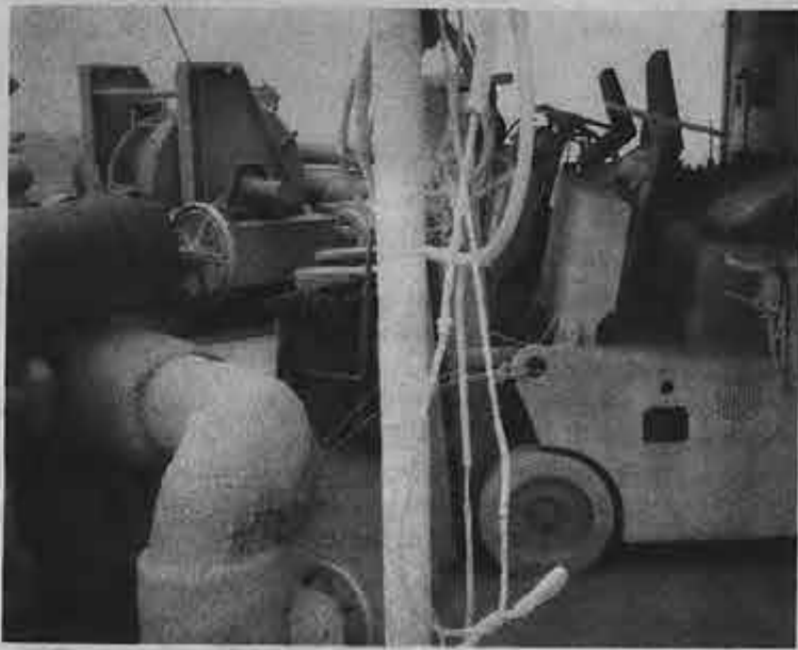


# SEAFARERS LOG



Volume 53, Number 8

August 1991



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## HOUSE VOTES TO BAN SCABS

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## President's Report

### Unjust Taxation

We in the Seafarers are particularly concerned about the burden that has been put suddenly on the backs of seagoing maritime workers who now are being taxed to go to work. We strongly object because the government on this issue is way out of line. Particularly, it has never been the practice in this democracy of ours to charge a person for the privilege of going to work. Now, because the government needs money, for the first time in the history of the United States, it is saddling American seamen with a so-called user fee for obtaining Coast Guard-issued documents or licenses.



**Michael Sacco** In essence, the government has levied a tax on working people, on the very same individuals who currently contribute their fair share to the national budget in the form of income taxes. Studies from the Congressional Budget Office show that throughout the '80s, working and middle class Americans increased the amount of taxes they pay while very rich individuals and corporations enjoyed big cuts in their tax rates.

The tax cuts extended to big business and the wealthy throughout the 1980s have come back to haunt us. The federal budget deficit has tripled since 1980 and stands today at close to \$230 billion. (That debt figure would be even higher if the social security fund's surplus was deducted from the total budget.) The cumulative effect of the budget deficits of the '80s is a federal debt of close to \$2.3 trillion.

If one really wants to examine why the nation has such a huge debt, look at the results of the 1981 tax cut for the rich.

By slashing the taxes of the most wealthy people in America and big business, the United States treasury has lost \$171 billion a year.

Under these circumstances, to tax merchant seamen for performing their jobs, for obtaining the best training and highest ratings and licenses, is blatantly unfair. Additionally, to charge a fee for a service that the Coast Guard provides for the good of all American citizens, who on the whole depend on safe waterways, is contrary to the principles on which this nation was founded.

The government makes a show of saying the user fee attached to documents and licenses is for services rendered by the Coast Guard. But, in fact, the funds paid by seamen for these items will not go directly to that agency. By law, the monies from the licenses and documents will go straight to the U.S. treasury. This levy for obtaining seamen's papers and marine licenses is nothing short of a revenue-raising ploy by the very same government that got itself into the deficit dilemma. Putting the burden of the federal debt on the backs of seamen is just another way to avoid the real decisions that must be made; namely, determining how to tax equitably in our society.

We intend to fight this injustice to see that something is done to correct it.

#### Entire Industry Hit

Over and beyond the punitive nature of the user fee that will be charged to American seamen, the entire U.S. maritime industry has

been socked with a whole host of assessments by the government.

The collective amount levied on the industry is substantial. It includes customs' duties and fees, charges for inspecting grain-carrying ships, a flat fee to the Department of Agriculture's plant and animal inspection agency, fuel surcharges, harbor maintenance fees, a tonnage tax, fees for Coast Guard inspections and examinations. We are concerned about what this policy does to further aggravate the plight of the American merchant marine. It puts the industry at a competitive disadvantage. Instead of socking it to U.S. shipping, the government should be providing positive programs that recognize the value of a merchant shipping capability to the national interest. Not only are there jobs involved, but people must be encouraged to go into the shipping business, not discouraged.



### Benefits Conferences

The sessions being held at each SIU hall on the medical, pension, vacation and educational benefits of Seafarers by all accounts have been worth attending. To date nine conferences have been held, six more remain. I urge every member, pensioner and their families to take part in the conferences that will be held in Baltimore, New Orleans, Honolulu, Jacksonville, San Juan and Algonac. Your participation matters. All comments and suggestions are being compiled so that we may analyze the needs of all Seafarers and their families.



### Paul Hall's Birthday

August 20, a holiday for Seafarers working aboard SIU-contracted ships, marks the birthday of the man who headed the SIU Atlantic, Gulf, Lakes and Inland Waters District from 1947 until his death in June 1980. Paul Hall took over the helm of this union at the age of 32, nine years after it was formed by members of what was then a moribund International Seamen's Union. Under Paul Hall's leadership, what started as a gritty band of some 500 seamen shipping from the Atlantic and Gulf coasts became a powerful organization representing thousands of American seafarers.

In every situation—whether it was fighting the commies on the waterfront or battling finky and ruthless shipowners, whether it was uniting the maritime industry in pursuit of national legislation to promote a U.S.-flag shipping capacity or extending a promising career path to a young person—Paul Hall demonstrated a keen ability to understand people and their motivations, a shrewd strategic sense from which came some very creative tactics. August 20 is the day Seafarers pay tribute to Paul Hall and his immeasurable contribution to the SIU, the labor movement in general and this industry in particular.

## OMI Star Rescues Four Refugees in 30-Mile Winds, 20-Foot Swells

SIU members onboard the OMI Star overcame darkness and rough seas to rescue four Cuban refugees in the Straits of Florida, roughly 15 miles south of Key West.

Recertified Bosun Robert Eugene Allen and ABs Paul Carolan, Keith Thompson and Gary Snodgrass took part in the rescue operation, which happened around 2:15 a.m. April 13.

The four Cubans, men ages 20-29, were clinging to a homemade raft when severe weather hit the area. They had left Cuba four days earlier, heading for the United States.

The Cubans had traversed approximately 75 miles and had exhausted their meager supply of fresh water and oranges. Already in dire circumstances, the ref-

ugees saw their situation become even worse when 30-mph winds and 20-foot swells kicked in.

#### Cries for Help Heard

AB Carolan walked onto the bridge shortly after 2 a.m. and heard people screaming nearby. He looked off the starboard side and saw one of the Cubans waving a flashlight, riding a raft which consisted of canvas tied over four tires.

"They called me and the daymen," Bosun Allen recently told a reporter from the Seafarers LOG. "We got all the life-saving equipment and threw them a rope."

