

SEAFARERS LOG

Volume 52, Number 6

June 1990

SIU Wins 15% Deep Sea Package

Wages, OT Rate To Rise 5% Each June of Three-Year Pact

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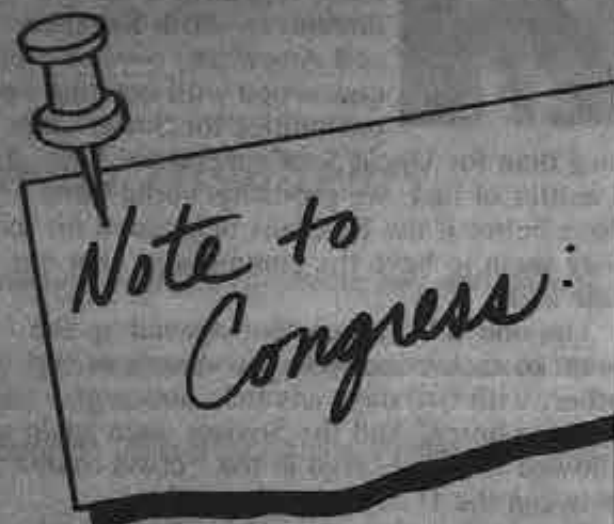
125 Sailing Days Needed After July 1

New Pensioners To Get Increase

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Union Steps Up Fight To Beat Back Attack On Cargo Preference

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Do you know who is behind the facade of the North American Export Grain Association that seeks to kill U.S.-flag vessels' carriage of grain?

The record shows that the association is working for many foreign beneficiaries who receive billions of U.S. tax dollars that are supporting international grain deals. Here are some of these firms:



C. Itab & Co. (America)
Parent Company:
Itobu Shoji Kaisha Ltd.
Tokyo, Japan



Elders Grain Inc.
Parent Company:
Elders IXL
Melbourne, Australia



Ferruzzi USA
Parent Company:
Ferruzzi Spa
Ravenna, Italy



Louis Dreyfus Inc.
Parent Company:
Louis Dreyfus & Cie.
Paris, France



SGS Control Services
Parent Company:
Societe Generale de Surveillance
Geneva, Switzerland



James Richardson & Sons Ltd.
Winnipeg, Canada

For details see page 5.

Sources: Who Owns Whom, North America Edition, Dun & Bradstreet Ltd.; Directory of Corporate Affiliations, 1989, National Register Publishing Company; Dun & Bradstreet business databases.

President's Report

The Second Time Around

AS WAS EXPECTED, the much discussed maritime agreement between the United States and the Soviet Union which was signed during the recent Bush-Gorbachev summit meeting, produced nothing of value for U.S. shipping. In terms of benefits, the agreement was tailored strictly to the interests of Soviet maritime operations; the U.S. interests were ignored completely.



It is quite obvious that those responsible for the document—both Russians and Americans—were more concerned with creating opportunities for Soviet shipping than for Uncle Sam's merchant fleet. As a matter of fact, we probably would have done better if the Russians negotiated for us; they seem to have the commitment that our side lacks.

The one-sided agreement opened up the ports in each country to the vessels of the other, with two days advance notice of planned entry. And the Soviets once again are allowed to carry cargo in the "cross trades" between the U.S. and other nations.

Cargo Sharing Is Dropped

A cargo sharing provision that had been part of the original U.S.-Soviet maritime accord negotiated by the Nixon administration calling for cargoes shipped between the two countries to be carried one-third on U.S. ships, one-third on Soviet vessels and one-third on the ships of a third flag was abandoned by the U.S. negotiators in the recent talks. Originally, the maritime administrator felt that this provision should be included in the new agreement, but he was moved out of

the picture and that was the end of that idea. The cargo sharing provision was replaced with one calling for access and a procedure for dealing with complaints of discrimination. This dispute procedure sounds more like the scenario for a talk-a-thon, so the industry will have to be on its toes.

Remember, we've been down this road with the Soviets once before. As a result of the previous agreement allowing them in the U.S. cross trades in the '70s, the Russians embarked on a wholesale rate-cutting campaign that had an almost disastrous impact on the American-flag liner companies, as well as those of the traditional maritime nations. Hell-bent to capture as much hard currency as it could and operating outside the conference structure, the USSR merchant fleet dug deeply into the U.S. liner trades.

The Agreement Suspended

There were loud repercussions and Congress began a probe of the situation. The Russian rate-cutting practice ended, however, when the communist government in Poland, with Soviet support, imposed martial law in an effort to halt the actions of the democracy-oriented Solidarity trade union movement. At that point, the International Longshoremen's Association refused to handle Russian ships in the East and Gulf ports, followed by President Reagan's sanctions that included tightening of port access notification for Soviet ships calling at 40 U.S. ports from 4 days to 14 days advance request and suspension of talks on a new maritime agreement.

That's where things stood until the signing the other day of the new pact. Chances are the Russians will storm into the cross trades like starved grizzlies. We will have to keep a sharp eye peeled on their practices, bearing in mind that we may have to rely on the Con-

gress for relief should the Russians start cutting up again.

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About Pensioners

LET ME TURN to a more positive and pleasant note. As the SIU membership may be aware, headquarters offices of the union have been working constantly to make operations more efficient and effective. Since I was given the responsibility for direction of the union, we have been reviewing, consolidating and restructuring the various activities with the aim to provide improved communications and services to the membership.

We are making great progress, but I want this tightening-up process to be a continuing one. That's how we can best remain on our toes and thus better able to fight in behalf of our membership on every front, whether it be on the industry, legislative or government level.

One of the many areas that we targeted for improvement was that of communications with SIU pensioners. These brothers and sisters have been loyal union members who have served this industry well, and I am determined not to lose sight of them or their contribution when they retire from active work.

It is my intention to establish a system of communications with these retirees so that they can keep abreast of the union's activities and we can all be kept informed as to how they are doing—both through the medium of the Seafarers LOG and direct contact, whenever possible.

I consider our pensioned brothers and sisters a continuing resource, just as they were in their active sailing days, and therefore an important part of the SIU family. For us, the Brotherhood of the SIU must always be more than a slogan.

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Michigan Attorney General Honored by Seafarers Union

Michigan Attorney General Frank Kelley received a ship's wheel from the SIU at a recent dinner honoring him for his years of distinguished service to the state.

Byron Kelley, SIU assistant vice president for the Great Lakes and inland waters, presented the wheel to the attorney general in Detroit. The SIU official said the attorney general has "shown outstanding qualities of leadership, dedication and courage in helping those in need. Your respect for working men and women and their aspirations are a trademark of your

personal and professional life. . . . Therefore, we find you most deserving of the ship's wheel."

Frank Kelley said he was very honored to be recognized at the dinner and to receive the award. He told the audience of more than 400 people, including Governor James Blanchard, that the first case he tried after graduating from law school was for the SIU in Alpena, Mich. "The Seafarers have been a good and loyal friend to me over the years," he said. "I wish them continued success."



Michigan Attorney General Frank Kelley (left) was presented a ship's wheel by the SIU at a dinner in his honor. With Kelley are Byron Kelley (center), SIU assistant vice president, and Victor Hanson, who has assisted the SIU in legal matters.

Across-the-Board Gains

SIU Wins 15% Pay Package In New Three-Year Contract

The union has negotiated a new standard contract that will give Seafarers a 15 percent pay package over a period of three years. The agreement that was reached also provides an additional paid holiday on Martin Luther King's birthday, a 10 percent rate hike for tank-cleaning and longshore work and an increase in maintenance and cure and subsistence/lodging to the same amount paid to licensed officers.

The 15 percent increase would be paid starting with a 5 percent raise on June 16, 1990; a 5 percent gain on June 16, 1991 and 5 percent more on June 16, 1992. A cost-of-living adjustment will be added in the second and third year if the nation's inflation rate is more than 5 percent. Crew sizes will remain at existing levels on both dry cargo and tanker vessels.

This contract compares to the one negotiated three years ago when wage increases were 2-2-2 and the union made adjustments in the manning scale.

The contract will be submitted to the membership for approval at special union meetings that will be held in all the halls on June 27 at 10:00 a.m. and in special sessions held aboard the ships. Upon acceptance by the membership of the contract, which was negotiated with a group of shipowners

known as the American Maritime Association, all elements of the agreement will go into effect retroactively to June 16, 1990.

Talks for the new contract have been going on for several months. The operators initially demanded a 6 percent increase over three years, allocating 2 percent each year, along with reductions in manning on dry cargo ships. The tanker operators sought a re-rating of job classifications, increasing the number of OMUs and decreasing QMED positions.

The union rejected these proposals as being against the best interests of the Seafarer and of the maritime industry in general.

In approaching this year's contract negotiations, SIU President Michael Sacco was determined to halt the so-called "give-back" philosophy which the shipowners—like the rest of American management—had been demanding and which characterized contracts over the last several years. "In this new pact," Sacco said, "we were able to reverse that process."

In preparing for the contract talks, union negotiators poured over suggestions from rank-and-file members that have been received over the past three years through motions at ships' meetings, sessions with upgraders and

letters from members to the contracts department. These suggestions made up the foundation from which the union's negotiating strategy was launched.

15% Across the Board

The new SIU contract exceeds the national average of wage in-

Continued on page 4

Contract Highlights

- A 15% increase in wages, overtime, premium pay and off-watch rates.
- Higher vacation pay benefits and wage-related pensions as a result of the increased wages.
- A cost-of-living provision to protect pay gains if inflation exceeds the wage increases.
- An additional holiday—Martin Luther King's birthday—bringing the number of holidays in the contract to 10.
- Maintenance and cure rate parity with that received by the licensed officers.
- Subsistence and lodging rate parity with that received by the licensed officers.
- 10% increase in the longshoring rate of pay.
- 10% increase in the tank-cleaning rate of pay, on-watch and off-watch Monday through Friday.
- Tank-cleaning pay on weekends and holidays will be \$23.08 for Group I members, \$15.11 for Group II members and \$12.14 for Group III members.
- Existing crew size will be maintained.

Deep Sea Seafarers Retiring After July 1 To Be Eligible for Increased Pension Pay

As a result of action taken by the Seafarers Pension Plan Board of Trustees, deep sea SIU members, who meet the plan's eligibility requirements, and who retire after July 1 will get a pension increase of 33 percent over that which is currently payable to those on the pension rolls. In order to qualify a deep sea member must have 125 days of seetime that begin after July 1.

The increase brings the base pay of the regular normal pension and the early normal pension from \$450 to \$600 a month, as well as raising the disability pension from \$450 to \$600.

The proposal for the increase was put forward by the union trustees and adopted after careful studies. The decision to give the increase was made in view of the plan's healthy financial condition and careful management.

An outside actuary, a person who calculates statistical risk and who projects ability to pay, deter-

mined that the plan is healthy enough to increase the pensions that active Seafarers will receive.

In determining if a plan can raise pensions, the actuary must be able to prove that the group will be able to meet the obligations it will have in the future. In this manner, Seafarers are protected from having a plan that cannot pay their pensions when it comes time for them to retire.

After receiving a report by the outside actuary, the Board of Trustees voted to increase the pensions of those Seafarers who are planning to retire in the near future. While the new rates go into effect on July 1, in order to be eligible for the higher pension pay, a member must have 125 days of seetime after that date.

From \$450 to \$600

The regular normal pension will increase by 33 percent, from a monthly rate of \$450 to \$600. That rate can increase if a member has

more than the 5,475 days presently required by the plan to qualify for this type of retirement pay.

Under the early normal pension, also known as the "20 at 55" pension in which 7,300 days of seetime is one of the eligibility requirements, the amount of the benefit will be calculated by adding \$15 a month for each 120 days worked after 5,475—bringing the applicant with 7,300 days to a pension benefit of \$825 a month. If a retiring Seafarer has more days of seetime than the required 7,300, he will receive an additional \$15 per month for every 120 days.

In the past, a member could receive incremental raises in his early normal pension of \$25 per month for every 365 days of seetime. Under the new procedure a raise of \$15 begins after 120 days of seetime. If a member has 365 days over the 7,300 required, under the new rates he will receive \$45 more per month, a substantial increase above the \$25 increment.

Procedures to calculate wage-related pensions will remain the same. When an SIU member applies for retirement benefits, the Seafarers Pension Plan will determine what the prospective pensioner would receive under both the wage-based formula or the standard options. The plan always awards the higher amount to the retiring Seafarer, applying the formula that resulted in the most money for the member.

Eligibility requirements for any of the pension plan's programs remain the same. The trustees' action concerns only the deep sea SIU member.

Wage-based pensions will be raised as a result of the 15 percent increase over a three-year period that was recently negotiated by the union in contract talks with the American Maritime Association, a group of U.S.-flag shipping companies.

The maximum pension allowed

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15% Cumulative Pay, OT Hike Highlight New Contract Gains

Continued from page 3

creases negotiated by unions around the United States. According to the Department of Labor's Bureau of Labor Statistics, the average union contract negotiated in the first half of 1990 provided raises of 3.8 percent in 1990 and 3.3 annually for the life of the contract.

The 5 percent increase will be applied across the board; including monthly base pay, and the rates for regular overtime, premium and off-watch. The on-watch Monday through Friday penalty rate will increase by 5 percent only in the first year of the contract. The higher wage will impact vacation pay, raising the amount of money a member will receive when he or she is on the beach.

Wages to Keep Up With Inflation

The calculation of the cost-of-living-adjustment, known as COLA, in the 1990-1993 standard agreements will be made in the second and third years of the collective bargaining agreement. Any COLA payments will be based on the Department of Labor's Consumer Price Index (CPI), the government's way of tracking inflation.

The contract calls for SIU members to receive an increase in pay—with no ceiling—if the CPI has risen above 5 percent. In the event of inflation indexed over 5 percent in 1991 and 1992, Seafarers will receive an additional increase in pay of the full difference between the CPI and 5 percent. For example, if the CPI is 7 percent for the year, SIU members will receive a 2 percent increase across the board.

Under the last contract, a COLA wage increase was only possible if inflation exceeded 10 percent over the three-year contract and the member only received two-thirds of the difference between the cost-of-living index and the 10 percent.

Health Care Benefits Maintained

In light of the skyrocketing costs of health care and the national trend toward making workers—both union and non-union—bear a bigger portion of welfare costs or reducing services, it is significant that all benefits currently offered by the Seafarers Welfare Plan will remain in place.

Around the country, an 18 to 30 percent inflation rate per year in health care costs has led to drastic changes in collective bargaining agreements as employers attempt to shift the rapidly rising expense to their employees, reports the Bureau of Labor Statistics. The AFL-CIO has found that worker contributions for health care have increased 300 percent during the past 10 years.

Despite national trends toward

reductions in benefits and higher deductibles, the three-year standard agreement calls for maintaining the current level of benefits with no decreases. On a yearly basis, representatives of the SIU and management will meet to review what steps must be taken to maintain the current level of benefits.

Special Rates

Rates for longshoremen's work will be increased by 10 percent. Tank-cleaning rates on-watch and off-watch on Monday through Friday also will be raised by 10 percent. Tank-cleaning rates paid for work done on Saturdays, Sundays or holidays will be paid at a rate of \$23.08 to Group I members, \$15.11 to Group II and \$12.14 for Group III.

More Group I and II Ratings

The needs of the tanker fleet were recognized by union and management negotiators by changing some shipboard ratings. Under the new contract, where in the past a tanker sailed with two General Utility Deck/Engine (GUD/E), the same vessel will now be manned by one GUD/E and one Second Pumpman/Engine Maintenance.

On tankers that have in the past carried a four-man steward department, one steward assistant will be replaced by a Second Pumpman/Engine Maintenance.

A one-man watch will be instituted on tankers where allowed by the U.S. Coast Guard. Instead of two watchstanding ABs, there now will be one watchstanding AB and the other AB will be assigned to day work to be compensated at the higher AB Maintenance rates. This provision of the contract will not take effect on ships immediately, but will be phased in as AB watchstanders currently sailing on tankers wrap up their time aboard the vessel.

Coast Guard regulations currently call for a two-man watch when a tanker is sailing in coastwise waters, so the one-man watch system will not go into effect on most coastal runs.

