_\_

Last grade of school completed \_\_\_\_\_ (dates attended)

Have you attended any SHLSS Upgrading Courses:

Yes  No

(if yes, fill in below)

Course(s) Taken \_\_\_\_\_

Do you hold a letter of completion for Lifeboat:  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 *must* also submit a COPY of the first page of your union book indicating your department and seniority, as well as, a COPY of your clinic card. The Admissions Office **WILL NOT** schedule until this is 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)

### 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

- Associates in Arts Degree
- Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course.

### RETURN COMPLETED APPLICATION TO

Seafarers Harry Lundeberg Upgrading Center, Piney Point, MD 20674



## Panel Announces 1989 SIU Scholarship Winners

The two Seafarers and four dependents of SIU members who won the union's scholarships have expressed an interest in a variety of careers.

The awards were announced by the impartial panel of educators who reviewed each applicants' documentation.

Five of the scholarship winners will receive a total of \$10,000 over a four-year period and one individual will receive a total of \$5,000 in a two-year span.

The union's scholarship program was established in 1952 by former SIU head Paul Hall. Since then 185 awards have been granted to Seafarers and children of SIU members.

Brief sketches of the award winners follow.

### WILLIAM McREE



SIU member William McRee did not give up after being selected as an alternate for a union scholarship two years ago. Instead, he followed the union's urgings and kept reapplying. This year he succeeded, winning a four-year \$10,000 scholarship.

He attended the University of New Mexico for a year, but was forced to leave and return to sea to earn money for his education.

McRee, who last sailed on the Spirit of Texas, is a graduate of the Seafarers Harry Lundeberg School of Seamanship and earned his AB ticket there.

"On a ship at sea, there is plenty of time to think. As I contrasted my shipboard life and my life at the university, I realized how much I enjoyed the scholastic achievements I had accomplished. I truly enjoyed learning," McRee wrote in his scholarship application.

McRee is back at the University of New Mexico where he is studying physical therapy with the goal of specializing in rehabilitation of severely injured patients.

### LAURA MORGAN



Laura Kay Morgan, an SIU member who is currently sailing as an AB aboard the LNG Virgo, received a two-year \$5,000 scholarship. SIU member Morgan intends to study civil technology and surveying and plans to matriculate to the University of New Hampshire.

The 1984 graduate of SHLSS has been shipping out on the LNG vessels for the past five years.

Her interest in surveying started, Morgan said, after she shipped out and began learning about celestial navigation. "From those twinkling specks in the far, far distance the navigators were able to deter-

mine exactly where we were on the charts."

Morgan said her reading led her to discover that similar techniques and math were used in navigation and surveying.

"Surveying is important in the development and use of the Earth's resources. A way of organizing, cataloging and planning what we have around us to make intelligent and sensible decisions that will affect all of us in later years," Morgan said.

### SANDRA CHEW



Sandra Chew will use her scholarship to help pay her tuition at the University of California's Berkeley campus.

She plans to earn a degree in architecture.

During her high school career, she was active in community and school groups. Chew has been a tutor to many recent immigrants, teaching social studies, math and English.

"The most rewarding moment is watching their faces light up after they realize the answer," she said.

She has also been active in the Shield Honor Society, the California Scholarship Federation, the Architecture and Engineering Club and the Chinese Club.

She is the daughter of Tak Lim and Yim Ching Chew. Her father retired in 1987 and last sailed in the steward department aboard APL's President Cleveland.

### JOHN COSTANGO



In September, John Costango will use his scholarship to begin studies in international relations/law and language studies at Georgetown University, Bucknell University or Dickinson College.

A senior at Wilson High School

in West Lawn, PA. Costango is the editor of the school's literary magazine, vice president of the school's chapter of the National Honor Society and a key member of the debate team.

"When I see John debate, I see evidence of extensive research, the ability to use logic and a mature deportment which never permits him to belittle an opponent in a match," his debate coach wrote in a letter of recommendation.

His parents are Seafarer George Costango and Barbara Synder.

### GLENN GONTHA



Glenn D. Gontha is a senior at the highly competitive Brooklyn Technical High School, where his interest in architecture has blossomed into a career goal.

He plans to use his scholarship award to further his architecture goals at one of three schools, the Rhode Island School of Design, the Cooper Union or the University of Buffalo.

Active in the school's architecture club, Gontha is also president of his church's youth organization. He also has been a member of the Parks' Shakespeare Company, an after school program sponsored by the New York City Department of Parks and Recreation. Last year he won the role of Sebastian in *Twelfth Night*.

"My desire is to attend a college that will stretch my design capabilities and constantly challenge me," Gontha wrote in his scholarship application.

He is the son of deep sea member Edward J. Gontha and Sientje Gontha.

### TAMARA GREENE



Tamara Greene said her interest in science started when she received a microscope for her ninth birthday. "I thought it was really neat to see tiny bugs and plants close up."

Ten years later, that interest in science has turned into a tough chemical engineering major for the freshman at Valdosta State College in Georgia. She is in a special program there that will allow her to transfer to Georgia Tech, one of the finest engineering schools in the country.

Greene won awards for the highest chemistry grades in her junior and senior years at Thomasville High School in Thomasville, GA. She has carried that type of achievement to college. She is one of only eight freshmen admitted to the 50-person special engineering program and the only freshman with a perfect 4.0 grade point average.

Her parents are Ray E. Greene and Paula A. Pena.

Her father currently ships aboard the dredge Dodge Island.

### REVISED DATES FOR RADAR CERTIFICATION AND SHIPHANDLING COURSES

Following are the revised dates set for the Radar Certification and Shiphandling courses for the remainder of 1989.

The Radar Certification course has shortened to five days, with approval of the U.S. Coast Guard.

#### 1989 Radar Certification Course Schedule

July	10-14
September	11-15 (Follows Limited License Course)
November	13-17

#### 1989 Shiphandling Course Schedule

May	15-26
June	19-30
July	24-August 4
August	21-September 1
September	18-29
October	23-November 3
December	4-15



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