"It was a perfect throw, but the Cubans were in such a hurry they missed the line. We turned and tried to get them again. This time we threw two lines, and they got them tied."

One of the refugees spoke English, and he told OMI Star crew-

members they left Cuba "to start a new life," Allen recalled. "Things must be pretty bad over there."

"They were really grateful we saw them. They were hugging and kissing everybody."

#### Salt-Encrusted Refugees

After the rescue, the steward department members set up a room where the salt-covered men could get clean. The galley gang then prepared a much-appreciated meal

for them. The Coast Guard picked up the four men two hours later.

"Please put in a word for the good job SIU seamen did," Captain Jim Hevican told the LOG. "They did one hell of a job."

Hevican said he was shocked the Cubans made it so far on their flimsy flotation device. "How they survived, I don't know. I can't believe it held up," he added. "They were all encrusted with salt, and they had sores."



Thompson



Allen



Carolan

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A paperworker who lost his job to a scab demonstrates outside the Capitol to rally support for the striker replacement bill.

# House Passes Anti-Scab Bill

In a 247-182 vote, the House of Representatives voted to make it illegal to replace striking workers with scabs. After an intense debate last month, the majority of House members voted in support of the labor movement's position to close a loophole which allows employers to permanently hire individuals who have crossed a picket line to assume the jobs of striking employees, or better said—scabs.

The legislation, known as the Workplace Fairness Bill, now goes to the Senate. A vote in that congressional chamber is expected after the Labor Day recess. Secretary of Labor Lynn Martin has indicated President George Bush will oppose the bill. The trade union movement is seeking enough congressional support for the measure to override a presidential veto.

Representative William Ford (D-Mich.), a driving force behind the House bill, H.R. 5, noted in his remarks to colleagues during a floor debate on the measure, "This right to strike was and is the keystone of our national labor relations program."

"If employees cannot mount a meaningful strike threat, the federal labor policy does not work without it. There is no incentive for the employer to make concessions or reach agreement."

### Bill Rights a Wrong

Keeping scabs employed after a strike ends is a phenomenon which began in the 1980s. While the loophole allowing employers to permanently replace striking workers was created by a 1938 Supreme Court decision known as the Mackay Radio ruling, few businesses employed the tactic until the decade of the Reagan administration.

Many of the bitter strikes that have become synonymous with the 1980s were marked by the hiring of replacement workers. Most recently, the former owner of The New York Daily News, the Tribune Company, spent \$24 million to force a strike, bring in scabs and replace its union employees.

*Continued on page 24*

## The Second Registry Gaffe—End of an Illusion

There is a current of confusion running through the maritime industry these days that apparently is giving more than a few people second thoughts about the seriousness of the industry's concern about its plight.

### Commentary

The bewilderment stems from a twist of circumstances after it was announced on May 20 that the United Seamen's Service, which maintains recreational facilities for seamen of all flags and services in 10 foreign ports, would be giving one of its annual awards to the Department of Transportation's Maritime Administrator, Warren Leback, for his contributions to U.S.-flag shipping and international transportation, American seafarers and the United Seamen's Service. The award is called the Admiral of the Ocean Sea (AOTOS).

A similar award will be given to the veteran shipping company executive, Charles Hiltzheimer, president of the SIU-contracted Puerto Rico Marine Management and a former head of Sea-Land Services and United States Lines.

It was with no small degree of shock that the maritime industry and a congressional committee, at a hearing on June 19, heard Maritime Administrator Leback recommend consideration of a "second registry." That consideration would mean, in plain English, opening up jobs on American-flag ships to foreign seamen. It drew sharp comment and questions from House Merchant Marine Committee Chairman Walter Jones and Congresswoman Helen Bentley.

The Seafarers LOG ran a story condemning the Leback proposal in the July issue. No other criticism was evident from other sources.

As the implications of the bizarre proposal began to sink in, those who still had illusions



"I crown you Admiral of the Ocean Sea and Ruler of the Queen's Navee..."

of Maritime Administration "friendliness" were knocked loose of their fantasy. For union seamen, the Leback second registry suggestion had particular meaning. This was something right out of a major oil company's book. That it would come from the prepared text of a government official whose mission and responsibility is to promote the American merchant marine in the national interests, was nothing short of outrageous.

Even among the administration's apologists in the industry there was evidence that Leback's revealing words were causing schizophrenic reactions. Example: In his organization's publication June-July issue, C.E. "Gene" DeFries, who now heads only the predominantly non-maritime parent body of the Licensed Division of the Marine Engineers Beneficial Association,

hailed the AOTOS award to Leback, saying "few individuals were more deserving."

In the next issue of the Marine Journal, dated July-August, the publication ran several scare headlines and a story mentioning the second registry proposal. Nowhere did the DeFries publication criticize Leback for making the proposal. In fact, it clearly sought to absolve Leback of the guilt which is his alone for floating the idea.

Actually, the circumstance of "honoring" someone who thinks running American seamen off American ships might be a way to rebuild the U.S. industry is no reason to go off the deep end. After all, the award ceremony is only a means of raising funds. The honoree in question was selected, not because of his achievements in promoting the American-flag industry but rather because his position as chief officer of the Maritime Administration could be used as leverage to sell tickets. There are at least a dozen people in the Maritime Administration whose devotion and performance in carrying out the duties of the agency makes them eminently more deserving of recognition by the industry.

It is to be expected that some will view this commentary as much ado about nothing, but while some segments of maritime may be comfortable in an evening of back-slapping make-believe, seafaring workers must deal with reality, lest they forget the values and principles on which their jobs and security rest. Samuel Gompers, a wise American who was the first president of the American Federation of Labor, stated it very simply for those who want to be honest with themselves: "Reward your friends; punish your enemies," he advised. Not the other way around.

## Wages, Manning Up in 3-Fleet Maritrans Pact

Seafarers working aboard Maritrans Partners L.P. tugs and barges ratified a new five-year contract which scores big gains in pay and adds a deck utility position to the crew complement of under-3000 HP boats. SIU members also voted to consolidate into one master agreement the three labor pacts which previously covered hours, wages and working conditions in the Maritrans, Mariner and Interstate fleets.

The new agreement, which went into effect June 1 and extends until 1996, was ratified by the membership by a 2.5 to 1 vote in May. Nearly 250 Seafarers sail in the Maritrans fleet of 48 barges and 39 tugs, the largest U.S.-flag coastal marine transporter of petroleum products.

The new pact reverses a decade-long trend of wage slashes and employer-union confrontations which has characterized collective bargaining in the inland waterborne transit industry.

Under the new pact, wages will increase by 20 to 40 percent—depending on the job classification and vessel assignment—over the life of the contract. All benefit levels were maintained and the harbor towing fleet Seafarers were brought up to par with other Maritrans SIU members in the area of pension credits.

In addition to adding a deck utility rating to the manning scale of under-3000 HP boats, the position of apprentice-mate will now be within the Seafarers bargaining unit.

Union negotiators sought and obtained a single contract encompassing the equipment of each Maritrans Partners L.P. subsidiary. With one pact in place, crewmembers represented by the SIU sailing on Mariner, Interstate and Maritrans tugs and barges will have greater bargaining strength, and management will have a more efficient personnel operation, noted rank-and-file Seafarers on the contract negotiating committee.

William "Bill" Lehw, a Maritrans tankerman who served on the bargaining group, called the agreement "a step forward." Lehw was able to compare this round of negotiations with the contract meetings held in 1985, when he also served on the bargaining committee. "There was a lot of concern about the morale of crewmembers in these talks," he said.