A provision in the contract does mandate a two-man watch during cargo operations.

The same complement of crewmembers currently manning freightships will continue under the life of the three-year contract. On tankers, the number of unlicensed crewmembers will remain the same but some of the positions have been re-rated to higher classifications to ensure a productive and efficient shipboard work force.

On both tankers and freightships, members of the deck department, under the new contract, can do general maintenance work inside the house and QMED day workers can do three hours of general maintenance in the engine

room without penalty pay during routine hours, 8:00 am to 5:00 pm, Monday through Friday.

Maintenance and Cure

Maintenance and cure rates and subsistence/lodging expenses will be raised to the same amount received by the licensed officers. When these figures are available, the information will be distributed to the membership through the Seafarers LOG and communications from the office of the Vice President—Collective Bargaining.

A periodic review of the curriculum at the Lundberg School of Seamanship will take place by officials of the shipping companies and the union. All efforts will be made to ensure that courses reflect changing shipboard technology.

The standard freightship and tanker agreement discussed in this article does not apply to many SIU jobs on military vessels operated by private shipping companies. In addition, the SIU's Pacific District Unions—made up of the Sailors Union of the Pacific for deck department work, the Marine Firemen, Oilers and Waretenders representing unlicensed engineers and the SIU Atlantic, Gulf, Lakes and Inland Waters District for the steward group—have been negotiating separate labor agreements with American President Lines and Matson Navigation Company.

Pensions to Rise For Active SIU Men

Continued from page 3

under any calculation procedure is \$1,000 per month.

The pension pay hike automatically will increase the joint and survivors annuity benefit, the option a member chooses if he wants his spouse to continue receiving his pension benefits after his death.

A member can obtain more detailed information on the SIU's pension plan at any union hall or by calling the Seafarers Pension Plan at 1-800-CLAIMS4.

The first union negotiated pen-

sion plan was established in 1950 and guaranteed a retiring Seafarer \$140 per month for the rest of his life. In 1971, after an extensive review of the union's pension system was conducted by a rank-and-file study commission, the SIU added the early normal pension option.

The Seafarers Pension Plan is governed by a board of trustees made up of five representatives of shipping companies with SIU collective bargaining agreements and five union officials.

Under the New Pension Plan Rates

Bosun Joe Smith is 65 and he plans to retire at the end of this year with 125 days of seetime acquired after July 1, 1990 and he meets the eligibility requirements for the **normal pension**. What follows is an example of what Bosun Joe Smith would have received under the old pension rates and what he will be entitled to under the new pay.

Days of Seetime	Number of Days Over 5,475	Old Benefit	New Benefit
5,475	0	\$450	\$600
6,075	600	450	675
7,155	1,680	450	810

Bosun Sam Smith is 55 and he plans to retire at the end of this year with 125 days of seetime acquired after July 1, 1990 and he meets the eligibility requirements for the **early normal pension**. What follows is an example of what Bosun Joe Smith would have received under the old pension rates and what he will be entitled to under the new plan.

Days of Seetime	Number of Days Over 7,300	Old Benefit	New Benefit
7,300	0	\$450	\$ 825
7,780	480	475	885
8,030	730	500	915

If Bosun Sam Smith had sailed 8,030 days, he would be entitled to a supplement under both the old and new pension pay rates. But under the old pension pay the supplement benefit would be based on a \$500 monthly pension while under the new rates the supplement will be based on the \$915 monthly pay.

Sacco Asks Congress to Look at Grain Traders' Ploy

'Deep Six Attack on Cargo Preference'

In light of the emergence of a whole range of facts over the past two months revealing the international ties of the giant grain trading companies that are attacking cargo preference, SIU President Michael Sacco called on members of Congress to expose the motivations of the agribusiness conglomerates for what they are and beat back any attempts to weaken U.S. shipping.

In a communication that was delivered to all members of the House and Senate, Sacco pointed out, "The attack on cargo preference is being inspired and managed by the North American Export Grain Association (NAEGA), a trade group representing 37 companies involved in the grain trade, of which close to half are owned or controlled by foreign interests."

Among some of NAEGA's member groups with foreign parents are C. Itoh & Co. (Japan), Elders Grain Inc. (Australia), Ferruzzi USA (Italy), Louis Dreyfus Inc. (France), SGS Control Services (Switzerland), James Richardson & Sons Ltd. (Canada), Tradigrain (Switzerland), Mitsubishi International Corp. (Japan), Mitsui Grain Corp. (Japan), Central Soya Corp. (Italy), Italgrani (Italy), Marubeni America Corp. (Japan) and Zen-Noh Unico American Corp. (Japan).

Sacco's letter was accompanied by a factual account of these activities.

Foreign-Flag Interests

Equally significant is the fact that "many of NAEGA's members own or charter foreign-flag shipping fleets," said Sacco.

"Elimination of cargo preference would enable these people to use their own foreign-flag fleets for the carriage of food aid cargoes," Sacco noted.

Among NAEGA member companies with extensive foreign-flag shipping operations are Cargill, Continental, Louis Dreyfus, Ferruzzi, Mitsui, Mitsubishi, Richco, Marubeni and Archer Daniels Midland.

Furthermore, the union's president said, the giant grain interests are the beneficiaries of billions of U.S. tax dollars through government programs such as the Export Enhancement Program. In many instances, American taxpayer monies have become profits funneled into the coffers of foreign-owned agribusiness conglomerates.

The SIU provided Congress with an examination of the total amount of government dollars used to promote the export of American agricultural products and compared that to the monies spent to pay for the difference in shipping costs between a foreign-flag and a U.S.-flag vessel.

Sacco told members of Congress that in fiscal year 1989, \$7.2 billion was spent on export programs for U.S. farm products and \$116 was allocated for the U.S.-flag differential costs.

House Panel Debates Issue

As elected officials and their staff members on Capitol Hill reviewed the facts concerning the giant grain lobby, the farm bill was making its way through committees and subcommittees in both branches of Congress.

No anti-cargo preference amendments were introduced in

the Senate committees deliberating the farm bill, although friends of the grain lobby said they intended to introduce a roll back on the application of cargo preference to government-generated food aid during a full floor debate on the bill later this summer.

On the House side, a push was made to reduce the amount of cargo shipped on U.S.-flag vessels during a June 5 session of the Foreign Affairs Subcommittee for Internal Economic Policy and Trade.

A resolution introduced by Republican Toby Roth from Wisconsin sought to decrease the amount of government-generated food aid cargo allocated to U.S. ships from 75 to 50 percent. His proposal was defeated by a 3-3 vote. (Under House rules, a tie vote fails.)

Subcommittee Chairman Sam Gejdenson (D-Conn.) advised the midwest congressman that the resolution could be raised in full committee and also on the floor during a full House debate on the farm bill. Roth insisted on introducing his amendment.

Republican Representative John Miller spoke against Roth's proposal. The congressman from Washington state pointed out that "all countries are using their aid (programs) to help their industries" and it is not "unusual for the U.S. to do the same, in this case to help the maritime industry."

Miller also noted that those who seek to use foreign-flag ships just because they are cheaper should consider "if we want to free our aid program from all preferences and subsidies, I think it should be done on an across-the-board basis" allowing beneficiary nations

to purchase cheaper farm products on the world market.

While the anti-cargo preference amendment was defeated in the subcommittee, it is expected that the same proposal will be introduced in the full committee and also on the floor of the House when the farm bill is before all representatives for their consideration.

At that time, it is expected that cargo preference foes will try first to eliminate all U.S.-flag participation in the transport of government-generated food aid programs. Failing that, they will seek to decrease the percentage carried on American bottoms from 75 to 50 percent.

The SIU and the rest of the maritime industry reject both proposals. The 75 percent share allocated to U.S.-flag ships was the result of a compromise between farm interests and maritime groups reached in 1985 during Congressional debate on the Food Security Act. In exchange for exempting certain agricultural export promotional programs of the U.S. government from cargo preference laws, the share of direct government-donated food aid to be carried on American-flag vessels was raised from 50 to 75 percent.

This year when the so-called farm bill is before Congress once again, propelled by the giant grain lobby, certain congressmen are seeking to wipe out the gains made by maritime in the compromise while keeping all the benefits the farm export groups received in the same deal. The SIU and other maritime interests have pointed out that this sort of double dealing is not fair to U.S. shipping, American farmers or the nation itself.

Cong. Torricelli Hits Anti-Shipping Stance of Farm Bureau

Congressman Robert Torricelli has blasted an attack on cargo preference by an official of a farm organization saying that it ill behooves the agricultural community to question subsidies for the shipping industry.

The Democrat from New Jersey said he did not understand how American agriculture could seek cuts in the government aid received by U.S. shipping interests when farmers and farm groups receive far more taxpayer dollars.



Torricelli

Torricelli called the assault on maritime by Melvin Plagge, President of the Iowa Farm Bureau Federation, "short sighted" in a June 5 letter to the Cedar Rapids (Iowa) Gazette.

Torricelli admitted he did not represent a farming district but

noted many congressmen who do not represent agricultural regions but who support farm causes are asking "how American agriculture, the recipient of billions and billions of dollars of direct and indirect assistance, can justify its unrelenting attacks on another industry which receives a mere fraction of what agriculture is given by the American taxpayer."

The congressman suggested if Plagge's statement that "if U.S. vessels were competitive, there would be no need for cargo preference" were true, could not the same be said for agriculture? He went on to ask why food aid could not be purchased elsewhere in the world where the prices are lower. Then he gave such examples as Argentine soybeans that sell at \$102 a metric ton while American soybeans go for \$113, and European Community butter that sells at \$1,400 a metric ton while American butter goes for \$2,276.

Torricelli noted there is no need for such attacks because they not

only hurt the maritime industry but also affect agriculture. He pointed out how he and others have been working for years to pass legislation that U.S. cash aid be used to purchase American goods and commodities with 50 percent of the exports to be carried on U.S.-flag vessels. Instead, groups like the Farm Bureau have blocked any movement on the bill because of the cargo preference provision. As a result, U.S. government foreign aid dollars continue to be used freely to purchase commodities around the world with American dollars.

Torricelli, a member of the House Foreign Affairs Committee, corrected the error in Plagge's column that money used to support cargo preference takes away dollars that could be used to buy more food. "Sometimes, those that question cargo preference forget that the cargoes still cost money to ship, regardless of which flag is used," the congressman wrote. "Mr. Plagge totally ignores the

fact that under the 1985 compromise, the cost of the increased cargo preference requirement is paid by the Department of Transportation. It does not come out of the Agriculture Department or any food aid program."

Under the 1985 compromise, maritime and agricultural groups agreed to exempt certain government programs designed to promote American agricultural products, while increasing the share of cargoes of taxpayer-donated food aid to be carried on U.S. bottoms to 75 percent. Since 1954, when cargo preference was first enacted, until 1985 the amount of government-generated materials shipped on U.S.-flag vessels was 50 percent.

When the 1985 compromise raised that amount to 75 percent, the funds needed to cover the additional 25 percent of food aid cargoes going on U.S.-flag vessels were obtained from Department of Transportation monies.

ITF Rules Against NMU's Foreign Setup

The International Transport Workers Federation (ITF) has reaffirmed its earlier ruling denying American union status to the Cayman Island-based International Maritime Union (IMU), a group linked to District 1 Marine Engineers Beneficial Association/National Maritime Union.

Announcement of the ruling, which holds that the IMU is not an American organization for purposes of the ITF's flag of convenience organizing campaign, was made at the ITF's recent Fair Practices Committee meeting in London.

In the ITF's original decision last November, the organization's General Secretary Harold Lewis held that "the IMU is no longer qualified to negotiate or conclude collective agreements for U.S.-owned FOC (flag of convenience) ships within the terms of ITF policy and practices and has not been so since the NMU's merger with MEBA District I."

New Face, Old Idea

Early last month, Shannon Wall, former head of the NMU, who now serves as Executive Vice President of District 1 MEBA/NMU, and is chief officer of the Cayman Island organization, appealed to U.S. maritime union presidents to join in setting up a successor organization, also to be "chartered and headquartered in the Cayman Islands." Wall would be president of the proposed organization with a "financial advisor" named by Wall "to assist the president in opening a U.S. dollar account in a parent U.S. bank in the Cayman Islands."

In urging that "we must unite and act now," the former NMU president said "the stakes are large and lucrative."

SIU President Michael Sacco shot back a reply rejecting the invitation, saying that "aside from the fact that you are seeking participation of other maritime unions, there is no real difference between the 'new' organization and the non-U.S. 'union' you are now operating and which has been the subject of so much controversy."

Sacco said that Wall's lure of "stakes (that) are large and lucra-

tive" was of no interest. "The SIU has a full-time job and obligation to represent the well-being of its membership and we intend to keep the faith with them first and foremost," Sacco said.

NMU Members Left Out

Meanwhile, as word spread along the waterfronts where seamen gather that the Department of Labor has refused to call a new NMU

election despite evidence of irregularities in the balloting, unlicensed members of District 1 MEBA/NMU expressed anger and frustration over what many said was a "sell-out of our interests by our officials who took care of themselves."

Discussing the Labor Department ruling on the election as they sipped beers in a Texas waterfront

bar, several NMU men blasted what they referred to as "second class citizenship in which we were shoved."

One of the group, who sails as bosun, added, "The merger stacked the deck against us and an NMU man isn't even eligible under the MEBA/NMU constitution to run for head of the organization. Wall and his gang sold us into slavery," he said.

Pre-Employment Drug Testing Resumes

The SIU has resumed pre-employment drug testing in case the Coast Guard rules that all shipboard workers must have a recent screening after June 21.

All members who are eligible to be employed after June 21 must possess a drug-free clearance, according to Angus "Red" Campbell, SIU vice president for collective bargaining. That includes anyone who registered before June 21 but who will ship out after that date.

It is not known as of press time if the Coast Guard will resume pre-employment testing or present a new plan for random testing. A six-month extension for those who had passed pre-employment drug tests in 1989 expires June 21.

An earlier plan for random testing was dismissed by a federal judge as being too "intrusive on the individual's privacy interests" based on lawsuits filed by the SIU and the Transportation Institute. It is believed the Coast Guard intends to submit new regulations outlining procedures for random drug testing of merchant mariners. If random drug screening goes into effect, the Coast Guard may relax pre-employment testing procedures currently on the books.

Ready No Matter What

By reinstituting the pre-employment drug test last month, the union will be able to supply manpower to SIU-contracted operators after June 21, no matter what the Coast Guard decides to do, explained Campbell. "This is a precaution the union and our employers are taking in case the Coast

Guard eliminates extensions of previous pre-employment drug tests," Campbell said.

On January 8, the USCG announced a six-month extension of preemployment drug tests taken in 1989. Up to that point, seafarers were obligated by government regulations to take a pre-employment drug test every six months.

The Department of Transportation, in conjunction with the Coast Guard, issued extensive drug-testing regulations directed

This is a precaution the union and our employers are taking.

at merchant mariners on U.S.-flag vessels in November 1988. The government rules required U.S.-flag operators to subject crewmembers to drug testing in the following circumstances: pre-employment, periodic, post-accident, probable cause and random. The SIU filed a lawsuit against the proposal in December of 1988, stating that the Coast Guard, by its own admission, had little evidence linking drug use to maritime safety problems.

While the lawsuit was making its way through the federal district court process, the union began pre-employment drug testing in May of 1989 because the government regulations required all sea-

men aboard U.S.-flag vessels to have taken the test as of June 21, 1989. Federal District Judge Thomas Hogan ruled that pre-employment drug testing could go into effect, although he moved the implementation date to July 21, 1989.

Random Testing Banned

In December 1989, Hogan banned random drug testing a few days before the procedure was to go into effect. The federal district judge did allow periodic, post-accident and probable cause drug testing to go forward on December 21, 1989 as called for in the government's original regulations.

In preventing the government from requiring merchant seamen to be subjected to random drug testing, Judge Hogan said the Coast Guard had failed to prove how all hands on a ship—particularly individuals working in the galley—have a direct relationship to the safe navigation of the vessel.

While ruling that random testing could not be implemented on December 21, 1989, the judge invited the Coast Guard to submit revised procedures.

Last year, when the union began pre-employment drug testing, the program went smoothly. The procedures enacted by the Seafarers Welfare Plan exactly followed the rules outlined by the Department of Transportation. The process is designed to respect the member's right to confidentiality and protect him or her from any errors occurring in the procedure used to obtain samples and determine the outcome of the test.

Lifeboat Training Is a Must

Every young person seeking a career in shipping through the union's entry courses at the Lundeborg school must complete successfully a class in lifeboat evacuation procedures.

Pictured in photo right are graduates of Trainee Lifeboat Class 453 are (left to right, kneeling) Clifton B. Boyce, Nee Tran, Sue Corliss, John Baker, Alberto Negron, Sean Moore, Vin Ennis, Leo Borrer, (second row) Dewitt Long, Don Baker, (back row) Kelly L. Feldman, Michael M. Gott, Aaron Vaughan, Ray Toro, Darrin Kent, Gary Stever, John Kanfonik III, Gary Kypke, Stacy H. Thomas, Jeffrey Lee Riemersma, Russell R. Nelson, Craig Swindle, John James Phillips III and Jamie Allen Overby.



DOT OKs Waterman Bid to Extend ODS

Secretary of Transportation Samuel Skinner has granted the request of Waterman Steamship Company to consolidate and amend its operating differential subsidy contracts. The decision was important in that it allows Waterman to continue existing operations and to plan for its future. The Waterman subsidies would have begun ending next year.

Skinner's action extends an operating subsidy to Waterman, which merged recently with International Shipholding Inc. and Central Gulf Lines, for another five years. Four vessels are involved that operate in two trade routes: TR 17 for ships providing service between the Atlantic, Gulf and Pacific regions of the United States to Indonesia, Malaysia and Singapore and TR 18 for operations between the Atlantic and Gulf coasts to ports located from the Red Sea through Burma.

The Waterman request had somewhat of a rocky process; initially the shipping company's petition was approved by the Maritime Administration's Subsidy Board (MSB), but just as the decision was about to be finalized Secretary Skinner held up the decision for a review by his office.

Michael Sacco, president of the SIU, was among those supporting the Waterman request. He urged to government to "expeditiously" complete its "review of the Subsidy Board's decision of May 3, 1990 in this case, and to affirm the Board's action in every respect."

Keeps Waterman in Industry

In his order of approval issued this month, Secretary Skinner said that "on the basis of the comments" submitted by a number of interested parties "and other factors . . . we have decided to approve the Board's action and grant Waterman's petition, albeit with certain conditions." He said approval of the Waterman request "will serve the taxpayers better and facilitate maritime policy reform, while keeping Waterman an active participant in the industry as policy reform is being developed."

The transportation secretary said he found "persuasive" Waterman's argument that consolidating and amending its operating differential subsidy agreements (ODSA's), which in effect would extend their life for five years, would do "nothing more than keep" the

company "in the same position as its subsidized competitors, most of whose ODSA's are scheduled to expire after 1996."

The secretary also said the approval of the company's request should not increase the Maritime Administration's "subsidy exposure" and Waterman only should operate its subsidized vessels on "its most economically viable routes."

"Since Waterman currently uses four vessels on TR 18/17, as a condition of our approval of the MSB action, Waterman must agree now not to use any more than four vessels on these routes" the secretary said.

Because one of Waterman's previous subsidy routes, TR 21 to Europe, had not been served by the company for seven years, Skinner insisted that this ODS agreement not be included in the new arrangement. "As a condition of our approval, Waterman must agree to give up its subsidy rights on this route entirely," he said.

In urging that Waterman be allowed to consolidate and amend its ODS agreements, Sacco noted that "the SIU has enjoyed a col-

lective bargaining relationship with Waterman for over 50 years." Pointing to the "catastrophic loss of U.S.-flag merchant ships" over the past two decades, Sacco said, "the SIU has done everything it possibly could over the years to assist Waterman in its efforts to be economically viable and competitive." Turning down Waterman's request "would negate all the good work that has been accomplished," he added.

Favorable action on the company's petition will not prevent overall reform of the ODS program, Sacco added. "Waterman remains committed in its efforts, along with the other liner companies, to work for the enactment of such a program," he concluded.

ODS is a government program that provides subsidies to U.S. operators for the difference in cost between foreign-flag and American-flag ships with respect to wages, insurance, maintenance and repairs. In turn, companies receiving ODS must comply with restrictions on trade routes and meet stringent operating obligations established by the Maritime Administration in regard to services and schedules.

U.S./USSR Bilateral Maritime Agreement Leaves American-Flag Shipping Companies High and Dry

SIU President Michael Sacco called the bilateral maritime agreement reached by negotiators from the United States and the Soviet Union "a masterpiece of glittering generalities" and noted that once again the American merchant marine had received no specific help from its own government. The pact did not contain a cargo sharing provision, a key item for American operators because it would have allocated one-third of the cargoes between the two nations to U.S.-flag vessels and one-third to the Soviet fleet.

The administration had pushed a cargo reservation provision up until the last round of negotiations, but eventually caved in on the issue and produced an agreement that offers little to American shipping companies.

On the other hand, the Soviets obtained exactly what they wanted from the beginning of negotiations: permission for Soviet vessels to engage in the trade between the United States and third countries (known as the cross trades), reduced entry requirements so that notice of arrival can be given two working days ahead of time instead of 14 as in the past and access to more American ports.

Sacco commented, "If we were Russians, we'd be very happy with the agreement. As Americans we can only be saddened at the missed opportunity to promote our vital national asset — the merchant marine."



The ports open to American-flag vessels as a result of the bilateral maritime agreement between the United States and the Soviet Union are noted above. Many of these ports are inaccessible during most of the year because of severe weather conditions.

Sacco noted that other industries walked away from the superpower summit with agreements that provided them with direct benefits. He cited the grain interests that are now assured the Soviets will buy American wheat and U.S. airlines that have been granted new routes and guaranteed passengers and cargoes.

While the 42 American cities now open to the state-supported Soviet merchant marine are open 12 months out of the year and are close to significant population cen-

ters, U.S.-flag ships can boast no such gains in the access they have been granted to 42 Soviet ports.

Several of the Soviet ports are located around the Arctic Circle, in a region where weather conditions prohibit access seven to nine months out of the year. Soviet negotiators also included ports in Latvia, Lithuania and Estonia, three territories recognized by the United States as independent nations.

Soviet vessels can now call on Wilmington, Del.; Port Ever-

glades; Savannah; Portland, Maine; Baltimore; Boston; Fall River, Mass.; Albany, N.Y.; New York; Philadelphia; Ponce, P.R.; Georgetown, S.C.; Richmond, Va.; Mobile; Boca Grande, Fla.; Tampa; Baton Rouge; Burnside, La.; Lake Charles, La.; New Orleans.

Also among the American ports are: Gulfport, Miss.; Beaumont, Texas; Brownsville, Texas; Galveston; Houston; Orange, Texas; Port Arthur, Texas; Port Comfort, Texas; Chicago; Bay City, Mich.; Duluth; Cleveland; Huron, Ohio; Toledo; Kenosha, Wis.; Milwaukee; San Francisco/Oakland; Los Angeles; Portland, Ore.; Dutch Harbor, Alaska; Longview, Wash. and Erie, Pa.

The Soviet ports open to U.S.-flag ships are listed on the map in this article.

Without a cargo sharing provision, an arrangement that was part of the Nixon administration's bilateral agreement of the '70s, the current pact calls for annual consultations to discuss the cargo carriage expectations of each nation's fleet.

The U.S. maritime industry does not want to see a repeat of the '70's when the Soviets garnered a significant share of the American cross trades by undercutting prevailing rates. The Soviet Union's fleet continues today to enjoy the advantages it had in the '70s— heavy government support and little or no intra-flag competition.

Inquiring Seafarer

Question: Is there a member of the union or seaman with whom you have worked who taught you a lot?

(Asked of SIU members at the union hall in Jacksonville, FL.)

George Bruer, Able Seaman—Billy Knuckles from West Virginia. He recently retired. On my first trip, he was the day man. I sailed with him for 12 years on LNG ships. He taught me seamanship, how to handle myself and all that good stuff.



Jimmy Graydon, OMU—Benjamin J. Davis Sr., my stepfather. He's a retired SIU member and has passed away.

He influenced me since I was a child to go to sea. He sailed QMED. We rode together several times.

Larry Griffin, Steward Assistant—There have been several guys. John Platt told me what a good union the SIU is. Before I joined, he told me the need to go to school and upgrade. I have been able to sail with him since I joined in 1986. Anthony McQuay also has helped me to be a good union member.



Richard Raulerson, DEU—There have been a lot of older members with the guidance and who know what they are talking about: Horace Sykes, Manny from Houston and Capt. Johnston. All have helped a lot. If I find someone reliable, I'll give a listen. It's something I'd urge the younger members to do because you might learn something.

Michael Manion, Able Seaman—Sailing is something I have wanted to do since I was a kid. My father told Navy stories and they interested me. My



uncle was in the merchant marine. I remember Mike Sacco was my union ed teacher at Piney Point in 1973. He said the union would become our second family and we could count on other union members. I know it sounds hokey, but it has become true and I always remembered him saying that.



Rafael Cardenas, Cook/Baker—My uncle, Rafael Vega. I look up to him as my idol. I try to be like him and follow in his footsteps. He was there when I needed him and was the father I never had. He sails with the SIU as an AB. I asked him if there was a way I could become a seaman. He told me to go with him to San Juan and fill out an application for Piney Point. We still have not sailed together.

Garth Beattie, FOWT—George Ripoll at the Jacksonville hall brought me back into the union and has kept me on the straight and narrow making sure that I meet all my union obligations. My dad, Grenville, wanted me to become a seaman. He has said that if he had to do it again, that's the way he'd do it. He is a strong union man, having been president of Local 234 of the Plumbers and Pipefitters. I got started when Leo Bonser gave my dad a LOG and I filled out the application.



Patrick Cassidy, Chief Cook—My step-dad, Robert Mason. He was an active seaman for 30 years and I thought I would like it. Also I wanted to see the world.



Bill Dickey, AB—I guess I would have to say Gene Taylor and Joe Perez. They helped me a lot in my early career to stay with the union and to keep shiping.



The twin-hulled USNS Victorious soon will be crewed by SIU Government Services Division members when it joins the MSCPAC fleet.

MSCPAC's USNS Victorious To Be Crewed by SIU Gov't Div.

The Government Services Division of the SIU soon will be crewing the first T-AGOS vessel utilizing the small waterplane area twin hull (SWATH) design, the USNS Victorious.

The ship was christened last month at the McDermott Shipyard in Amelia, La. Once it finishes its shakedown runs, the Victorious will become part of the Military Sealift Command's Pacific Fleet (MSCPAC), according to an MSC spokesman.

The USNS Victorious, like other T-AGOS ships, will serve as a platform for a passive undersea surveillance system. It will tow an array of underwater listening devices and carry the electronic equipment required to transmit data to shore stations via satellite for evaluation. The SWATH twin hull has been designed to provide stability especially in rough seas.

The exact date when SIU personnel will crew the military vessel was not available at press time.

USSR to Issue Medal Honoring Seamen Vets of Murmansk Run

The Soviet government is issuing commemorative medals to U.S. merchant mariners who sailed in the convoy runs to Murmansk during World War II.

The medals, which originally were available to U.S. military personnel only, have been designed to thank those who put their lives on the line to help the Soviet Union during the conflict and to offer a token of friendship from the USSR to the U.S.

Inform Soviet Embassy

Those mariners who believe they qualify for the medal must send a cover letter describing their participation, the ship or ships on which they served and the convoy number (if known) to the Soviet Embassy in Washington.

The interested seaman also must submit copies, not originals, of

discharges from the ship involved in a Murmansk voyage or other proof of participation. Finally, mariners should include a copy of their certificate of release or discharge from active duty, the DD Form 214, which became available to them when they gained veterans status in 1988.

Mariners should send all this with their full name and current mailing address to Nickolay Parshenko, First Secretary and Consul, USSR Embassy Consular Division, 1825 Phelps Place, N.W., Washington, D.C. 20008.

The Soviet government also will accept applications that include all of the above-mentioned items submitted by the next of kin for a deceased seaman. Any questions concerning the issuance of the medal should be sent to the above address.

Lighthouse Stamps Issued to Celebrate U.S. Coast Guard Bicentennial

The United States Postal Service has issued a set of five stamps honoring the 200th anniversary of the U.S. Coast Guard and the agency's role as keeper of the nation's lighthouse facilities. The commemorative stamps are of special interest to seamen who have long regarded the lighthouse as a symbol of maritime safety.

The stamps feature five different lighthouses from around the country:

Admiralty Head, Wash.; Cape Hatteras, N.C.; West Quoddy Head, Maine; American Shoals Light, Fla. and Sandy Hook, N.J.

The stamps are valued at 25 cents each and are sold in \$5 books at local post offices. For those who collect stamps, the Postal Service is offering a special page to go along with the stamps. The page features the history of the five lighthouses.



G&H Crews Move Last of the Dreadnoughts

The last floating battleship to serve in both World War I and World War II, the USS Texas, has been moved to from Galveston's Pier 16 to Todd Shipyards in Houston thanks to G&H Towing tugboats crewed by the SIU. Refurbishing the dreadnought, a term used to describe a battleship with heavy-caliber guns mounted in revolving turrets built before or during World War I, has been the goal of thousands of Texas citizens.

The first statewide campaign to keep the battleship from becoming a practice target or ending up on the scrapheap took place in 1948. That successful effort allowed the USS Texas to become a nautical museum docked at San Jacinto Battleground State Historical Park.

During the past few years, the battleship — known throughout the region as the "Flagship of the Texas Navy" because she was commissioned as such in 1948 by the state's government — was in drastic need of repairs. The citizens of Texas went to work again, this time raising more than \$5 million to preserve the vessel.

According to Linda Young, a volunteer coordinator for the project to refurbish the warship, Lone Star state residents have raised money through such wide-ranging means as used can and newspaper drives to social outings.

Five G&H Vessels Lend a Hand

As part of the refurbishing drive, G&H supplied the tugs W. Douglas Masterson, Mark K., Captain W.D. Haden, W.D. Haden II and C.R. Haden to tow the vessel to her temporary dock at Todd Shipyard.



SIU-crewed G&H tugboats assist the famous World War I and II battleship, the USS Texas, around the turn at Right Light Bend in the Houston Ship Channel as the vessel makes her way to the shipyard for refurbishing. On the battleship's port bow is the tug W. Douglas Masterson. The Mark K. and W.D. Haden assist on the port quarter, while the C.R. Haden and W.D. Haden II (not in view) work the starboard side.

SIU members who participated in towing the dreadnought from Galveston to Houston were (on the W. Douglas Masterson) Captain Nelson Breau Jr., Engineer Ken Baldwin, Deckhand Fred Luna and DEU Gene Coffman; (on the Mark K.) Captain David Green, Engineer Travis Turner, Deckhand Pat O'Neal and DEU Paul Demetro Sr.

Crewing the Captain W.D. Haden were Captain Paul Dunaway, Engineer Steve Mattison, Deckhand Mike Batten and DEU Joe Fall. On the W.D. Haden II were Captain Larry Evans, Engineer Dwain Dorsett, Deckhand Herman Butts and DEU Randy Yeager. The C.R. Haden was manned by Captain Morgan Harris Jr., Engineer Michael Wright,

Deckhand Michael Prejean and DEU Robert Hardin.

Young estimates the repaired vessel should be moored by the end of the summer at her permanent dock in the San Jacinto Battleground State Historical Park, the site of the final battle for Texas independence fought in 1845.

A Powerful Vessel

The USS Texas was commissioned in 1914 and rated as the most powerful vessel of its kind in the world. In World War I, the battleship was part of the British Grand Fleet that chased the German High Seas Fleet. In 1919, the dreadnought became the first warship from which an airplane took off. Battleships built with heavy-caliber guns mounted in revolving

turrets were dubbed "dreadnoughts" after the first ship constructed with the specialized arms, the British vessel HMS Dreadnought that was launched in 1906.