### Dedication to Safety

The union and Maritrans, the parent company to the three fleets covered by the agreement, reiterated a joint commitment to continued improvement of safety mechanisms and procedures. Shipboard personnel, as well as shoreside workers, employed by Maritrans are to strive for a "flawless performance," according to the agreement reached by both parties.

Throughout the negotiations, the Seafarers and Maritrans management recognized the need for safe operation of all marine transport equipment. The accord was crafted

to ensure the company is able to meet and exceed the safety procedures incorporated in the nation's regulatory regime as a result of the enactment of the Oil Pollution Act of 1990.

The SIU bargaining committee consisted of Maritrans fleet representatives Lehw and Tankerman Steve Gardner. AB-Tankerman Rick Lord participated in behalf of Seafarers on Interstate equipment. Mariner delegates on the negotiating committee were Tankerman Harold Acord, AB-Tankerman Greg Luce and Cook Pete Carlton. SIU Assistant Vice President Dave Heindel served as the lead negotiator in the talks.

The contract was ratified by the membership. Serving on the vote tally committee were nine Seafarers, three from each fleet. Mariner tallymen were AB-Tankerman James Brooks, AB-Tankerman Jeff Peterson and AB-Tankerman Frank Sessa. Interstate Seafarers were represented by Deck Utility Dan Van Sciver, Randal Goodison, AB; and Thom Farrell, AB-tankerman.



Seafarers sailing aboard Maritrans equipment review the new contract with SIU Assistant Vice President Dave Heindel (standing).

OS James R. Griffiths, Tankerman Anthony Myklich and Deckhand Vincent Moore were present for Maritrans Seafarers.

The Maritrans fleet moves some 250 million barrels of petroleum and petroleum-products—including gasoline, jet fuel, home heating oil, crude oil, asphalt—a year. The company, which traces its origins

to the last century, is a master limited partnership formed in 1987 when spun off by the parent Sonat Inc.

Maritrans operates along the Eastern seaboard and Gulf of Mexico. In addition to transporting petroleum and its byproducts, the company also provides lightering and ship bunkering services.

## Australians Embark on Fleet Rebuilding

Australian shipping interests representing maritime unions, shipowners and the government have coalesced to develop and implement programs to keep an active and growing Australian merchant marine in place.

In an attempt to assess what other industrialized nations are doing in support of their national fleets, the key players in the Australian-flag shipping industry are holding a series of meetings with sea-going unions, operators and government officials in Japan, the United States and several European countries.

While in the United States last month, the representatives of the Australian Shipping Industry Reform Authority investigated American policy in the areas of shipbuilding, vessel purchase incentives, taxation arrangements, operating costs, cargo reservation schemes and the framework in which government, labor and management pursue common goals. In a meeting with the SIU and District 2 MEBA-AMO, the Australians asked for background on U.S. cargo preference laws and cabotage provisions.

The overseas study mission of the Australian Shipping Industry Reform Authority is but one step in the process being undertaken collaboratively by Australian shipowners, maritime unions and government to reform the industry and make Australian shipping more competitive. The activities of the group follow a formal agreement among shipowners, the maritime unions and the government for accelerated reform.

Adopting the motto of "keeping the fleet afloat," the Australian maritime interests have taken a series of steps in the past few years designed to reinvigorate its national shipping capacity.

The partnership among unions,

shipowners and government made it possible to reduce manning levels from an average of 34 crewmembers in the early 1980s to 21 today, a 38 percent reduction. Government-supported training programs were instituted to coincide with the manning cuts. Shipowners who reduced manning were given tax breaks to encourage new building. As a result, while manning decreased, the number of Australian-flag vessels went up.

This tax scheme extended to operators was a five-year depreciation regime commencing the year before the ship was commissioned. Additionally, in return for cuts in manning, a seven percent taxable grant was made available to shipowners for introducing new tonnage until 1997. Ships qualifying under this process may be depreciated for taxation purposes at a rate of 29 percent, under the prime cost method, starting the year prior to delivery.

The reform authority notes that the restructuring process has increased confidence in the industry, as evidenced by a recent investment in Australian-flag shipping in excess of \$1 billion for new vessels. Nine deep sea vessels

currently are being built that will operate under the Australian flag.

The addition of new vessels which have improved fuel efficiency, greater carrying capacity and other state-of-the-art mechanisms, coupled with reduced manning, has dramatically increased the industry's productivity by 54 percent in less than a decade.

Both operators and the unions have taken steps to consolidate.

In 1986 the Australian National Maritime Association was formed to bring together Australian-flag shipping companies in one advocacy group. The association today represents 90 percent of the Australian fleet.

The seven Australian maritime unions have merged into three organizations, and by the end of this year there will be two Australian maritime unions.

In addition, Australian seafaring unions and shipowners are seeking to bring shipping on an even keel with road and rail transport, which is heavily subsidized in that country. Additionally, the groups seek reform of port operations, which they characterize as inefficient monopolies.



SIU President Michael Sacco (left) talks with Patrick Geraghty (center), the head of the Seamen's Union of Australia, and the group's assistant federal secretary, Anthony Papaconstantinos, during their time in Washington, D.C.

# SIU Hits 'Worker Tax' on Seamen

## Fees for Z-Cards, Licenses Could Cost \$35 and \$350

The United States Coast Guard has announced that seamen will be charged between \$35 and \$350 for the costs involved in the issuance of a merchant mariner document, license or certificate of registry. No date has been designated for the so-called user fee to begin because the agency is in the process of accepting comments and views on the proposal.

The user fee for Coast Guard services is the result of the Omnibus Budget Reconciliation Act of 1990 passed last year as an attempt by Congress and the administration to reduce the federal budget deficit. As part of the Department of Transportation's revenue-raising mechanisms incorporated in the legislation, a long-standing statute which prohibited the collection of fees for the licensing of certain shipboard positions was lifted.

Dissatisfaction with the user fee proposed was voiced by SIU President Michael Sacco, who felt that seamen were being discriminated against in what amounts to a mandatory taxation on employment.

He said the issue of a "worker tax" was one for the SIU and the entire labor movement to attack vigorously. He pointed out that the user fee for obtaining licenses and Z-cards was nothing more than a thinly disguised revenue-raiser for the federal coffer, done off the backs of workers who already pay income taxes as their share of the nation's taxes.

### Cause for All Workers

Sacco said he would recommend this be a leading issue for the labor movement because all working people should be concerned about this inequitable and back door ploy to pump more money into the national treasury. "If seamen are now going to be charged an employment-related tax, what group of workers will be next?" he said.

The Coast Guard's proposal for the user fees was issued on June 20. At this point, the agency is accepting comments from interested parties. As the LOG went to press, the SIU was in the process of formulating its response to the user fee proposal. Comments are due August 5. Highlights of the SIU's position will be printed in the September LOG.

After the Coast Guard reviews the comments received from all interested parties and determines if any of the recommendations should be incorporated into the user fee scheme, the agency will issue a final rule-making in the Federal Register. At that point, seamen can expect to begin paying the charges assigned to merchant mariner documents, licenses and certificates of registry.

While the Coast Guard may modify its proposal, some sort of user fees will be put into place because such charges are mandated by law in the Omnibus Budget Reconciliation Act of 1990.