During the '30s, the USS Texas, having been converted from a coal to oil-burner, sailed to various ports around the world to show the U.S. flag. She saw action in World War II off North Africa, France, Iwo Jima and Okinawa. During the June 1944 European invasion, the battleship suffered her only combat hit and fatality when a shell exploded in the pilot house. A second shell crashed through the deck but never exploded. It was disarmed and to this day remains on the ship as a sign of good luck.

Golden Monarch Out of Shipyard; Jacksonville SIU Crew on Hand

When the Golden Monarch left the North Florida Shipyard, she carried a full unlicensed crew from the SIU hall in Jacksonville.

The tanker had been laid up for almost four months. Patrolman James B. Koesy said the crew had plenty of work to do to get the house in shape for sailing. "It was

plenty hot in there because the air conditioning was just being turned on," Koesy recalled.

The ship was in good shape overall, he reported. Koesy supplied the crew with forms from the Seafarers Welfare Plan and Vacation Plan. Crewmembers also reviewed the contract with Koesy before getting underway.

The tanker, which is operated by Apex Marine, sailed the coastwise route between St. Croix in the U.S. Virgin Islands and New York. No problems were noted when the vessel left the harbor of the St. Johns River, the first trip for the ship in four months.



Chief Cook John Platts shows the Golden Monarch's galley is ready to prepare meals for the crew.



Signing on the Golden Monarch in Jacksonville, Fla. are (seated from the left) AB Mark Griffin, OS Arthur Lang, AB Tommie Vines, OS Curtis Lang, (standing from the left) AB Reggie Green and AB Charles Mann.



The crew of the Golden Monarch prepares for a ship's meeting. From the left are AB Tommie Vines, AB Mark Griffin, AB Charles Mann, AB Reggie Green, QMED Pedro Santiago, QMED Pumpman Robin Cotton, Bosun Leggett Jones, AB Mark Holman, AB Tommie Benton, OS Curtis Lang, CC John Platts and OS Arthur Lang.

SIU Crewmembers Start Working On Four More Military Tankers

Seafarers signed on to work aboard four more of the nine Military Sealift Command (MSC) tankers that are being operated by International Marine Carriers (IMC), an SIU-contracted company.

The latest four to acquire an SIU crew were the Sealift Antarctic, the Sealift Arabian Sea, the Sealift Arctic and the Sealift Pacific. (Earlier crews had started working aboard the Sealift Caribbean and the Sealift Indian Ocean.)

Assistant Vice President Augie Tellez travelled to Bahrain to be with SIU members as they boarded the Pacific. "This was a good bunch of guys," Tellez said of Bosun Fred Gongora and his crew. "There was no problem when we went up the gangway. Everybody went to work immediately."

Tellez said the situation was almost identical when he met Bosun Tim Koebel and the rest of the crew of the Arabian Sea in Rota, Spain. "The crew was interested in showing what we could do aboard the tanker," Tellez reported.

Seattle Port Agent Bob Hall mentioned everything went smoothly in the port of Tacoma, Wash. when members came on-board the Arctic and Antarctic. He noted ship chairmen Jack Kingsley of the Arctic and Ernie Duhon of the Antarctic were looking forward to working with their crews to make the tankers SIU-shipshape.

IMC won the government contract to operate the nine tankers earlier this year. The vessels had been managed by Marine Transport Lines, a company with a collective bargaining agreement with the National Maritime Union—the unlicensed mariner's union that merged with a licensed engineers group to form District 1 MEBA/NMU.

MSC awarded the five-year operating contract after reviewing the proposals of several ship management companies. The tankers transport Department of Defense refined petroleum products worldwide. They also provide support for Navy fleets and conduct refueling-at-sea operations for the military.



Before boarding the Pacific, the crew spent one night in a hotel in Bahrain. Posing beneath a portrait of that nation's leader are from the left (front row) OS Alvin Jackson, CC James Robinson, OS Randy L. McAtee, (second row) Steward Baker Joe Delise, SA Joe Simonetti, AB Bob McKechnie, OS Michael Chavez, D MAC Juan Patino, Bosun Fred Gongora, (back row) AB Kevin Merckx, AB R. Owens, AB Alvin Thomas and QMED Pumpman Dyke Gardner.



The crew of the Pacific climb the gangway for the first time to board the ship in Bahrain.



OS A. Sarvis, a recent Lundeborg School graduate, assists OS Jose Ross with the lines for the Arabian Sea.



Chief Cook Luis Fuentes prepares dinner for the crewmembers of the Arabian Sea.



AB Claude Leycock (left) gives Augie Tellez, SIU assistant vice president, a tour of the deck of the Arabian Sea.



Steward Baker Ed Winne gets right to work in the galley of the Arabian Sea.



Antarctic crewmembers listen to a discussion on the ship's contract after boarding the ship in Tacoma, Wash. From the left are ABs Dan Seagle, Mike Meek, Freddie Griffin and Kane Kai Leeteg.



Seattle Port Agent Bob Hall signs on crewmembers for the Sealift Antarctic. From the left are Bosun Ernie Duhon, D MAC Ron Swanson, Hall and OS Dan Delaney.



Getting ready for a union meeting aboard the Arabian Sea are (from the left) OS Jose Ross, QMED Pumpman J. Smith, AB Claude Leycock and AB K. W. Davis.

Neither Rains Nor High Waters Daunt Tugs

With summer about to start, work is progressing full speed ahead on the Mississippi River. The recent rains and high waters have not slowed the efforts of the Orgulf tugs and barges that ply the waterway.

In fact the high waters already are helping to make this one of the better springs after several years of drought. The towboats have been able to push larger loads more easily without having to worry about narrow channels.

Two of the vessels pushing barges loaded with dry cargo up and down the Mississippi are the MV James Ludwig and the MV Peter Fanchi. Both are crewed by SIU personnel.

The Orgulf Transportation vessels recently stopped in Moore's Landing, Mo. to take on stores and fuel. SIU Patrolman Joe Sigler travelled from the St. Louis hall to talk with the members about contract questions, welfare concerns and courses available at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md. Sigler provided these photographs for the Seafarers LOG.

Both tugs are capable of working the upper and lower sections of the Mississippi River system, depending on the number of



Deckhand Dennis Juliot takes a break after the MV James Ludwig arrived in Moore's Landing.



Cook Catherine Kelly loads stores into the galley of the MV James Ludwig.

barges they are pushing. Besides dry cargo, the pair occasionally carries ammonia and chemicals on the river.

Orgulf, which is headquartered

in Cincinnati, moves the most barges in the Mississippi River system. Their vessels can be seen not just on the Mississippi, but also on the Tennessee, Ohio,

Illinois and Missouri rivers as well.

The SIU provides the lead deckhands, deckhands and cooks for the Orgulf tugs, which operate year-round on the rivers.

New Lock is Good News For SIU Inland Companies

Seafarers were on hand last month at a ceremony held in conjunction with the demolition of the old Locks and Dam 26 near Alton, Ill.

Because traffic up and down the Mississippi River will now move more freely, Seafarers who work on the waterway expressed their support for the demolition. A new locks and dam facility has been completed two miles down river. The locks have been widened to handle increased traffic on the river.

Work on the new facility, known as the Melvin Price Locks and Dam, began in 1979. About that time, the original Locks and Dam 26 was reaching its peak with 73 million tons passing through it annually. Because of its construction and age, the locks and dam, named for Henry T. Rainey, a former speaker of the U.S. House of Representatives, could not facilitate any more barges going through. It became a bottleneck costing shipper time and money.

The old facility was described as the "crossroad of the inland waterway system in the central United States" by the Army Corps of Engineers, a name that will be transferred to the Price facility. It is located just south of where the Illinois River meets the Mississippi and just north of the merger between the Missouri and Mississippi rivers.

The locks for the Price facility have a maximum lift of 24 feet. The size of the main chamber is 110 feet by 1200 feet while the auxiliary chamber measures 110 feet by 600 feet. The main lock began working in October 1989 and became fully operational in February 1990 when the Rainey dam was shut down.

The Corps of Engineers listed farm products, at 65.2 percent, as the number one cargo going through Locks and Dam 26 in 1988, the

last year records are available. Petroleum and chemicals made up 18.6 percent while coal comprised 8.6 percent.

Completion for the whole Price facility, including wildlife, environmental and park areas, is scheduled for 1992.

Attending the ceremony on behalf of the Seafarers were Port Agent Tony Sacco, Patrolman Joe Sigler and Field Representative Steve Jackson, all of whom work out of the union's St. Louis hall.

"The widening of the river will help our contracted companies in the inland division," said Port Agent Sacco. "We've been looking forward to the completion of this project for some time," he added.

The new facility is named after Melvin Price, former U.S. Congressman and long-time chairman of the House Armed Services Committee. The Illinois elected official served in the House of Representatives until his death in the early '80s.



Illinois Governor Jim Thompson addresses the crowd in Alton, Ill. at the demolition of Locks and Dam 26.



Deckhand Bobby Mann tightens the tow before the MV Peter Fanchi leaves the Moore's Landing docks.



Even the cook deserves to eat as Stella Payne enjoys a grapefruit on the MV Peter Fanchi.



Mickey Burkhardt, the lead deckhand on the MV James Ludwig, checks the safety equipment before the tug sails on the Mississippi.



Lead Deckhand Mason Brooks prepares to work on a barge being pushed by the MV Peter Fanchi.



Deckhands Walter Wise (left) and Rufus Davis secure the lines for bunkering on MV James Ludwig at Moore's Landing, Mo.

Union's School Trains Sabine Towing Able Seamen

Sabine Towing of Port Arthur, Texas boasts five new able bodied seamen thanks to a special course created for the inland company by the Harry Lundeberg School of Seamanship.

Bill Eglinton, director of vocational education at the school, said the company had a need to upgrade some of its deckhands. "Sabine had the opportunity to take on offshore work with its vessels," Eglinton noted. "Coast Guard rules dictate a certain number must be ABs when a vessel is offshore. Through the school, we once again were able to meet the needs of one of our contracted companies."

Dean Corgey, SIU assistant vice president for the Gulf Coast, said the company approached him about such a course during contract negotiations. "It was a good faith effort on both parts," Corgey said.

"They put up a foot and we found a shoe to fit it."

Sabine has six tugboats operating in the Gulf of Mexico region. The vessels assist in the moving of barges in Lake Charles, La., spotting oil rigs in the Gulf and towing dead ships.

Eglinton said the first group of students was very impressed with the school. "They were a nice group of people to work with," he said. "They were attentive and studious and plan to take word of the facility back to the tugs." Graduates of the first AB class for Sabine are deckhands Dennis W. Abshire, Chris Butts, James Hebert, Kenneth Moore and Bryan Welch.

Both Eglinton and Corgey said the Sabine classes would continue through the year to give all deckhands the opportunity to upgrade.



Inland members who work with Sabine Towing complete another step in their deck department careers with help from the Lundeberg School. From the left are Dennis W. Abshire, Bryan Welch, Kenneth Moore, James Hebert and Chris Butts.

Seafarers Assisted by Lundeberg School's English Program

Good communication skills and a thorough understanding of the English language are essential to Seafarers aboard increasingly technologically-complicated vessels. Over the past month, SIU members Rigoberto Segarra, Reinaldo Diaz, Rigoberto Rosado, Gilberto Jose Chamorro, Roberto Valentin and William Viust have taken advantage of the Lundeberg School's English-as-a-second-language instruction to increase their knowledge of the shipping industry and upgrade their skills.

Brothers Chamorro, Valentin and Viust sail on Crowley Maritime vessels and currently are enrolled in the Lundeberg School's AB class. For the past three weeks, these SIU men have worked with Lundeberg School instructors to increase their vocabulary—both generally and maritime jargon in particular.

The three also worked with instructors to develop good study habits and expand reading comprehension skills.

Puerto Rico-based members Se-

garra, Diaz and Rosado enrolled in the school's tankerman, fire-fighting and first aid courses. To prepare for the classes, the three union brothers completed a six-week English-as-a-second-language (ESL) course. The Lundeberg School offers this class periodically throughout the year.

ESL Instructor Rob Wheeler said Segarra, Diaz and Rosado had gone through a "very demanding schedule" and had "worked very hard." But their studies paid off—all three passed the U.S. Coast Guard test for their tankerman certificates with very high scores. Brother Rosado had a 100 percent result on the test—a perfect score.

The SIU men thanked the instructors of the school's academic staff for the individual tutoring they received.

Wheeler, who encourages Seafarers whose first language is not English to take advantage of the school's ESL course, said recent maritime disasters serve as vivid reminders of the importance of communication among crewmem-

bers. "One only has to look at the Scandinavian Star incident where over 150 people died because the crew could not understand each other," Wheeler noted. The Scandinavian Star, a Bahamian-flag vessel that was carrying cars and

passengers between Norway and Denmark, caught fire in April. Crewmembers, who were primarily from either Portugal or the Philippines, could not communicate with passengers or, in some cases, amongst themselves.



Graduates of the Lundeberg School's ESL course are (beginning second from left) Rigoberto Rosado, Rigoberto Segarra and Reinaldo Diaz. The three SIU men also took the school's tankerman course taught by instructor Jim Shaffer (left). Ken Conklin, vice president of the school, congratulated the three for the very high scores they received on the U.S. Coast Guard's tankerman certification exam.

Third Mate Graduates



Terrestrial navigation, rules of the road, federal regulations and first aid/CPR are some of the subjects covered in the third mate class. Those graduating recently include (left to right, front row) Thomas Harding, Donald Wilkes, Jamie Clarkson, Jim Davidson, (second row) Kaare O'Hara, Michael Manion, John McAninley, Michael Gates, Mike Leidelmeijer, instructor Ron Raykowski, (back row) Michael O'Dell of the Coast Guard, Bill Eglinton of the Lundeberg School and Dwayne L. Riles.



Seated left to right are Gilberto Jose Chamorro, Roberto Valentin and William Viust, SIU members who ship with Crowley Maritime. The three worked with members of the Lundeberg School's academic staff to strengthen their reading skills, expand their vocabularies and develop good study patterns. Pictured behind the Seafarers are instructors (left to right) Ginny Christensen, Robert Wheeler and Don Mundell.



Porter Gordon Cherup helps to keep the galley spotless.



The father-son combination of Victor (left) and Dwight Weber gets the deck into shape after the winter layup.



Wiper Ali Haddad gets ready to bring another load of work material into the engine room.



Second Cook William Gillette has his hands full making cookies for the crew.

Paul Thayer SIU Trio At Home on Great Lakes

When the Paul Thayer left the Cuyahoga River for the 1990 Great Lakes shipping season, the vessel carried some familiar crewmembers aboard.

John Hickey began his third season as bosun on the bulk carrier and his fourth year as part of the crew. QMED Frank Kole also was starting his fourth year on the Pringle Transit ship, while Second Cook William Gillette was sailing for his fifth season on the vessel.

The trio has sailed exclusively on the Great Lakes. They all said they have no thoughts of going elsewhere.

AB Wheelsman Victor Weber on the other hand has sailed both deep sea and on the Lakes. "I prefer the Great Lakes," said

the Temperance, Mich., resident. "I'm closer to home."

Porter Gordon Cherup, who has sailed on the Lakes since 1971, looked into shipping in the deep sea division. "I thought about deep sea," he remembered. The veteran SIU man decided to continue his career on the Great Lakes.

Another crewmember on the Thayer is Victor Weber's son, Dwight. The younger Weber is a permanent deckhand on the ship. Dwight Weber, who has sailed on the Lakes for four years, said he liked being onboard with his father. "It makes it feel more like home," he said. Besides being members of the SIU, both Webers are veterans of the Coast Guard.



Watchmen Kevin Fitch (left) and John Atkinson prepare to work in the Thayer's storage room.



The Paul Thayer docks on the Cuyahoga River in Cleveland.



Gateman Donald Maskell moves a barrel of lubricating oil into position for the engine room crew.



OS Steve Halvaks hustles a load of supplies down the deck.



Bosun John Hickey inspects the trash incinerator on the deck of the Paul Thayer. This equipment helps the crew meet USCG regulations on the disposal of garbage.



One of the many chores handled by QMED Frank Kole is painting the valves in the engine room.

Cable Ship Key to Long Distance Phoning



Chief Steward Vic Romolo prepares coffee for the ship's crew.



Steward Assistant Joe LaBella is ready to be paid off by Assistant Purser Heidi McCartney.

The Cable Ship Charles L. Brown is the newest vessel in the Transoceanic Cable Ship fleet. The ship, which sails in the Pacific Ocean, lays telecommunications cables for AT&T, Transoceanic's parent company.

The SIU supplies the unlicensed crew for the Brown, which began sailing for AT&T in 1985. Built as a cable maintenance vessel more than 30 years ago, the ship still features highly polished wooden decks and brass fixtures. SIU members aboard the vessel when it was recently docked in Portland, Ore. took pride in keeping the vessel shiny while workmen were trudging through the ship.

The Brown handles cable-laying and maintenance operations from the U.S. West Coast and Hawaii to Guam and the Philippines. It contains test equipment to evaluate signals transmitted under water. The ship also has a full complement of power feed equipment. A universal power supply and power separation filter allow the Brown to send signals to an on-shore terminal power site or to terminate power fed from a shore terminal. The vessel is a self-contained workshop because of the long time it spends away from its home port of Honolulu.



OS Jeff Maskell takes time to clean a spill on the counter in the Brown's galley.



Bosun William "Hoppy" Carroll reviews paperwork before being paid off on the Charles Brown.



Left to right, SIU Patrolman Raleigh Minix answers a question related to the SIU Welfare Plan for able seamen Lyle Swindell, Bill Rackley and Gary Cardillo.

Charles L. Brown Is Current Home Of SIU Husband and Wife Team

Alan Lautermilch and Dorene Molise are more than shipmates aboard the SIU-crewed cable ship Charles L. Brown. They share the same love for the sea, the same bank account and the same fos'c'le. They are husband and wife.

"It's mostly luck to get back together," Molise recently told a reporter for the Seafarers LOG about the couple's shipping out together. "It isn't easy but we should be together for eight months this time."

Molise and Lautermilch met while working on the American Hawaii Cruise Line vessel Inde-

pendence. Molise worked in the galley while Lautermilch sailed in the deck department. They started dating after signing off and now are preparing to celebrate their second wedding anniversary.

When Lautermilch was asked what it was like to sail with his wife, he responded, "It's fine for me." Molise, who was nearby, stared at him and cried, "Fine?!" Lautermilch immediately announced he meant "great. I've got a great wife." Then the pair laughed as he turned over his paycheck to her. "I'm the saver in the family," she said matter-of-factly.

Both said they would like to start a family. "It really gets to me but it is almost impossible to keep sailing," Molise said. "We'll hold off until we figure out how we can manage it." Lautermilch added they just had purchased a house. "Down the road, we would like to raise a family there," he said.

Lautermilch is an AB on the Brown while Molise sails as chief cook. The Brown, which is owned by an AT&T subsidiary, the Transoceanic Cableship Company, lays telephone cables across the floor of the Pacific Ocean.



Chief Cook Dorene Molise and AB Alan Lautermilch pictured in the galley of the Charles L. Brown.

Union Urges Veterans Panel To Be Fair To WWII Mariners

A bill to extend World War II veteran status to merchant mariners who served between August 15, 1945 and December 31, 1946 faces tough opposition in the House Veterans Affairs Committee.

The powerful chairman of the committee, G. V. "Sonny" Montgomery (D-MS), has announced he is against the extension which would provide merchant mariners the same veteran status time period as members of the armed forces. His opposition is supported by several veterans organizations and the Department of Defense.

SIU President Michael Sacco urged "favorable and expeditious consideration" of the bill by Montgomery's committee as soon as possible. Sacco noted in a letter to Montgomery that "45 years have elapsed since the end of World War II. Still, a number of merchant seamen who participated in that struggle remain unrecognized and denied the benefits they deserve."

The legislation, known as HR 44, is sponsored by Houston Congressman Jack Fields (R-TX). After sailing through the House Merchant Marine and Fisheries Committee with a unanimous vote, it was assigned to the Compensation, Pension and Insurance Subcommittee of the Veterans Affairs Committee where there are

no immediate plans to hold any hearings on the bill.

Harry Burroughs, minority counsel for the Merchant Marine and Fisheries Committee, has been following the legislation through Congress. He said the Fields bill is designed to put into law admissions that merchant mariners are

Bill would extend veteran status for time served in 1945 and 1946.

veterans "already made by the courts and the Air Force." (The Air Force is the branch of the military that reviews veteran status matters.)

When merchant mariners won veteran status, Congress limited the time period from December 7, 1941 when the U.S. entered World War II to August 15, 1945 when Japan surrendered. However, those who served in the armed forces from August 15, 1945 to December 31, 1946 when President Harry Truman declared an end to hostilities are considered World War II veterans. They are entitled to the same benefits in compensation, pension and insurance as those who fought during the battle period.

The Seafarers Pension Plan announces the retirement of 17 members of the union this month. A total of nine sailed in the deep sea division, while five came from the inland section and three sailed on the Great Lakes. Brief biographical sketches on all of these veteran SIU men follow.

Half of this month's pensioners served in the military during World War II. Pensioners John B. Harris and Harold L. Loll started their deep sea shipping careers during the war. Brother Harris signed on in April 1944 and Brother Loll became a member in February 1945.

Deep sea member Louis E. Vidal and inland member Ernest P. Trotter share the honor of being the oldest Seafarers to retire this month. Both are 66 years old.

Deep Sea

GIOVANNI T. AQUINO, 64, joined the Seafarers in April 1971 in the port of Jacksonville, Fla. The New York City native served in the Marines from 1943 to 1946. Brother Aquino attended the Lundeberg School to receive his LNG endorsement in 1978 and to become a recertified steward in 1982. He also sailed on inland vessels operating from the port of Jacksonville. He lives in Casselberry, Fla.



ALLEN GEORGE, 60, joined the SIU in September 1948 in the port of Mobile, Ala. Born in Alabama, he shipped in the engine department. Brother George upgraded at the Lundeberg School in 1974 and became a QMED in 1983. He resides in Eight Mile, Ala.

JOHN B. HARRIS, 65, joined the union in April 1944 in the port of Norfolk, Va. He was born in Wilmington, N.C. Brother Harris became a recertified steward in 1982 at the Lundeberg School. He also upgraded at Piney Point in 1978. He calls Virginia Beach, Va. home.



PAUL E. HAYES, 65, graduated March 1962 from the Andrew Furuseth Training School in Baltimore. The West Virginia native served in the Navy from 1942 to 1946. Brother Hayes held many rating endorsements in the engine department, becoming a licensed engineer with District 2 MEBA. He has retired to St. Augustine, Fla.

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

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

THOMAS S. KLINE, 63, joined the Seafarers in March 1952 in the port of New York. He was born in Charleston, S.C. and served in the Navy from 1943 to 1944. Brother Kline sailed in the deck department. He received his LNG endorsement at Piney Point in 1980. He lives in Jacksonville, Fla., from where he did most of his shipping.



LEON LEVIN, 65, joined the SIU in August 1968 in the port of New York. The Philadelphia native served in the Army from 1943 to 1945. Although he started his seafaring career in the steward department, Brother Levin switched to the black gang. After accumulating enough seetime, he became a QMED at the Lundeberg School in 1973. He resides in Atlantic City, N.J.

HAROLD L. LOLL, 61, joined the union in February 1945 in the port of New York. The deck department veteran was born in Pennsylvania. Brother Loll has retired to Cazadero, Calif.



RAYMOND H. ULATOWSKI, 65, joined the Seafarers in April 1948. A native of Connecticut, he served in the Army from 1942 to 1946. Brother Ulatowski sailed in the engine department. He calls New Britain, Conn. home.

LOUIS E. VIDAL, 66, joined the SIU in May 1967 in the port of Wilmington, Calif. Born in Pennsylvania, he served in the Navy from 1942 to 1964. Brother Vidal upgraded at Piney Point to become a recertified steward in 1984. He lives in Cottonwood, Calif.

Inland

CHARLES D. EVANS, 63, joined the union in August 1963 in the port of Port Arthur, Texas. He was born in Louisiana and served in the Navy from

1944 to 1946. Boatman Evans sailed in the deck department on vessels operated by Sabine Towing. He resides in Port Arthur.

CECIL A. MIRE, 65, joined the Seafarers in October 1956 in the port of New Orleans. He served in the Navy from 1943 to 1946. Boatman Mire sailed in the engine department on Dixie Carriers vessels. He still calls his native Thibodaux, La. home.



THOMAS J. PURSER, 65, joined the SIU in March 1979 in the port of Mobile, Ala. He was born in Hazelhurst, Miss. and served in the Army Air Force from 1942 to 1945. Boatman Purser sailed in the deck department on boats operated by both Sabine Towing and Dixie Carriers. He lives in Pass Christian, Miss.

ERNEST P. TROTTER, 66, joined the union in July 1968 in his native Philadelphia. He served in the Navy from 1943 to 1946. The deck and engine department veteran attended the Lundeberg School for the 1978 educational conference. Pensioner Trotter upgraded his



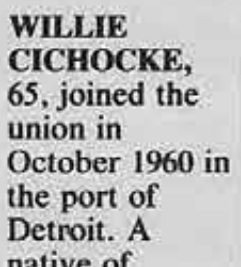
engine department rating in 1980. Boatman Trotter continues to reside in Philadelphia.

PATRICK T. WILKINSON, 62, joined the Seafarers in February 1968 in the port of St. Louis. A Kansas City, Mo. native, he served in the Navy from 1945 to 1951. The deck department veteran also spent several years sailing in the deep sea division. Boatman Wilkinson attended the 1979 educational conference at Piney Point. He has retired to Paducah, Ky.

Great Lakes



ROBERT T. BILLMAN, 62, joined the SIU in October 1960 in the port of Detroit. Born in Buono, Minn., he served in the Army from 1950 to 1952. The engine department veteran sailed on Erie Sand and Steamship vessels. Brother Billman calls Two Harbors, Minn. home.



WILLIE CICHOCKE, 65, joined the union in October 1960 in the port of Detroit. A native of Wisconsin, he served in the Army from 1951 to 1952. Brother Cichocke sailed in the deck department before retiring to Chicago.



PETER R. JONAS, 65, joined the Seafarers in March 1966 in the port of Frankfort, Mich. He served in the Navy from 1942 to 1946. Brother Jonas was a member of the black gang. He continues to live in his native St. Ignace, Mich.

Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

Seafarers or their dependents who have lost eligibility for health care coverage under the rules and regulations of the Seafarers Welfare Plan, may be eligible to purchase, at a premium, welfare coverage directly from the plan.

Seafarers who have lost their eligibility for plan coverage must notify the plan office immediately to find out whether or not they or their dependents may elect to continue benefits under this program.

To obtain more information about this program, Seafarers may call the membership services office at 1-800-CLAIMS-4(1-800-252-4674) or may write to: COBRA Program, Seafarers Welfare Plan; 5201 Auth Way; Camp Springs, Maryland 20746

(The April 1989 edition of the Seafarers LOG contains a complete description of the Consolidated Omnibus Budget Reconciliation Act—or COBRA—program.)

Ionian Sea Tale

Evening watch, lookout on the wing,
The night dark, the waves glistening;
No ships, no boats, no beacons bright,
Only the stars' heavenly light.

Reveries eclipsed the lookout's mind,
Such peaceful moments lost in time;
The helmsman busy with what he ought,
Third mate plotting a Grecian chart.

Then over to port the three did gaze,
A sight 't would leave them all amazed;
Suddenly out of the darkness came
A flare shot off with marksman's aim.

Flash flies the rocket flare,
Oh Captain do you care?
But turn your ship and look around,
That those in distress might be found.

Most surely this is not a dream,
The lookout let out an awful scream,
"A light amid ships!" cried the mate,
Certainly there is no mistake.

We must advise the captain below
Of all we've seen, for he shall know
What course to steer and bring us to,
Destiny's call to the rescue.

The mate phoned the captain of all they'd seen,
And he replied, "Must be a submarine."
The mate insisted, "A sub's light is amber."
But the Captain rebuked, "Who is the Master?"

by C.J. Sandy

(The Seafarer/author sails
in the deck department.)

The rocket flare's fiery flash
Hit the water with a splash;
Surely no one could deny,
A signal had pierced the sky.

Were Ulysses' children on holiday,
Cruising wildly in the wind and spray;
When joy turned to tears amidst the din
Of Sahara's mighty winter wind.

Or Arab fishermen far from home,
Caught unawares in Sirocco's storm;
Would they again see children and wives
Or be swallowed up, to lose their lives?

Can it be a merchantman's lifeboat
Crew sunburned, thirsty, barely afloat;
Who these souls were, was not know,
Despite the sky being all aglow.

The rocket flare she flashed and flew,
The Captain must have much to do,
What reason for failing to proceed
And assist swiftly those in need?

The master had a schedule to keep;
Besides, he could hardly lose his sleep;
Would this man not hearken to the call;
He never came up to look at all.



The lookout now fancies his fears
Have fallen victim to deaf ears;
Could be true the ship sails away
Like some blind man going astray?

The mate imagines threat'ning sharks,
Menaces swimming in the dark;
Or sailors' worst nightmare's tomb,
To end life's course in drowning's doom.

The rocket's dazzling flight,
As Zeus' thunderbolts bright
Could the mortals yet be saved
From Poseidon's watery grave?

The unwritten law of the sea
In true mariners' hearts it be;
Like the good Samaritan's tale,
Profound as the sacred white whale.

History ascribes the hero's name
To gallant rescues, immortal fame.
Is there not reason to despair
When those in command do not care?

The lookout thought he heard one weep
Far astern now, over the deep;
All were filled with a mournful dread,
While the ship—a fugitive fled.

Forever gone the rocket flare's blaze
Swallowed up by unfeeling waves.
Can it be one callous heart did slay
Perishing souls before light of day?

(Permission to reprint the poem above must be obtained from the author.)

LOG-A-RHYTHM

Happy Anniversary

By Connie Garner

Darling, Happy Sixth Anniversary
And even though you're at sea,
In my heart of hearts
You are here with me.

I pray we will have many more anniversaries,
Together or apart,
As long as our hearts are joined together,
We are never far apart.

So as you travel upon the seas
So many miles away,
Remember that I love you
And Happy Anniversary.



Connie and Bosun Jimmy Garner have been married for six years. Connie Garner asked the LOG to help mark the occasion this month of the couple's sixth wedding anniversary.

SEAFARERS
LOG



KEEPS
YOU
POSTED

SIU Families Can Vacation at School

SIU families considering summer vacations may want to spend a week or two at the union's educational facility in southern Maryland. For the vacationing family, the Lundeberg School's location in Piney Point offers many exciting activities within a short drive.

Additionally, at the Lundeberg School, families can boat or fish, swim or play tennis, lift weights or just take walks along the banks of the St. George Creek. An arts and crafts center is a favorite spot for many sons and daughters of Seafarers.

In the vicinity of southern Maryland and Washington, DC,

are many historical sites and museums celebrating many of the nation's traditions and early way of life.

UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	\$ 9.45/day
Child	\$ 9.45/day

Note: There is no charge for children under the age of 12. The prices listed above include all meals.

Send completed application form to Seafarers Training & Recreation Center, Piney Point, Md. 20674 or call (301) 994-0010.

SEAFARERS TRAINING & RECREATION CENTER

Reservation Information

Name: _____

Social Security Number: _____ Book Number: _____

Address: _____

Telephone #: () _____

Number in Party/Age of Children, if applicable: _____

Date of Arrival 1st choice: _____

2nd choice: _____ 3rd choice: _____

Stay is limited to two weeks.