According to a notice published in the Federal Register, the Coast Guard based its projections of fees on what it costs the agency to process licenses, merchant mariner documents and certificates of registry. Of concern to all seamen is the Coast Guard's comment that it "will revise these proposed fees when costs change because of inflation, deflation, or changes in the way the services are provided." The agency cited the Oil Pollution Act of 1990 as one law which in its implementation might increase the cost of user fees.

### Fee for Seamen's Documents

The Coast Guard proposes charging a basic \$35 fee for a merchant mariner document without a qualified rating; i.e., a wiper, ordinary seaman or food handler. A z-card with a qualified rating—such as an AB, QMED, lifeboatman or tankerman—would cost a total of \$135.

This figure includes a \$35 issuance fee, a \$60 evaluation fee and a \$40 examination fee.

Under the Coast Guard's proposed user fees, upgrading or sitting for a license will cost a seaman additional funds. If an ordinary seaman upgrades to AB, it would cost him \$135, the total amount charged for evaluation of the application, examination and issuance of the new document. An upgrade from AB-limited to AB-unlimited would cost \$95 since there is no examination involved.

If a wiper upgrades to QMED-FOWT or QMED-any rating, under these procedures it will cost \$135 for the process of evaluation, examination and issuance of the new document. The endorsements of lifeboatman and tankerman could end up costing a seaman a maximum of \$135 if the special ratings are obtained at a separate and distinct time from upgrading to another position.

The cost of deck and engine licenses is divided into two categories. Generally, upper level fees apply to ocean and near coastal licenses for inspected vessels over 1600 gross tons. Lower level fees include first class pilots.

### Two Levels for Licenses

According to the Coast Guard Federal Register notice, upper level licenses will cost a total of \$330. This fee includes a \$70 evaluation fee, a \$225 examination fee and the \$35 issuance fee. Applicants for lower level licenses will be charged a total of \$180—\$65 for the evaluation, \$80 for the examination and \$35 for its issuance.

The Coast Guard notes that the full examination fee proposed for both upper level and lower level licenses will not be charged when the seaman only needs a partial or limited examination or an open book examination for the renewal of a license.

If the applicant is going for an original license,

z-card or certificate of registry, he will have to pay an additional \$17 charge for an FBI criminal record check which will be forwarded to the Coast Guard.

The agency is in the process of determining acceptable methods of payment. Among the ideas on the table are credit card payments, checks, money orders, cash. The agency is considering penalties for failure to pay the fees.

### Origins of User Fee

The notion that seamen should pay a fee for their seamen's documents or licenses has been bandied about since the early 1980s during then President Ronald Reagan's first term in office. When the Reagan administration engineered deep cuts in government spending and sought to institute a payment-for-service scheme for a variety of public programs, user fees for Coast Guard activities surfaced in the form of various budget and legislative proposals.

The concept was offered as a part of the administration's annual budget each year throughout the 1980s but Congress consistently resisted the proposal. The SIU and the rest of the maritime industry worked diligently and successfully every year to block the enactment of user fees for Coast Guard services.

Last year, in a quick and desperate move to meet its assigned revenue raising goals, Congress swiftly tacked on Coast Guard user fees to the budget bill, known as the Omnibus Budget Reconciliation Act of 1990. In short, user fees for Coast Guard services became law without going through the normal legislative process.

As a result of the 1990 budget act, user fees will be established for Coast Guard services related to vessel documentation, commercial vessel inspections, vessel plan review and equipment approval, in addition to the issuance of seamen's papers and licenses.

### PROPOSED USER FEES FOR Z-CARDS AND LICENSES

	Evaluation Fee	Examination Fee	Issuance Fee	Total Cost
Document Without Qualified Rating	—	—	\$ 35	\$ 35
Document With Qualified Rating	\$ 60	\$ 40	35	135
License—Lower Level	65	80	35	180
License—Upper Level	70	225	35	330
Duplicate or Replacement Document or License	—	—	35	35

Note: The Coast Guard is proposing an additional fee of \$17 for an FBI criminal record check to be added to the evaluation fee if the application is for an original license or an original merchant mariner document.

Source: Federal Register; Department of Transportation Coast Guard "User Fees for Marine Licensing, Certification of Registry and Merchant Mariner Documentation; Proposed Rule," June 20, 1991.

### SPECIAL NOTICE TO TANKER CREWS

On tankers with the one man deck watch, the Bosun and A.B. Maintenance ratings may be required to stand watch due to inclement weather and heavy traffic.

Because of the overtime restrictions imposed by the Oil Pollution Act of 1990 and for reasons of safety, they shall be assigned to a watch during cargo operations.

During cargo operations, they shall not be covered by the day worker rules in Article II, Section 39 and Article III, Section 10 of the Standard Tanker Agreement.

Any questions regarding this should be referred to the contracts department at headquarters or to the nearest union hall officials.



## Great Steamboat Race Gives Seafarers a Winner

From the moment the 13th annual Great Steamboat Race from New Orleans to St. Louis began, there was no doubt an SIU-crewed ship would emerge victorious.

That's because both the Delta Queen and the Mississippi Queen, the only overnight passenger paddlewheel steamboats left in America, are manned by Seafarers. This year, it was the Mississippi Queen that won the race.

Part of the race involves competition between the crews. Among the winners of this year's events were SIU members **Rick Larson**, porter aboard the Mississippi Queen, and **Amy Talbot**, a cabin attendant on the Delta Queen. Larson won the luggage race, while Talbot triumphed in the maid cart race.



Amy Talbot wins cart race.



Mississippi Queen (top) leads Delta Queen in Great Steamboat Race.



Eventual winner Kristin Lee (right) pulls away from nearest competitor.



SIU wives Sandy Thornton (left, wife of Donald Thornton) and Kim Kelley (Timothy Kelley) enjoy race.



SIU Vice President Byron Kelley takes turn at Kristin Lee's helm.



SIU Deckhand Fred Kerns exults after Kristin Lee's victory.

## SIU-crewed Tug Leaves Competition in Its Wake

The SIU-crewed *Kristin Lee*, using only 80 percent of its engine capacity, blew away the competition at last month's Annual International Tugboat Race on the Detroit River.

The *Kristin Lee*, an OLS Transport Company boat, was one of two-dozen American and Canadian tugs which participated in the event. The race is part the week-long International Canadian Festival. (The 3/4-mile wide Detroit River separates Detroit, Mich. from Ontario, Canada.)

SIU members who crewed the winning boat are Mates **Claude Sankey** and **Ron Nestle**, Engineer **Bill Hastings**, Assistant Engineer **Keith Roberge**, ABs **Danny Goleman** and **Fred Kerns** and Cook **David Weirsham**. Former member **Clark King** served as captain on the tug, and other members were onboard as guests.

"It was fun, a break in the regular routine," recalled Assistant Engineer Roberge.

The company permitted the members to invite their families aboard. Roberge was able to show his wife, Susan; two of his five children, Natalie and Jesse; and his mother and father what he does aboard a boat for the first time. "All the guests really enjoyed themselves," he added.

"There's no competition because we have the biggest tug,"

Cook Weirsham said with a laugh. "When we take off at the start, we come close to sinking five or six other boats."

"It's a good old time, nothing serious. It's a chance to show off your boat. . . . This year we had a beautiful day and the river was calm."

Nearly a quarter-million spectators lined the river's banks as the *Kristin Lee* finished in record time. The winning boat is 160 feet in length and has 3,000 horsepower.

Other trophies were awarded to tugs which competed in smaller boat categories.