Date of Departure: _____

Dispatchers' Report for Great Lakes

CL—Company/Lakes L—Lakes NP—Non Priority

MAY 1-31, 1990

*TOTAL REGISTERED
All Groups
Class CL Class L Class NPTOTAL SHIPPED
All Groups
Class CL Class L Class NP**REGISTERED ON BEACH
All Groups
Class CL Class L Class NP

DECK DEPARTMENT									
Port									
Algonac	0	28	6	0	35	1	0	23	6
ENGINE DEPARTMENT									
Port									
Algonac	0	8	4	0	13	3	0	8	5
STEWARD DEPARTMENT									
Port									
Algonac	0	4	0	0	6	0	0	5	0
ENTRY DEPARTMENT									
Port									
Algonac	0	31	17	0	0	0	0	36	52
Totals All Departments	0	71	27	0	54	4	0	72	63

***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 Inland Waters

MAY 1-31, 1990

*TOTAL REGISTERED
All Groups
Class A Class B Class CTOTAL SHIPPED
All Groups
Class A Class B Class C**REGISTERED ON BEACH
All Groups
Class A Class B Class C

DECK DEPARTMENT									
Port									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	14	0	0	12	0	0	60	12	6
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	2	1	0	2	2	2	1	3
Jacksonville	1	0	8	1	0	1	2	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	1	9	1	0	8	12	7	57
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	13	3	0	17	7	0	44	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	33	6	18	31	9	11	120	44	73

ENGINE DEPARTMENT									
Port									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	9	0	0	7	0	0	6	4	1
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	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	4
Houston	0	0	0	0	0	0	0	0	0
Algonac	17	7	0	11	4	0	27	26	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	26	7	1	18	4	0	33	30	5

STEWARD DEPARTMENT									
Port									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	0	0	4	0	0	10	1	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	4	0	0	0	1	0	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	2	0	0	0	2	1	2	4
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	2	1	0	1	0	0	17	9	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	4	3	4	5	0	2	29	12	8

Totals All Departments 63 16 23 54 13 13 182 86 86

***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

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

Government Services Division

(415) 861-3400

SANTURCE

1057 Fernandez Juncos St.
Stop 16
Santurce, PR 00907
(809) 721-4033

SEATTLE

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

ST. LOUIS

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

WILMINGTON

510 N. Broad Ave.
Wilmington, CA 90744
(213) 549-4000

Personals

SAM BEAMAN

Please contact Kathy Fisher at (713)
326-1571.

CHARLES O. FAIRCLOTH

Please call Melinda Christle Thorn-
ton collect at (601) 856-2303.

Dispatchers' Report for Deep Sea

MAY 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	37	8	8	33	6	5	9	71	14	3
Philadelphia	2	1	0	0	1	3	1	4	1	2
Baltimore	7	3	0	9	6	1	1	9	5	1
Norfolk	9	6	7	10	7	4	3	11	7	5
Mobile	13	3	6	9	4	9	3	24	5	10
New Orleans	25	7	13	36	8	6	6	38	7	10
Jacksonville	28	5	9	22	5	7	5	47	14	13
San Francisco	36	14	7	29	11	8	13	58	15	6
Wilmington	23	5	4	15	5	4	7	35	7	7
Seattle	29	8	5	28	5	2	5	57	9	4
Puerto Rico	13	3	2	11	2	3	4	12	4	0
Honolulu	3	3	3	5	7	6	8	6	5	4
Houston	49	13	19	35	13	18	12	53	10	13
St. Louis	1	1	0	0	1	2	1	1	1	1
Piney Point	0	4	5	1	1	4	3	1	5	3
Totals	275	84	88	243	82	82	81	427	109	82
ENGINE DEPARTMENT										
New York	19	6	2	15	3	1	8	39	9	4
Philadelphia	3	1	1	1	1	0	0	3	3	1
Baltimore	2	4	4	6	4	2	2	6	4	3
Norfolk	4	4	4	1	4	1	2	11	3	4
Mobile	9	2	3	10	6	2	3	16	3	3
New Orleans	16	3	4	19	9	2	2	23	5	4
Jacksonville	19	3	5	10	2	5	3	26	5	3
San Francisco	21	9	5	9	3	3	4	37	14	7
Wilmington	13	7	1	9	7	1	1	18	4	4
Seattle	17	6	2	14	9	0	7	27	2	5
Puerto Rico	5	1	0	3	0	0	2	5	1	0
Honolulu	3	4	5	2	7	7	7	2	9	4
Houston	17	4	5	17	5	4	5	25	6	6
St. Louis	0	0	1	0	0	1	0	1	1	0
Piney Point	4	10	4	2	4	2	1	4	12	4
Totals	152	64	46	118	64	31	47	243	81	52
STEWARD DEPARTMENT										
New York	25	2	3	21	2	2	5	32	6	3
Philadelphia	1	1	0	2	2	0	0	1	1	0
Baltimore	2	1	0	2	1	0	1	3	2	0
Norfolk	4	0	2	5	2	1	2	4	1	1
Mobile	7	1	0	6	1	0	1	13	2	1
New Orleans	11	4	1	12	2	1	8	16	4	0
Jacksonville	12	1	0	6	1	1	0	25	7	0
San Francisco	38	10	2	27	5	2	9	88	12	4
Wilmington	8	2	3	8	1	1	0	20	5	2
Seattle	16	5	1	13	1	0	7	32	9	1
Puerto Rico	2	0	0	3	0	0	1	7	0	0
Honolulu	6	38	22	6	23	23	113	9	39	19
Houston	16	3	2	18	3	3	3	16	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	4	2	0	2	1	2	3	9	3
Totals	150	72	38	129	46	35	152	269	99	34
ENTRY DEPARTMENT										
New York	18	27	16	9	12	9	0	28	42	14
Philadelphia	1	4	1	0	1	2	0	2	8	3
Baltimore	3	7	2	4	8	2	0	3	9	0
Norfolk	2	4	7	1	5	6	0	7	5	2
Mobile	5	12	5	1	7	0	0	6	24	6
New Orleans	8	9	18	8	17	9	0	15	12	24
Jacksonville	4	13	3	6	7	3	0	3	22	11
San Francisco	32	13	15	13	9	15	0	53	20	24
Wilmington	4	9	3	3	8	0	0	11	13	12
Seattle	11	9	2	14	4	1	0	21	11	5
Puerto Rico	5	7	1	7	2	1	0	9	15	1
Honolulu	5	36	139	1	29	124	0	6	65	165
Houston	4	13	8	4	12	7	0	8	14	6
St. Louis	0	0	2	0	0	0	0	0	2	4
Piney Point	0	25	3	0	26	0	0	0	43	3
Totals	102	188	225	71	147	179	0	172	305	280

*"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 May was up from the month of April. A total of 1,507 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,507 jobs shipped, 561 jobs or about 37 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 280 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 12,345 jobs have been shipped.

July Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point
Monday, July 2
New York
Tuesday, July 3
Philadelphia
Thursday, July 5
Baltimore
Thursday, July 5
Norfolk
Thursday, July 5
Jacksonville
Thursday, July 5
Algonac
Friday, July 6
Houston
Monday, July 9
New Orleans
Tuesday, July 10

Mobile
Wednesday, July 11
San Francisco
Thursday, July 12
Wilmington
Monday, July 16
Seattle
Friday, July 20
San Juan
Thursday, July 5
St. Louis
Friday, July 13
Honolulu
Friday, July 13
Duluth
Wednesday, July 11
Jersey City
Wednesday, July 18
New Bedford
Tuesday, July 17

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



Digest of Ships Meetings

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

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 ships minutes.

LAWRENCE H. GIANELLA (Ocean Shipholding), March 19 — Chairman **Brian O'Hanlon**, Secretary **Martin Josephson**, Educational Director **H. Daniels**, Deck Delegate **James C. Henry**, Engine Delegate **Ernest Lacunza Jr.**, Steward Delegate **F. Aral**. Educational director noted all newcomers should take advantage of the Lundeberg School. Engine delegate reported a beef. No beefs or disputed OT reported by deck and steward delegates. Contracts department asked to review pay raise for crew. Crew requested new television antenna for lounge set. Crew asked to be more considerate during night lunch and reminded to place plastics in plastic-only containers. Crew thanked Chief Cook **Clarence Jones** for his fine food.

OMI CHARGER (OMI Corp.), March 25 — Chairman **Benedict B. Born**, Secretary **Wally Lau**, Engine Delegate **Milton Israel**. Chairman discussed changes in New Orleans and Mobile halls. Educational director reminded members to use facilities at Piney Point and donate to SPAD. Treasurer reported \$130 in movie fund. No beefs or disputed OT reported. Contracts department asked to review increase in pension plan. Crew asked to keep lounge clean and garbage sacked. Next port: Texas City, Texas.

CAROLINA (Puerto Rico Marine), April 22 — Chairman **A. J. Austin**, Secretary **R. R. Maldonado**, Educational Director **David Able**. Chairman reported no problems onboard. He reminded crew of payoff in New Jersey. No beefs or disputed OT reported. Crew asked contracts department to review raise in wages, pension and vacation pay and decrease in time needed for vacation pay and pensions. Deck and engine departments thanked for keeping messroom and pantry clean. Steward department thanked for good food and service.

GROTON (Apex Marine), April 16 — Chairman **T. Tierney**, Secretary **James H. Gleaton**, Educational Director **A. R. Gardner**. Chairman announced new VCR installed in crew's lounge. He suggested all members donate to SPAD. No disputed OT or beefs reported. Crew asked contracts department to consider clean-up time before meals and increase maintenance and cure. Crew thanked steward department for job well done. Next port: Stapleton, N.Y.

HUMACAO (Puerto Rico Marine), April 15 — Chairman **L. Rodriguez**, Secretary **H. Galicki**, Educational Director **W. Turner**, Deck Delegate **J. Korchak**, Engine Delegate **B. Clark**, Steward Delegate **D. Herrera**. Chairman said everything was running smoothly. He reminded those getting off after payoff to make sure their rooms were clean for next man. No beefs or disputed OT reported. Crew noted losing battle in keeping longshoremen out of mess hall and night lunch. Steward department thanked for great job. Next port: Elizabeth, N.J.

LIBERTY SEA (Liberty Maritime), April 15 — Chairman **Cesar A. Gutierrez**, Secretary **R. G. Black**, Educational Director **E. Zapata**, Deck Delegate **George B. McCurley**, Engine Delegate **Alphonse Thomas**, Steward Delegate **Norman Taylor**. Chairman said crew would like to be updated on current events in union. Treasurer reported \$335 in movie fund and \$26 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done.

LNG CAPRICORN (ETC), April 8 — Chairman **Billy K. Nuckols**, Secretary **Doyle E. Cornelius**, Educational Director **Rene R. Rosario**, Deck Delegate **James D. Fletcher**, Engine Delegate **Barry L. Harris**, Steward Delegate **Louis A. Gracia**. Chairman introduced captain who thanked crew for job well done. Chairman reminded new members importance of upgrading at the Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department for clarification of garbage and burning details as LNG vessels now have incinerators.

NEDLOYD HUDSON (Sea-Land Service), April 22 — Chairman **R. Wardlaw**, Secretary **R. G. Connolly**, Educational Director **Mike Overgaard**, Engine Delegate **Terry Preston**, Steward Delegate **Robert Arana**. Treasurer reported \$250 in ship's fund. No beefs or disputed OT reported. Crew thanked Chief Cook **Robert Arana** and **GSU Eddie Gonzalez** for their extra good jobs.

OMI COLUMBIA (OMI Corp.), April 30 — Chairman **William Lough**, Secretary **Robert Castillo**, Deck Delegate **Mike Gomes**, Engine Delegate **Greg Thompson**. Chairman told crew captain is unforgiving about drinking so be careful. He urged members to discuss safety items at meeting and list non-safety-related matters on repair list. No beefs or disputed OT reported. Crew wants to see more maintenance on running gear, however present maintenance program will continue full steam. Steward department received vote of thanks.

OVERSEAS JOYCE (Maritime Overseas), April 8 — Chairman **Duane Stevens**, Secretary **Steven Parker**, Educational Director **Rodney Hamilton**, Deck Delegate **Kenny Parks**, Steward Delegate **Steven Hamilton**. Chairman announced payoff set for April 16 in Portland, Ore. He urged members to register to reclaim jobs as ship will be leaving drydock April 28. Secretary asked members to place linen in provided bags before leaving. He also thanked crew for smooth trip. Educational director suggested members make flight reservations early to save money. He also stressed need to upgrade at Piney Point. No beefs or disputed OT reported. Deck delegate asked contracts department to review possibility of increasing wage of watchstanding AB. Crew thanked steward department for fine meals and fresh baking, especially the bread. Secretary noted this voyage marked the first time in 14 years that brothers **Steven** and **Rodney Hamilton** had sailed together. Next ports: Long Beach and Banicia, Calif. and Portland.

SEA FOX (American Transport Lines), April 7 — Chairman **Bruce Gordon**, Secretary **Walter Mosley**, Educational Director **Chuck Haller**, Deck Delegate **Herbert Charles**, Engine Delegate **Teddy Wallace**, Steward Delegate **Sigrid Antoni**. Chairman said crew needs clarification on length of drug test clearance. He announced a new policy is being tested to insure crewmembers joining the vessel come to a clean room. Educational director urged the members to do right by the union, do right by themselves and do a good job onboard. Treasurer listed \$248 in ship's fund. Deck and engine delegates reported beefs. Engine delegate also had disputed OT. No problems reported by steward delegate. Crew asked penalty meal hour be included in contract. Crew also asked company to be more specific when re-

questing reliefs. Next port: Philadelphia.

SEA-LAND ATLANTIC (Sea-Land Service), April 8 — Chairman **C. L. Hick-enbotam**, Secretary **John E. Samuels**, Educational Director **Floyd Acord**. Educational director urged members to attend the Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to investigate increase in monthly pensions and decrease time needed for vacation pay. Crew thanked steward department. Next ports: Charleston, S.C. and Houston.

SEA-LAND CONSUMER (Sea-Land Service), April 8 — Chairman **W. Mortier**, Secretary **E. M. Douroudous**, Educational Director **W. L. Lindsey**, Engine Delegate **Kevin DeSue**, Steward Delegate **Franklin Cordero**. Treasurer reported \$90 in ship's fund. No beefs or disputed OT reported. Deck delegate asked for clarification if ABs should go into hatches looking for stowaways. Crew asked contracts department to review reducing time needed for vacation check. Next port: Elizabeth, N.J.

SEA-LAND DEFENDER (Sea-Land Service), April 22 — Chairman **Luigi Al-leluia**, Secretary **Johnnie McGill**, Educational Director **Rolando Gumanas**, Deck Delegate **William Murphy**, Engine Delegate **Steve Rollins**. Chairman reported everything running smoothly. Educational director requested repairs on platforms. No beefs or disputed OT reported.

SEA-LAND EXPEDITION (Sea-Land Service), April 23 — Chairman **Marvin Zimbardo**, Secretary **Janice D. Patterson**, Educational Director **David J. Dukehart**, Deck Delegate **J. J. Bermudez**, Steward Delegate **Antjuan Webb-Birch**. Treasurer announced \$50 in ship's fund. No beefs or disputed OT reported. Crew reminded to keep recreation room and mess hall clean.

SEA-LAND FREEDOM (Sea-Land Service), April 8 — Chairman **W. Feil**, Secretary **G. Sivley**, Educational Director **R. Chapman**. Chairman said all was running smoothly. He asked crew to turn in keys when signing off vessel. Educational director asked why shoregang or gangway ABs are plugging reefer boxes. Treasurer noted \$115 in ship's fund. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND VOYAGER (Sea-Land Service), April 15 — Chairman **D. Brown**, Secretary **C. Gibson**, Educational Director **R. Risbeck**. Chairman announced arrival in Tacoma, Wash. would be early in morning of April 22. He urged members to upgrade at Piney Point. Treasurer announced all funds were used on movies. No beefs or disputed OT reported. Crew thanked for keeping lounge clean. Steward department members asked contracts department to review why they cannot receive one hour per week for room sanitary. Next port: Tacoma.