"I think it's pretty light-hearted," said AB Goleman. "Quite a few people turn out, but the competition won't be serious unless they get the same (horsepower) boats going against each other."

While the *Kristin Lee* successfully defended its title, SIU Vice President Lakes and Inland Waters **Byron Kelley** continued a personal winning streak of sorts—he has been onboard the last seven International Race winners.

"My father won the third of these races, back in 1953 or so," Kelley recalled. "In fact, I still have that trophy."

The former ocean-going tug now pushes an asphalt barge on the Lakes.



### Lundeberg School Treats

The desserts prepared by Lundeberg School Executive Chef Romeo Lupinacci (center) and Seafarer Robert Miller sold briskly at a recent street fair bake sale in Washington, D.C.



Part of winning crew (from left): SIU members Engineer Bill Hastings, AB Danny Goleman and Mate Claude Sankey.

## Coast Guard Issues New Random Drug Test Rules

Only shipboard personnel whose duties can be characterized as extraordinarily safety-sensitive will be subject to random drug testing. It was announced in a final rule issued by the U.S. Coast Guard appearing in the Federal Register last month. Aboard most vessels, this will exempt the wiper and members of the steward department from random urinalysis tests.

The new rules mandate that all marine personnel employers have a random drug testing program in place by October 1, 1991. The Coast Guard has determined that the number of individuals to be submitted to random urinalysis tests by the marine employer should be "no less than 50 percent of all crewmembers on an annual basis."

The Coast Guard was forced to revise its original random drug testing procedures which were promulgated in 1988 because of a court case initiated by the SIU and the Transportation Institute (TI), an association of U.S.-flag shipping companies.

In objecting to the government's drug testing program, the SIU argued that random testing was an invasive procedure that violated an individual's privacy rights. Furthermore, the union argued the government had no business intruding in matters that could be handled in the collective bargaining process.

In December 1989, a federal district court ruled the Coast Guard had failed to show that a "warrantless, suspicionless search" was justified for all crewmembers since the agency had failed to demonstrate a "clear, direct nexus . . . between the nature of the employee's duty and the nature of the feared violation."

The Coast Guard had to return to the drawing board to develop random drug testing regulations that could be sustained under the

constitution's Fourth Amendment which protects an individual's privacy interests and prevents unwarranted search and seizure. Judge Thomas Hogan's ruling invited the Coast Guard to develop revised random testing procedures that would identify a direct link between the crewmember's assigned duties and the safe navigation of the vessel.

### Certificate of Inspection

In the new rule the Coast Guard defines crewmembers with direct responsibility for safety as those who, for the most part, are listed on an inspected vessel's certificate of inspection (COI). Thus seamen performing the duties of patrolmen, watchmen and lifeboatmen will be subject to random drug testing. Should a wiper or galley gang member be serving in any of these capacities, he or she would be included in the random testing pool.

According to the new rule, if a seaman "fails a chemical test for dangerous drugs, the individual's employer or prospective employer shall report the test results in writing to the nearest Coast Guard Officer in Charge, Marine Inspection."

Additionally, the rule states, "The individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as practicable and shall be subject to suspension and revocation proceedings against his or her license, certificate of registry or merchant mariner's document. . ."

### Protecting Privacy Rights

Originally, the Coast Guard issued a final rule requiring pre-employment, periodic, random, post-accident and probable cause drug testing for commercial vessel

shipboard personnel on November 21, 1988. The SIU and TI went into court on November 29, 1988 and filed a lawsuit against the procedures. While the SIU remained committed to a drug-free workplace, the union's lawsuit argued that any program to deal with the problem should be equitable and respect the privacy rights of seafarers.

On December 18, 1989, the District court enjoined the Coast Guard from implementing its random testing program as spelled out in the final rule while allowing the other four kinds of testing to proceed.

On July 27, 1990 the Coast Guard published revised random testing rules designed to meet the concerns of Judge Hogan. The SIU submitted strong comments at that time pointing out the Coast Guard had failed to define the categories of merchant seamen that should be subjected to the invasive procedure of random testing urinalysis because their duties were inexorably linked to the safe navigation of a vessel.

The final rule issued last month by the Coast Guard addressed the SIU's concerns and clearly outlined which crewmembers performed duties tied to safety.

### Excerpts from the Coast Guard's Rules Governing Random Drug Testing Of Shipboard Personnel

Federal Register July 8, 1991

#### Inspected Vessels

"It [the final rule] requires chemical testing for dangerous drugs on a random basis (random testing) of crewmembers on inspected vessels who occupy a position, or perform the duties and functions of a position, required by the vessel's Certificate of Inspection; who perform the duties and functions of patrolmen or watchmen; or who are specifically assigned the duties of warning, mustering, assembling, assisting or controlling the movement of passengers during emergencies."

#### Uninspected Vessels

"The rule also requires random testing of crewmembers on uninspected vessels who are required by law or regulation to hold a license issued by the Coast Guard in order to perform their duties on the vessel; who perform duties and functions directly related to the safe operation of the vessel; who perform the duties and functions of patrolmen or watchmen or who are specifically assigned the duties of warning, mustering, assembling, assisting or controlling the movement of passengers during emergencies."

#### Non-COI Listed Personnel

"When crewmembers in addition to those listed on the COI are engaged at the discretion of the vessel owner or operator to perform the same duties as those crewmembers listed on the COI, these additional crewmembers must be subject to random testing for the same reasons as COI listed personnel. The Coast Guard could not, therefore, limit the random testing requirements to only the crewmembers required by the COI. The requirement in the final rule that COI listed crewmembers be subject to random testing is only a threshold requirement for testing crewmembers on inspected vessels. The marine employer must identify all other crewmembers who perform operations duties and ensure that they, too, are subject to random testing."

#### Wipers

"The Coast Guard agrees that the ordinary duties of a wiper are not so safety-sensitive as to require random testing. Generally, a wiper occupies an entry level position in the engine department, is not required by the COI, and, is closely supervised by other engine department personnel when performing safety-sensitive duties. In those few instances where wipers are required by the COI, they have been determined to be essential to the safe operation of the vessel. Accordingly, the final rule requires only those wipers who are specifically required by the COI, or who perform some other 'operation' duty in addition to their duties as a wiper, to be subject to random testing."

#### Harbor Pilots

"The final rule requires that harbor pilots be subject to random drug testing."

#### Steward Department

"The Coast Guard does not believe that cooking and galley cleaning alone have a sufficient tie to safe vessel operation to warrant random testing. However those cooks on any type of vessel who have ordinary and routine duties . . . that are directly related to the safe operation of the vessel should be subject to random testing."

#### Passenger Ships

"A crewmember's assignment to an emergency duty on the passenger vessel's station bill is not sufficient reason to require the crewmember to be subject to random testing. The Coast Guard's position concerning emergency duties is that only those crewmembers who are assigned specific emergency duties which make them directly responsible for the safety of life of passengers should be subject to random testing. Direct responsibility for passenger safety must be assigned to and understood by a crewmember as a job function. Crewmembers who may simply 'help out' in an emergency are not thereby subject to random testing. Of course, in an emergency, persons who are not otherwise subject to random testing are not precluded from providing assistance to passengers that is beyond their normal job requirements."



### Medical Services for New York Seafarers

Rose Dammeyer (left) and her husband, Clifford, an SIU pensioner, review the programs offered by the union's designated medical provider in New York. Sonja Mason of the Methodist Hospital was on hand at the New York benefits conference, where this picture was taken, to advise Seafarers of the institute's services. A caption in the July Seafarers LOG, page 5, incorrectly identified Rose Dammeyer.

## Seafarers Get Immediate Care at San Pedro Clinic

The name of the latest medical facility to become a Seafarers preferred provider organization (PPO) says a lot about its operational philosophy.

Immediate Medical Care Center, located in San Pedro, Calif. near the Wilmington SIU hall, is a no-appointment-needed facility which provides quality health care for Seafarers, pensioners and families. The center, open seven days a week, also promises something

days a week," said Dr. Christopher Traugher, one of the center's physicians.

Traugher is certified by the American Board of Family Practice and is a graduate of the University of California-Davis School of Medicine. Additionally, he is the medical director of the Peninsula Rehabilitation Center.

Also working at Immediate Medical Care Center are doctors Dirk Ruffin and John Murashige,

ment of Health reports.

The parent facility, Torrance Memorial Hospital, has been an active member of the South Bay/Peninsula community for more than 60 years. It is a 330-bed hospital offering numerous services and health programs, from weight management courses to first aid training and from emergency care services to rehabilitation.

### Progress Continues

The Seafarers Welfare Plan's designation of Immediate Medical Care Center as a PPO represents continued progress in health care for Seafarers. Throughout the country, the medical plan is contracting with a preferred provider in each of the cities where an SIU clinic has been located.

The PPO program was started to ensure that Seafarers and their families continue obtaining quality medical care and, at the same time, help the medical plan combat continually rising health costs. A preferred provider clinic or hospital is simply a medical facility which

agrees to provide services to Seafarers and their families for a negotiated reimbursement rate.

Among the advantages of using PPOs:

- Preferred provider organization hospitals are among the biggest, most efficient and best-equipped in their cities.

- When the hospital sees many Seafarers and their families using the facility, reasonable rates for services can be maintained. This allows the medical plan to use these savings for the benefit of members and their dependents.

- Use of these facilities allows the plan to monitor claims and make sure the hospital is offering services efficiently and maintaining high standards of quality care.

- Streamlined claims procedures are in place for members and dependents using the facilities.

- A facility becomes familiar with Seafarers and their unique needs.

To date, the SIU has designated eight PPOs (see box).



Wilmington Patrolman George Tricker (center) tours new clinic with members Rob Cabibi and Morly Tashmen.

uncommon in many medical facilities: little or no waiting time, regardless of whether a patient is being treated for something as serious as a fracture or as common as a cold.

Seafarers began using the facility on July 1, after the Seafarers Welfare Plan contracted with Immediate Medical Care Center. Since then, more than 200 members have received treatment there.

"I've been there twice, once for an annual (physical) and once because of strep throat, and they are a lot faster than the place we used to use," said Chief Cook Curtis Phillips, 36. "The people are very pleasant and I got good treatment."

"I got great service," said black-gang member Horst Baetjer, 53. "Everyone here is friendly, and I had no problems."

The Immediate Medical Care Center, affiliated with Torrance Memorial Hospital, opened three years ago. Patients there are treated in private rooms, and the center is open from 8 a.m. until 9 p.m. every day of the year. "We're here seven

both certified by the American Board of Family Practice.

### Many Treatments Available

If a Seafarer in the Wilmington area suffers a life-threatening emergency, such as a heart attack or a major auto accident, he or she should go directly to Torrance Memorial Hospital (or the nearest hospital with blood banks, operating rooms and intensive care units).

However, Immediate Medical Care Center provides medical services for voluminous ailments and injuries such as lacerations, wounds, bruises, sprains, fractures, sore throats, cough, fever, eye and ear injuries, minor burns, colds and flu, respiratory illnesses and intestinal disorders.

On-site X-ray and laboratory facilities allow staff members to quickly process test results. Moreover, the center's dispensary issues many medications, saving Seafarers numerous trips to the pharmacy.

The facility also offers immunizations and health information for travelers, based on U.S. Depart-



An attractive waiting area (above) and a modern medical treatment room (below) are part of the facilities available to Seafarers at the new San Pedro clinic.



## Eight PPOs Designated for Seafarers

Further information on each of the clinics and medical care facilities listed below can be obtained from the SIU hall in each city listed.

### Seattle

Virginia Mason Hospital  
925 Seneca St.  
Seattle, Wash. 98111

### San Francisco

St. Mary's Hospital  
450 Stanyan St.  
San Francisco, Calif. 94117

### Honolulu

Straub Hospital  
888 South King St.  
Honolulu, Hawaii 96813

### New Orleans

Tulane University Hospital and  
Medical Center  
1415 Tulane Ave.  
New Orleans, La. 70112

### New York

Methodist Hospital  
506 6th St.  
Brooklyn, N.Y. 11215

### Philadelphia

Methodist Hospital  
Healthmark Incorporated Clinic  
2301 South Broad St.  
Philadelphia, Pa. 19148

### Baltimore

Francis Scott Key Hospital  
Johns Hopkins Ctr. for Occupational  
and Environmental Health  
4940 Eastern Ave.  
Baltimore, Md. 21224

### Wilmington

Torrance Memorial Hospital  
3330 Lomita Blvd.  
Torrance, Calif. 90509-2935

Immediate Medical Care Center  
29409 S. Western Ave.  
San Pedro, Calif. 90731



## Seafarers Support Mine Workers

SIU member Don Thornton joins the picket line in support of the Mine Workers picket line at Detroit Edison. The utility company was purchasing non-union coal.



# Orgulf Tugs Riding High On Full Mississippi

SIU crewed Orgulf tugboats are plying the Mississippi River and its tributaries with full loads for the first time in several summers.

Spring and early summer rains have kept the water level up, according to St. Louis Patrolman Joe Sigler. "There has been no drought this year," Sigler reported to the Seafarers LOG. "The Mississippi is operating at full capacity."

Two of the pushers taking full advantage of the river conditions are the Omar and Robert N. Stout.

The Omar, the smaller of the two, sails along the upper Mississippi River while the Stout operates between New Orleans and Moore's Landing, Mo., the staging



Cook Kenneth Hightower checks reefer to plan dinner aboard Stout.

area for Orgulf tugs. Both boats push barges loaded with grain.



Deckhand Randy Williams checks list while fellow Deckhand Tim Orange opens pallet of stores aboard the Stout.



Lead Deckhand Bryan Jones reviews forms available aboard Omar.



Cook Mable Davis is just about finished cooking dinner aboard Omar.



Omar Deckhand Nick Jones gets ready to enjoy a cup of coffee.



Stout Lead Deckhand Paul Burch relaxes with cup of coffee.



Deckhand Danny Dally checks out Omar fire extinguisher.



Deckhand Jim Tomczak removes package for storage in Stout.



Omar Deckhand Earl Simmons makes sure everything is secure.



Omar Assistant Engineer Selden Richardson takes soundings.

## Seafarers Crew Moran Tugs in Lone Star State



Assistant Engineer Ron Riggins aboard the tug Joan Moran.



Aboard the tug Doris Moran (from left to right) are AB Ed Quinn, Assistant Engineer Charles Kremboltz, AB Terry LeJeune, Chief Engineer Charles A. Young, AB G.V. Hoffman, AB/Cook James Cosoro, Mate Ryan Riggins and Captain West Taylor.

The 115-foot, 4,700 horsepower Doris Moran and Joan Moran are deep sea tugboats.

Pictured here are some of the Seafarers who man the vessels for generally 30 days at a time.