OVERSEAS NEW YORK (Maritime Overseas), May 15 — Chairman **M. Zepeda**, Secretary **N. Evans**, Educational Director **E. Self**, Deck Delegate **J. Landry**, Engine Delegate **A. Lino**, Steward Delegate **C. Evans**. Chairman asked any members who have ideas for new contract to submit them to headquarters as soon as possible. Educational director noted 26 movies are unaccounted for and asked members to return the ones they have in their rooms. Treasurer reported \$45 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into increases in pension, dental and optical plans. Steward department thanked for serving wonderful meals every day. Crew reminded to keep lounge and mess hall clean. Next port: Nederland, Texas.

SEA FOX (American Transport Lines), May 14 — Chairman **Keith Adams**, Secretary **Walter Mosley**, Deck Delegate **Herbert Charles**, Engine Delegate **Theodore Wallace**. Chairman told crew he had not heard from the union yet about the questions that had been raised. He said he tried to telex questions to San Juan union hall so answer could be provided during payoff in Philadelphia, but captain refused transmittal. Treasurer announced \$248 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew asked contracts department to study increase in daily maintenance and cure. Crew questioned if captain could go through rooms without delegate present and if he can write up work regulations and have crew sign. Crew noted unsafe fire drill held. Crew reported need for identification and letter to reboard vessel in Brazil. Next port: Philadelphia.

SEA-LAND ANCHORAGE (Sea-Land Service), May 2 — Chairman **J. Lundborg**, Secretary **J. Wright**, Educational Director **K. Bertel**, Deck Delegate **C. A. Crespo**, Engine Delegate **Jimmie Nicholson**, Steward Delegate **George Bryant Jr.**. Chairman advised those signing off vessel to clean rooms and see patrolman before leaving. Educational director announced safety and training films were aboard. No beefs or disputed OT reported. Crew asked contracts department to study increase in monthly pension allotment. Crew thanked steward department, especially Chief Cook **George Bryant**, for job well done. Next port: Tacoma, Wash.

SEA-LAND TRADER (Sea-Land Service), May 10 — Chairman **A. J. Palino**, Secretary **R. Spencer**, Educational Director **S. Hardin**. Chairman stated all was running smoothly. Secretary urged all members to contribute to SPAD. Educational director reminded crew to upgrade at the Lundeberg School. No beefs or disputed OT reported. Engine delegate had some questions regarding possible changes in QMED shipping rules. Crew requested lock for lounge to keep longshoremen out. Next port: Long Beach, Calif.



Eye For Safety—Bosun William "Scotty" Byrne points to a wire damaged during weight testing aboard the PFC William Baugh.

Busy Month At Union's Training School

More than 200 Seafarers used some of their time on the beach to upgrade their skills at the union's Lundeberg School of Seamanship in Piney Point, Md. this spring.

Pictured on this page are upgraders who successfully completed their course of study. More photos of Lundeberg School graduates are found on pages 6 and 12 of this edition of the Seafarers LOG.



Upgraders Lifeboat: Receiving their lifeboat training certificates from the Lundeberg School are (left to right, front row) Michael Borders, Russ Reffitt, T. C. Shaddox, Adel Alwashie, Thor "Spool" Young, Roberto Valentin, Cecil R. Gubisch, Harry Johns (MSC), H. Paquin, Eusebio Rodriguez (MSC), (second row) Robert Coutier, Gilbert Chamorro, Charles Hust, Anthony Bush (MSC), Anthony Sabatini, George Hoopes, James Randolph, Jack LaMotta, (back row) Donald Spongberg, Richard Barnhart, William Viust and Phillip Acosta (MSC).



Upgraders Lifeboat: Instructor Jake Karaczynski (front left) led these members in lifeboat training and safety. From the left, the graduates are (front row) Karaczynski, Cheryle A. Sykes, David Lyons, Bryan Welch, James Hebert, John A. Reid Jr., (back row) Ronnie Richardson, Lonzell Sykes, Kenneth Moore and Damon D. Eisenbrey.



Celestial Navigation: Members graduating this course can plot their location by using the sun, moon and stars. From the left (kneeling) Eddy Frizell, Chip Noell, Ron Huyett, (standing) Richard Sweeting, Woodrow Shelton, Richard P. Finley, Tom Dowdell and J. P. Visier.



QMED: Receiving their endorsements as qualified members of the engine department are (left to right, kneeling) Robert Ramsey, T. C. Shaddox, Les Cope, (second row) H. Paquin, John Cronan, Michael Leroy Brown, Scott Horn, Edwin Taylor, Tomas M. Gonzalez, Glenn Henderson, Bruce N. Zenon, (back row) Wayne Toole, Doug Barnard, Aaron Bernard, Robert Aarts, John Yarber, Mark O'Malley and George Hoopes.



Tankerman: Ready to take on the challenges loading, unloading and transferring cargoes from barges and tankers are (left to right, kneeling) Allen Terro, Joe Cash, Rigoberto Rosado, Giuseppe Crivello, (second row) instructor Jim Shaffer, Jim Townsend, Reinaldo Diaz, Anna-Monika Visier, Milo Banicevic, (back row) Damon Washington, Thomas Wright and Stella Zebrowski.



Fireman, Oiler, Watertender: Making their way up in the black gang are these Lundeberg School graduates. From the left are (kneeling) Hank Cole, Mark Dumas, Sid Stratos, Ernest Cerrillo, Daniel J. Zealberg, Ernie B. Perreira, James Randolph, (standing) Odell Parmley, Adel Awashie, Kevin Inase, William Harrington, Allen Kindt, Art Wadsworth, Kevin Hall, Robert Scott, instructor Eric Malzkun, Doug Davies and Daniel Cahoon.



Radar: Members learn radar theory through the use of state-of-the-art simulation techniques. With instructor Jim Brown looking on from behind, graduates include (from the left) Richard Sweeting, Mike McGee, Chip Noell, Jim Cunningham and Nelson Breaux.



Upgraders Lifeboat: Instructor Casy Taylor (center) led these upgrading students through the lifeboat course. From the left are Dante F. Slack, Donna D. Moore, Taylor, Dennis W. Abshire and Chris Butts.

Final Departures

DEEP SEA

JESUS ALVARADO

Jesus Alvarado, 89, passed away October 20, 1989. He began his seafaring career aboard the President Johnson in March 1946 as a member of the Marine Cooks and Stewards, a West Coast-based maritime union that was part of the SIU's Pacific District. The MCS later merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District. Brother Alvarado retired in July 1970.

WILLIAM CHRISTIAN

William Christian, 89, died on December 9, 1989. He began sailing with the Marine Cooks and Stewards in 1948 before its merger with the union's Atlantic, Gulf, Lakes and Inland Waters District. Brother Christian retired in January 1971.

JOSE CUBANO

Jose Cubano, 67, passed away May 14. A native of Aracibo, P.R., he joined the Seafarers in November 1947 in the port of San Juan. Brother Cubano sailed in the steward department. He retired in December 1987. His wife, Gloria, survives him.

BILLY EDELMON

Billy Edelman, 62, died May 2. The Houston native joined the SIU in January 1946 in the port of New Orleans. His deck department career was interrupted from 1952 to 1955 with a stint in the Army. Brother Edelman became a recertified bosun in February 1975 after completing specialized course work at the Lundberg School in Piney Point. Seafarer Edelman retired in November 1986.

THAD L. ELLZEY

Thad L. Ellzey, 75, passed away March 16. He began his career aboard the Cape Friendship in January 1946 with the Marine Cooks and Stewards prior to its merger with the SIU's Atlantic, Gulf, Lakes and Inland Waters District. Brother Ellzey started drawing his pension in June 1976.

KEE W. FONG

Kee W. Fong, 74, died March 15. His career with the Marine Cooks and Stewards, before its merger with the SIU, began in 1950. A long time member of the steward department, Brother Fong left his work in the galley and began collecting his well-deserved pension in June 1978.

THOMAS D. FOSTER



Thomas D. Foster, 68, passed away January 12. Born in Baltimore, he

joined the union in November 1944 in the port of New York. Brother Foster sailed in the deck department and became a recertified bosun in February 1976 at the Lundberg School. He retired in February 1985. He is survived by his wife, Lillian.

EDGAR HARMAN

Edgar Harman, 83, died September 26, 1989. The South Carolina native became a charter member of the Seafarers when he signed on in November 1938 in the port of New Orleans. The union had just been formed in October of that year. Brother Harman sailed in the engine department until he retired in December 1970.

REINO HEIJA

Reino Heija, 72, passed away March 5. He started sailing in March 1936 for the Marine Cooks and Stewards. The veteran steward department member retired in November 1974 before the union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District.

STANLEY A. HOLDEN



Stanley A. Holden, 81, died March 22. He was born in Warwick, Md. and served in the Army and Coast Guard from 1927 to 1934. Brother Holden joined the Seafarers in October 1944 and sailed in the steward department. He began collecting his pension in June 1973. His wife, Mildred, survives him.

HORACE HUNT



Horace Hunt, 63, passed away April 9. The North Carolina native joined the SIU in June 1945 in the port of Norfolk. Brother Hunt served in the Army from 1948 to 1951 before resuming his deck department career. He upgraded to recertified bosun in September 1975 at Piney Point. He retired in November 1986.

CHARLES JACKSON

Charles Jackson, 63, died April 21. He was born in Talladega, Ala. and served in the Navy from 1944 to 1946. Brother Jackson joined the

union in June 1968 in the port of San Francisco. He was an active member, sailing in the steward department, at the time of his death.

EUGENE KIRKLAND

Eugene Kirkland, 72, passed away February 10. The deck department veteran was born in Savannah, Ga. Brother Kirkland joined the Seafarers in August 1942 in the port of Baltimore. He began to draw his pension in May 1973.

EVERETT G. KIRSCH

Everett G. Kirsch, 73, died March 7. A native of Peru, Iowa, he served in the Coast Guard from 1942 to 1944. Brother Kirsch joined the Marine Cooks and Stewards in June 1953 in the port of Portland, Ore. He retired from the SIU in August 1979.

HUBERT A. LANDRY

Hubert A. Landry, 76, passed away January 10. Born in Canada, he joined the Seafarers in December 1948 in the port of New York. Brother Landry sailed in the black gang. He started to collect his pension in November 1978.

DUANE H. LAUDE



Duane H. Laude, 60, died May 9. The Buffalo, N.Y. native served in the Navy from 1947 to 1951. He joined the Marine Cooks and Stewards in October 1972 in the port of San Francisco and sailed aboard the SS Independence during the 1980s. Brother Laude retired in February 1985.

DONG F. LING

Dong F. Ling, 88, passed away January 14. He joined the Marine Cooks and Stewards in 1932. The steward department veteran retired in July of 1967, prior to the MCS merger with the SIU's Atlantic, Gulf, Lakes and Inland Waters District.

ALBERT V. LOO

Albert V. Loo, 70, died April 15. He was born in Estonia and joined the union in August 1951 in the port of Norfolk, Va. Throughout his seafaring career, Brother Loo held ratings in the engine department. Seafarer Loo retired in November 1989.

LEON LYBERT



Leon Lybert, 67, passed away April 13. The Mississippi native served in

the Navy from 1942 to 1946. He joined the Seafarers in August 1955 in the port of Philadelphia. The deck department veteran sailed on Cities Service vessels early in his career. Brother Lybert retired in September 1984. He is survived by his wife, Christine.

EDWARD LYONS

Edward Lyons, 71, died March 22. He was born in Fall River, Mass. Brother Lyons joined the SIU in May 1944 in the port of New York and sailed in the engine department. He began drawing his pension in November 1982.

JOHN MCKAREK



John McKarek, 73, passed away December 25, 1989. The New York native joined the union in June 1943 in the port of Baltimore. Brother McKarek sailed in the deck department until June of 1973, when he retired.

ABRAHAM MATORIN

Abraham Matorin, 77, died February 8. He started sailing with the Marine Cooks and Stewards in 1940. Brother Matorin retired in December 1969 when the MCS was part of the SIUNA's Pacific District and before the union merged with the union's Atlantic, Gulf, Lakes and Inland Waters District.

HOWARD MILSTEAD



Howard Milstead, 63, passed away April 24. He joined the Seafarers in 1969 in his native Mobile, Ala. He sailed primarily in the engine department in the deep sea division, however he also worked in the deck department of ocean-going vessels and sailed on SIU-contracted tugs. Pensioner Milstead upgraded to pumpman in 1982 at the Lundberg School. He began collecting his pension in August 1989.

FRANCIS PASTRANO



Francis Pastrano, 74, died April 17. The Reserve, La. native joined the Seafarers in October 1948 in the port of New York. Brother Pastrano sailed in the steward department. Pensioner Pastrano began collecting his monthly SIU retirement benefits in July

1979. His wife, Matherine, survives him.

CEZAR B. PEDREGOSA



Cezar B. Pedregosa, 81, passed away March 5. He was born in the Philippines. Brother Pedregosa joined the SIU in August 1947 in the port of New York. He sailed in the galley gang and started drawing his pension in May 1973.

ANTONIO QUINONES

Antonio Quinones, 80, died February 11. He began sailing with the Marine Cooks and Stewards in December 1945. Brother Quinones, after 28 years of sailing in the steward department, retired in February 1973.

ULDARICO REPRADAD

Uldarico Repredad, 81, passed away October 28, 1989. A native of New Washington, Philippines Islands, he served in the U.S. Army from 1943 to 1944. Brother Repredad joined the union in June 1951 and sailed in the steward department. He began to collect his pension in February 1975.

WALTER RICHMOND



Walter Richmond, 66, died May 18. He was born in Illinois and joined the Seafarers in December 1944 in the port of New York. Brother Richmond sailed in the steward department. He retired in January 1985.

DIMAS RIVERA

Dimas Rivera, 79, passed away February 26. The deck department veteran was born in Puerto Rico. He joined the SIU in August 1944 in the port of New York. Brother Rivera began collecting his monthly pension benefits in April 1974.

EDWARD ROBINSON



Edward Robinson, 82, died March 16. The New York native joined the union in November 1944 in the port of New York. Brother Robinson was a member of the black gang. He began to draw his pension in April 1969.

RUDOLPH ROBINSON JR.

Rudolph Robinson Jr., 45, Continued on Page 22

Final Departures

Continued from Page 21

passed away April 10. Born in Texas, he joined the Seafarers in October 1968 in the port of New Orleans. He graduated from the Harry Lundeberg School of Seamanship. Brother Robinson sailed in the steward department. He was an active member at the time of his death.

THOMAS A. ROBINSON



Thomas A. Robinson, 68, died May 24. He joined the SIU in January 1947 in his native New Orleans. Brother Robinson began his steward department career aboard Delta Line vessels. He became a union pensioner in December 1982.

WILLIAM N. SEARS

William N. Sears, 73, passed away April 21. The Florida native became an early member of the Seafarers two months after the union was chartered by the AFL in October of 1938. Pensioner Sears joined the SIU in the port of Savannah, Ga. Brother Sears sailed in the engine department before he retired in February 1979.

GILBERT J. TROSLAR



Gilbert J. Trosclar, 69, died April 26. Born in Louisiana, he served in the

Army Air Corps from 1942 to 1945. Brother Trosclar joined the SIU in August 1951 in the port of New Orleans. During his sailing career, Brother Trosclar held many ratings in the steward department. In 1981 he graduated from the Lundeberg School's recertified steward program. From '81 until he retired in November of 1983, Brother Trosclar held the top position in the steward department on any of the vessels he was assigned.

RAPHAEL C. VANASSE

Raphael C. Vanasse, 62, passed away May 10. The Wisconsin native served in the Army from 1946 to 1949. He joined the union in January 1959 in the port of New Orleans. Brother Vanasse sailed in the black gang. He was an active member at the time of his death.

BRUCE WEBB

Bruce Webb, 79, died May 3. Pensioner Webb was born in Georgia and joined the Seafarers in August 1951 in the port of Tampa, Fla. He

started his steward department career aboard Alcoa ships. Brother Webb began to receive his pension in March 1971. He is survived by his wife, Beatrice.

HARRY WHITELAW



Harry Whitelaw, 75, passed away February 5. He served in the Navy from 1941 to 1945. Brother Whitelaw was a member of the Marine Cooks and Stewards, an SIUNA affiliate that merged with the Atlantic, Gulf, Lakes and Inland Waters District in the late 1970s. Brother Whitelaw retired in January 1979.

DEXTER WORRELL

Dexter Worrell, 76, died May 7. The Virginia native was a charter member of the Seafarers. He joined the union in December 1938 in the port of Mobile, Ala. in the turbulent times when communists and shipowners alike were fighting the SIU. Brother Worrell sailed in the deck department. He began drawing his pension in September 1969.

ALBERT YADO



Albert Yado, 74, passed away May 3. The Key West, Fla. native joined the

SIU in August 1940 in the port of Tampa, Fla. Brother Yado sailed in the steward department. When he retired in May of 1983, Brother Yado began receiving his well-deserved monthly pension check.

INLAND

JAMES E. BARNES

James E. Barnes, 77, died April 18. He was born in Edna, Texas and served in the Army Air Corps from 1940 to 1945. Boatman Barnes joined the union in May 1957 in the port of Houston. He sailed in the steward department on G&H Towing vessels operating in the Gulf of Mexico. Brother Barnes retired in July 1970.

GEORGE T. DAVIS



George T. Davis, 86, passed away April 17. The Houma, La. native joined the

Seafarers in May 1961 in the port of New Orleans. Boatman Davis sailed as a tugboat captain. He started collecting his pension in November 1972.

WILLIAM J. DIXON

William J. Dixon, 45, died April 27. Born in Norfolk, Va., he joined the SIU in September 1979 in the port of Tampa, Fla. Boatman Dixon was an active member sailing in the engine department at the time of his death.

MORRIS A. HOLDER



Morris A. Holder, 19, drowned February 5 in Pungo Creek near Belhaven,

N.C. He became an SIU member in April 1989. Boatman Holder sailed as a deckhand on vessels operated by G. W. Willis Company at the time of his death.

WILLIAM ORNDUFF

William Ornduff, 70, passed away March 8. The Marion, Ill. native joined the Seafarers in February 1968 in the port of St. Louis. After 27 years of sailing in the union's inland division, Boatman Ornduff retired in June 1985.

DAVID T. WILLIAMS

David T. Williams, 75, died May 8. He was born in Ocracoke, N.C. Boatman Williams joined the union in June 1961 in the port of Philadelphia. He sailed in the deck department on Curtis Bay Towing vessels. He began drawing his pension in January 1975. His wife, Sarah, survives him.

GREAT LAKES

WILLIAM CARTWRIGHT SR.



William Cartwright Sr., 87, passed away May 5. He joined the Seafarers

in July 1961 in his native Sault Ste. Marie, Mich. Brother Cartwright sailed in the engine department before he started collecting his pension in August 1985.

JOSEPH H. MRKVA

Joseph H. Mrkva, 69, died March 31. The Michigan native joined the SIU in April 1958 in the port of Frankfort, Mich. Brother Mrkva sailed in both the deck and engine departments. He retired in March 1986.

ALOIS MUCHA

Alois Mucha, 79, passed away May 8. He joined the SIU in July 1961 in his native Milwaukee, Wis. Brother Mucha served in the Navy from 1942 to 1945 before

starting his engine department career. He retired in April 1976. He is survived by his wife, Jane.

JOHN PIETZAK



John Pietzak, 84, died February 21. He was born in

Germany and joined the forerunner of the SIU's Great Lakes division in March 1937 in the port of Buffalo, N.Y. After 26 years of sailing on Lakers, Brother Pietzak began to draw his pension in August 1963.

RAILROAD MARINE

ALFRED WILLIAM BORRA



Alfred William Borra, 78, passed away December 5, 1989. He joined

the union in September 1960 in his native New York City. Brother Borra served in the Coast Guard from 1941 to 1945. He sailed in the deck department on vessels operated by the New York Central Railroad before he retired in October 1974.

MELVIN STONER

Melvin Stoner, 91, died March 31. He joined the SIU in August 1960 in his native Philadelphia at a time when the union was organizing crewmembers of vessels owned and operated by railroad companies. Brother Stoner sailed in the engine department for the Pennsylvania Railroad. Boatman Stoner retired in May 1963.

The LOG would like to hear from SIU members and pensioners. Please send articles, photos, poems and letters.

Maritime Briefs

The British-flag BT Nautilus ran aground June 7 in Kill Van Kull, a major shipping channel between New York and New Jersey. The ship spilled approximately 600,000 gallons of home heating oil. The U.S. Coast Guard and British authorities are investigating the incident.



The Panamanian-flag Bermuda Star had to ferry its 680 passengers to New Bedford, Mass. when it got stuck on a rocky ledge in Buzzards Bay two miles off shore of Woods Hole, Mass. The June 10 incident resulted in a spill of some 10,000 gallons of oil into Cape Cod waters after four fuel tanks were exposed by a nearly 100-foot long split in the hull. The vessel ran aground in fog. The U.S. Coast Guard indicated that the ship's radar was not working properly.



Late last month, the Bahamian-flag cruise ship, the Regent Star, suffered an engine room fire which caused a power failure in the steering and propulsion systems as the vessel headed up the Delaware Bay for Philadelphia. The passenger vessel drifted, then became lodged on a sandbar as

it was returning from a trip to Montego Bay, Jamaica. The 890 passengers on board had to evacuate to land before the ship could be freed. The crew complement was made up of Greek, French, Norwegian, Danish, Italian, Finnish and German nationals.



Peter Huang, president of American Hawaii Cruise Line, said recently his company is looking for more passenger vessels to run in the Hawaii cruise ship market. His two ships, the SIU-crewed Independence and Constitution, are 100 percent booked for the year. He said the company is looking at possibly refurbishing older U.S.-flag vessels.



Sea-Land Service is resuming operations between Jamaica and the United States after nearly two years. Service was stopped after U.S. customs officials found three containers loaded with marijuana aboard a Sea-Land vessel in late 1988. Sea-Land said it was ready to re-enter the Jamaica market after that nation's authorities took steps to improve security in Kingston.

**KEEP INFORMED
ATTEND THE MONTHLY
MEMBERSHIP MEETING
AT THE NEAREST UNION HALL**



1990 UPGRADING COURSE SCHEDULE

**All Programs Are Geared to Improve Job Skills of SIU Members
And to Promote the American Maritime Industry**

July-December 1990

The following is the current course schedule for June-December 1990 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 the Lundeberg School.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 23 September 17 November 12	August 31 October 26 December 21

All students must take the Oil Spill Prevention and Containment class prior to the Sealift Operations and Maintenance course.

Lifeboatman	July 9 August 6 September 3 October 1 October 29 November 26 December 24	July 20 August 17 September 14 October 12 November 9 December 7 January 4
Ship Handling	August 27 October 8 December 3	September 7 October 19 December 14
Radar Observer Unlimited	August 20 October 1 November 26	August 24 October 5 November 30
Third Mate	August 6	November 16
Tankerman	July 23	August 17
Limited License	September 17	November 23

Upon completion the Sealift Operations course must be taken.

Oil Spill Course

Oil Spill Prevention & Containment (1 week)	July 9 July 23 September 3 October 1 October 29 December 10	July 13 July 27 September 7 October 5 November 2 December 14
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Upon completion the Sealift Operations course must be taken.

SHLSS College Program Schedule for 1990

FULL 8-week Sessions

August 6 through September 28

October 15 through December 7

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐ Pacific ☐

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: ☐ Yes ☐ No Home Port _____

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program: ☐ Yes ☐ No

If yes, which program: From _____ to _____

Last grade of school completed _____ (dates attended)

Have you attended any SHLSS Upgrading Courses: ☐ Yes ☐ No

If yes, course(s) Taken _____

Have you taken any SHLSS Sealift Operations courses? ☐ Yes ☐ No

If yes, how many weeks have you completed? _____

Do you hold the U.S. Coast Guard Life Boatman Endorsement:

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

Date Available for training _____

Primary Language Spoken _____

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 24	November 5

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	September 17	December 7
Fireman/Watertender and Oiler	October 29	December 7

All students must take the Oil Spill Prevention and Containment class prior to the Sealift Operations and Maintenance course.

Pumproom Maintenance & Operations	August 20 October 29	September 28 December 7
Marine Electrical Maintenance	July 23 October 1	September 14 November 23
Marine Electronics Technician	July 23	October 12
Diesel Engine Technology	October 1	October 26
Refrigeration Maint. & Operations	August 20	September 28
Hydraulics	October 1	October 26

All students in the Engine Department will have a two-week Sealift Familiarization class at the end of their regular course.

1990 Adult Education Schedule

The Adult Education courses listed are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	July 30 October 29	September 8 December 8
Adult Basic Education (ABE)	July 30 October 29	September 7 December 7
English as a Second Language (ESL)	July 30 September 10 October 29	September 7 October 19 December 7

Developmental Studies	July 16 September 10	July 20 September 14
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ABE/ESL Lifeboat Preparation Course	August 13 October 8	August 31 October 16
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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 a two-week Sealift Familiarization class at the end of their regular course.

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

VESEL RATING DATE DATE OF
HELD SHIPPED 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 Program

No transportation will be paid unless you present original receipts and successfully complete the course.
RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundeberg Upgrading Center, Pines Point, MD 20674

One-of-a-Kind WWII Combat Plane Rescued By SIU-Crewed Naragansett

SIU men on the USNS Naragansett had a special mission last April—retrieving a pre-World War II biplane from the Pacific Ocean's floor. ABs Ronald Korman, Shin-ichi Kawakami and Gregory Warren, all members of the union's Government Services Division, played an active role in the rescue of this piece of American naval aviation history.

The 226-foot ocean tug, which is part of the MSC's Pacific fleet, brought the Grumman F3F-2 fighter plane up from a depth of 1,800 feet several miles off the coast of San Diego. In 1940, the biplane's pilot had bailed out when the aircraft began having engine problems after taking off from the aircraft carrier, the USS Saratoga. The plane settled at the bottom of the ocean floor, nose in the mud but completely intact.

Crew Praised

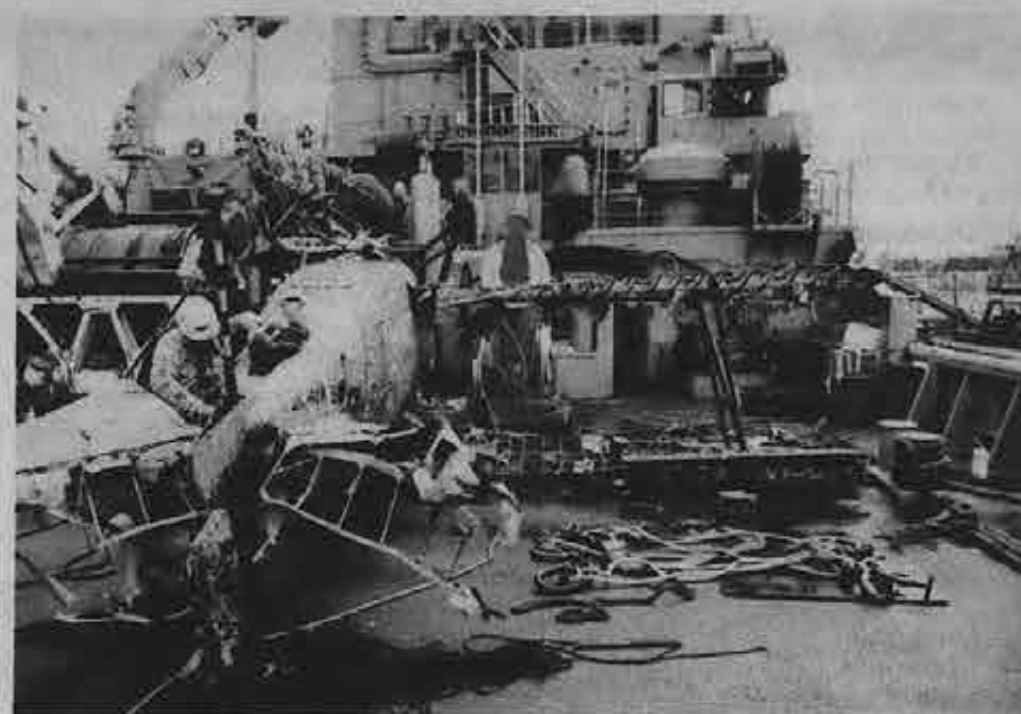
Bob Borden, a spokesman for the Navy Military Sealift Command in Oakland, praised the

USNS Naragansett crew—including the three SIU members—for their role in the retrieval operation of the sunken pre-World War II naval air relic.

Fifty Years on Ocean Floor

The aircraft, after spending nearly 50 years unnoticed on the Pacific Ocean's floor, was spotted in 1989 in near perfect condition by a Navy submarine. Between the time of discovery and the USNS Naragansett's rescue mission, a fishing boat with a large ocean net entangled part of the plane and ripped off a wing and stabilizer before salvage operations could get under way.

On hand for the rescue of the biplane, one of the first models of aircraft built with retractable landing gear and a closed cockpit, was Robert Rasmussen, director of the National Museum of Naval History. After examining the craft, he declared it was in excellent condition despite the damage caused by the fishing boat. He said the



Inspection crews begin to secure the remains of a pre-World War II fighter after it has been lifted from the floor of the Pacific Ocean and placed on the deck of the SIU crewed USNS Naragansett.

plane would begin a three-year restoration process at the San Diego Aerospace Museum before being moved to the naval aviation museum in Pensacola, Fla.

The Grumman was the premier combat plane used by the Navy before World War II. The salvaged biplane is believed to be the only surviving example of its kind.

Lakes SIU Tug Crew Frees Grounded Bulker

An SIU crewed tug saved the day for a stranded Great Lakes bulker last month by pulling the vessel off a shoal just outside the harbor to Ludington, Mich.

The Susan W. Hannah, an Olf Transport vessel, was in the Pere Marquette River harbor at the Dow Chemical pier when the Myron C. Taylor became grounded and blocked the harbor entrance on May 8. The Taylor was trying to deliver a load of limestone to the Dow facility.

Hannah Captain Ken Farver slipped the 112-foot tug around the Taylor to the rescue the bulker. While trying to tow the Taylor, Farver reported to the Coast Guard that his vessel bottomed out once. The Taylor draws 22 feet of water.

The inlet was reported to have a depth of 25.5 feet the next day.

The Taylor reported it was slowly drifting toward the inlet with its stern headed for the harbor lighthouse and bow moving toward the south wall light. At one point, the stern was less than 50 feet from the lighthouse.

Second Try Successful

The Hannah's first attempt to pull the bulker back into Lake Michigan failed when a nylon tow rope from the Taylor snapped. On its next attempt, the Hannah pulled the stern, which was free, lake-ward with a wire rope. The Taylor then used its stern engines to keep clear of the lighthouse pierhead. The bulker was freed in less than

three hours.

A Coast Guard spokesman at the scene said weather and wave conditions could have played a factor in the grounding. Winds were clocked at 25 knots from the south-southwest and waves were running five-to-six feet. After the accident, the Coast Guard issued

a mariner's warning that shoal clearance could be reduced to 20 feet in some locations.

Besides Farver, SIU crewmembers on the Hannah included Mate Kim Gill, Engineer Jim Collom, DEU John Halim, AB Tankermen Bill Fowler and Mike Kelley and Cook David Sprunk.

Help Locate This Missing Child



Abraham Marcelo Moil

For the past year, the Seafarers LOG has published photos of young people who have been reported missing. The photo distribution campaign is one of the programs of the National Center for Missing and Exploited Children, an organization that works with law en-

forcement agencies to locate children that have disappeared.

Published in this edition is a photo of Abraham Marcelo Moil, who has been missing since Christmas of last year. Moil, who lived in Smithfield, Virginia, was three years old when he was taken by his non-custodial father.

The brown-eyed youngster was born on January 29, 1986. On December 25, 1989, Moil was 2 feet, 6 inches tall and weighed 42 pounds.

Anyone who obtains information about Abraham Marcelo Moil should contact the National Center for Missing and Exploited Children at 1(800)843-5678 or the Isle of Wight County Sheriff's office in Virginia at the agency's missing persons unit: 1(800)245-0090.



The SIU crewed Susan H. Hannah tows the Myron C. Taylor to safety after pulling it off a harbor shoal.