Chief Engineer Todd P. McDonough takes on fuel aboard tug Joan Moran.



Joan Moran Captain Mark Berger (left) and Mate Louis Barra.



Cook Douglas R. Hull takes breather aboard the tug Joan Moran.

## 15 Stewards Progress 'All the Way Up the Ladder'

Fifteen members of the galley gang completed six weeks of intensive education at the Seafarers Harry Lundeberg School of Seamanship to become the SIU's newest recertified stewards.

Seafarer William Perry, who sails from Norfolk, Va., summed up the Lundeberg School program when he said, "I have come all the way up the ladder here." The graduate of class 319 told trainees at the June Pine Point membership meeting, "I started off from the bottom and worked my way up. I took the opportunity to upgrade myself."

The class members received advanced training in menu planning, leadership and communication abilities and computer operation that will be useful in executing their duties as the head of their department aboard ship.

They took refresher courses in food preparation as well as firefighting, CPR and first aid.

The group had classes reviewing the union's medical and pension programs, learned about the SIU political and legislative operations and met with SIU officials. This part of the curriculum is designed to assist the steward in his job as ship's secretary.

One of the classes several of the stewards pointed out as being beneficial concerned food handling and galley sanitation as presented by SIU member James Mann, Sea-Land Service's fleet commissary manager and a Lundeberg School graduate.

George Kenny, who sails from the port of New York, noted Mann's course "was what this program is all about." The 15-year SIU veteran continued, "Mann told

us an educated steward is a prudent steward. We should know more about our food products."

Eleven-year member Zein Achmad echoed Kenny's words. "Knowing more about food handling and inventory control will help. I learned from it and want to know more."



Newly recertified stewards gather around SIU President Michael Sacco. From left are (kneeling) Zein Achmad, Lonnie Gamble, George Bronson, (second row) Darrell Touchstone, Lucretia Anderson, James Chaney, Sacco, Ekow Doffoh, William Perry, Alvin Robinson, (back row) Ralph Alexander, George Kenny, Herbert Davis, Marvin St. George, Timothy Dowd and Alvin Johnson.

Mann's course was not the only one singled out by the group. Achmad, while speaking at the membership meeting, praised Kate Richardson, a Lundeberg School instructor who worked with the stewards on the communication, leadership and computer skills. Others thanked galley instructor Ed White for his work with them.

"I liked Ms. Kate; she was my favorite [instructor]," recalled Alvin Johnson, a 22-year member first with the west coast-based Marine Cooks and Stewards (MCS) then with the SIU following a 1978 merger.

"Ms. Kate is an excellent instructor in communications and computers," said James Chaney, who started his merchant mariner's career 25 years ago, also with the MCS.

For Lonnie Gamble of Mobile, Ala., returning to the Lundeberg School was very special. In May

1967, he graduated from Piney Point's first trainee class. "This place is way better since the first days. I did not think then it would be anything like this." Gamble advised the trainees attending the Piney Point membership meeting "to take good advantage of this organization. It has been helpful to me."

Alvin Robinson, who began his career as a member of class 191 in 1975, stated in the June meeting which included a graduation ceremony for the stewards, "The whole routine at the school has changed. It is better for the trainees now." The New York Seafarer pointed out the bungaloes were gone and the trainees can mingle with the upgraders to learn more about the profession.

Houston's Timothy Dowd noted his graduation as a recertified steward meant he had gone "from the bungaloes to the sixth floor." The member of trainee class 349 thanked the union for "the opportunity afforded me to attend the school." He told the trainees, "Upgrading is where it is at."

Darrell Touchstone was the fifth member of the group to begin his career at Piney Point. The Mobile galley gang member recently completed eight months in the Persian Gulf before arriving at the school. He thanked "the membership for the opportunity to up-

grade."

Marvin St. George told those at the membership meeting what becoming a recertified steward meant to him. "Here's a chance for me to improve my skills within the union to make myself proud, to do things for my family, to help my friends and to teach those—the younger ones who are in the union—to help them so that we won't lose the jobs that we have for us and for the future," said the steward who sails from Piney Point.

Ekow Doffoh, from the port of Philadelphia, urged members to donate to SPAD. "It takes a fish to catch a fish and those big boys have got more fish than what we've got," Doffoh noted to the membership. "But with our little contribution, we can do more."

When George Bronson walked up to the microphone to address the membership, he nearly was overcome with emotion. "I want to thank everybody for doing their job here, showing us leadership quality," he told the gathering.

Lucretia Anderson was another member of the class who started her career in the Marine Cooks and Stewards. She said she appreciated the refresher courses in first aid, CPR and firefighting, and "enjoyed meeting the new people. My fellow stewards are a good group."

Ralph Alexander, a 29-year veteran from the port of Seattle, thanked "everyone who had a part in the recertified steward program. Overall it was broadening."

The man dubbed "Big Daddy Kane" by his classmates, Herbert Davis, provided two surprises at the meeting. First, he told members not to be embarrassed to attend the Alcohol Rehabilitation Center in Valley Lee, Md. to get help. "I went through that program five years ago. It did me wonders. You can benefit from it."

Then Davis asked SIU President Michael Sacco to come to the microphone so the stewards could present him with a plaque "for all your hard work for keeping us afloat."

Sacco told the stewards he would hang the plaque on his office wall. "Every time I read it, I'm going to think of you guys." He went on to say, "I'm proud to be your president and I'm proud to represent you no matter where I go because I know what I'm representing: the best seapersons in the maritime industry."



The more time at the keyboard, the more proficient William Perry and Lucretia Anderson's computer skills become. Instructor Roger Francisco (right) looks on.



Knowing that food must look as good as it tastes, Herbert Davis, who sails from the port of Norfolk, intricately slices lemon for a dinner garnish.



Stewards Robinson and Perry in U.S. Capitol's Statuary Hall.



Ralph Alexander concentrates on mixing a tasty sauce.

## Ash Coating Blankets MSCPAC Ships in Subic Bay

Members of the SIU Government Services Division are assisting the military in its efforts to clean up 18 inches of ash coating most of the Subic Bay Naval Base following the eruption of Mount Pinatubo in the Philippines. MSCPAC Seafarers, who crew the Pacific fleet vessels of the Military Sealift Command, also have pulled duty in evacuation efforts conducted in June and July.

The volcano, located approximately 18 miles northeast of the military complex, continues to spout lava and ash almost two months after its initial eruption June 9. Crewmembers have discovered a major problem with the volcano's debris is its tendency to turn into a concrete-like substance when mixed with water.

### Ash Turns to Cement

"We tried to blast off the ash from the ship with water but it would only build into drifts," said Captain Pat Moloney, master of the SIU-crewed USNS Hassayampa. "Like sand, it would just mount up."

Captain Leroy Gill, master of the SIU-crewed USNS Spica, reported, "We cleared 842 tons of ash from the ship." He added, "Subic Bay looks like a desert. It was a scene of ash, darkness and rain pouring down from the sky. It was almost biblical."

Recalling the explosion from the



Mt. Pinatubo blows clouds of steam and ash during an eruption in June. The photo is taken from Clark Air Force Base in the Philippines.

volcano, Moloney noted, "It looked like a snowstorm in the Subic area. Your eyes told you to be cold as you sweated in the heat."

News reports stated more than 100 buildings collapsed at Subic Bay as a result of the volcanic ash, followed by typhoon winds and rains and earthquakes.

SIU Government Services Division vessels carried thousands of people away from the affected area on the island of Luzon.

Gill said the Spica alone took 321 people from Clark Air Force Base (at the foot of the volcano) as well as "four cars, 13 dogs and two embassy personnel" to the naval base at Cebu, 400 miles southeast of Subic Bay. After that, the supply vessel travelled to Singapore to bring back 300 tons of food, enough to feed 25,000 people for three weeks. Other Government Services Division-crewed vessels helping in the evacuation included the USNS Passumpsic with more than 190 evacuees aboard, the USNS Ponchatoula and Hassayampa which refueled ships shuttling people between Subic Bay and Cebu. The SIU-crewed 1st Lt. Jack Lummus, a prepositioning vessel, delivered vehicles and equipment needed at Subic Bay to produce and store fresh water. The Lummus also supplied ready-to-eat meals to the stricken base.



Although sailing 100 miles from Subic Bay, the USNS Hassayampa received a four-inch ash coating in one night. Ships anchored at the U.S. base reported up to 18 inches of ash.



Clean-up efforts at the Subic Bay Naval Station have been hampered by earthquakes and typhoons. Captain Pat Moloney of the USNS Hassayampa and MSCPAC supplied these photographs.

## Buy/Ship American Amendment Kept in Senate Foreign Aid Bill

The Senate joined with the House of Representatives in passing a foreign aid bill that requires those nations receiving actual cash aid from the U.S. government to spend half of the funds on American goods which would be transported on U.S.-flag ships.

Since the Senate and House versions of the foreign aid legislation differ, a conference committee made up of members from both chambers will meet to write a common bill. This legislation is not expected to be presented to Congress until the legislators re-

turn from their Labor Day recess. President George Bush, through Senate Minority Leader Robert Dole (R-Kan.), has said he is inclined to veto the package as it now stands.

As in the House, the Senate killed an amendment offered by elected officials from the Farm Belt and Great Lakes states to eliminate the requirement that American-made goods purchased with U.S. foreign aid monies be shipped on American bottoms. The final vote was 55 votes in favor of the keeping the "ship American"

provision, while 42 senators voted against U.S. shipping.

Senator John Breaux (D-La.), who heads the chamber's Merchant Marine Subcommittee, charged farm state senators, many of whom lined up against cargo preference, with employing a double standard. "We subsidize our farmers. . . . But I think that while we are subsidizing our farmers and our industries with cash transfer requirements, I see nothing wrong with subsidizing the maritime industry as well."

The effort to sink the amendment received bipartisan support. "This is one small effort for us to use American ships," Sen. Trent Lott (R-Miss.) stated. "It makes no sense for us to provide money and assistance, require that it be spent on U.S. goods but not require that it be transported on U.S. ships."

Others speaking out on behalf of the U.S. merchant marine included Sen. Paul Sarbanes (D-Md.) and Sen. Barbara Mikulski (D-Md.).

## Bellatrix Crew Is in High Gear, Reports Wilcox

Operation Desert Sortie has kept the SIU crewmembers aboard the USNS Bellatrix as busy bringing troops and equipment home as Operation Desert Shield did in supplying the allied forces in Saudi Arabia.

Assistant Cook Robert Wilcox reported in a letter and photographs to the Seafarers LOG that "the crew is glad to be doing its part in the massive sealift of troops and heavy army equipment."

The galley gang member who sails from the port of Mobile, Ala. noted the captain and crew of the fast sealift vessel received a plaque of appreciation from the commander of the Army's 24th Mechanized Division upon the ship's arrival in Savannah, Ga. in the spring. "Bosun Thomas Bluit commended the crew for its 'candor' attitude and professionalism in pulling together when the going

got tough," Wilcox wrote.

One of the examples of pulling together, the assistant cook noted, was when OS Charles Moll had to be transferred from the Bellatrix to a tugboat near the coast of Rota, Spain because of illness.

"All hands turned to to assist in the evacuation," Wilcox stated. "Galley personnel assisted with blankets and pillows and stood by to feed the crew after the evacuation. Special recognition should go to AB Dave Crisp from Jacksonville (Fla.) for his constant attention to his fallen brother."

The Bellatrix is one of eight fast sealift vessels that have served as the backbone for materiel transportation to and from the Persian Gulf theater. All of the fast sealift vessels are under contract to Bay Ship Management for the Military Sealift Command. Each is capable of speeds up to 33 knots.



Chief Cook Herbert Ladson keeps an eye on stove while fixing dinner.



OS Darren McCabe chips on wall to prepare surface for painting.



Chief Steward Clarence Coleman plans future meals for Bellatrix crew.



Bosun Thomas Bluit takes break from ship's work in the galley.



Assistant Cook Robert Wilcox prepares vegetables for dinner.



Relaxing in crew's mess is Junior Engineer Kurt Parker.



Junior Engineer Raul Wolfe checks gauges in engine room.



It's coffee-break time for Junior Engineer W.C. Blakenship.



### U.S.O. Honors Merchant Marine

Recertified Steward Alvin Robinson Jr. receives, on behalf of all merchant mariners who served in the Persian Gulf, a special plaque of thanks from the U.S.O. during a picnic on the White House grounds after the National Victory Parade held in Washington, D.C. in June. Robinson, who marched in the parade, sailed aboard the California, an RRF vessel.



AB David Crisp (on ladder) guides basket with OS Charles Moll from Bellatrix onto deck of waiting Spanish tugboat.

### Seafarer Reservists Can Get Benefits

SIU members who were called into the military reserves during the Persian Gulf conflict will maintain their welfare benefits thanks to a recent ruling by the trustees of the Seafarers Welfare Plan.

Under normal circumstances, in order to be eligible for welfare benefits, a member must have shipped for at least 120 days in the previous calendar year before his or her claim arose. The trustees noted SIU members called into the reserves may not have completed 120 days of shipping during the 1990 calendar year to fulfill their eligibility. The new policy adopted for these reservists allows them to maintain the eligibility for benefits they had at the time when they were called up provided the individuals ship out as Seafarers within 90 days of being discharged from active duty.

To be eligible for maintaining benefits, a Seafarer must present the discharge showing the date he or she was released from active duty when registering to ship out with the union. If there is a question concerning eligibility, Seafarers should contact a port agent or the Seafarers Welfare Plan in Camp Springs, Md.

Here is an example of what the ruling means to a Seafarer who served as a military reservist in the gulf: A member who also is a military reservist is called into active duty because of Operation Desert Shield on September 1, 1990. He has sailed 92 days in 1990 before being called up. He stays on active duty until June 15, when he is discharged. He goes to the union hall to register and presents his military discharge. He catches a job and signs aboard a vessel June 29. By being employed within 90 days of his military discharge, the plan will pick up his eligibility at 92 days, meaning he will need only 28 sailing days to maintain eligibility for the coming year.

## Bosun Carter Clocks in With New, Profitable Hobby

SIU member James Carter kids his shipmates about his latest hobby. "I always tell the captain and mates I've got my own business and I don't even get dirty running it," Carter recently told a reporter from the Seafarers LOG.

Carter's new "business" is making and selling clocks, and it combines with another of his pastimes: photography. The 39-year-old re-certified bosun is a self-taught cameraman and clock maker, and he even has managed to make those hobbies nominally profitable.



Carter

Carter, who joined the SIU in 1971 and sails from the port of Wilmington, Calif., took up photography a few years ago, somewhat by accident. A shipmate had purchased an expensive array of camera equipment but decided to sell it. "The guy wanted to get rid of the equipment, and it was a re-

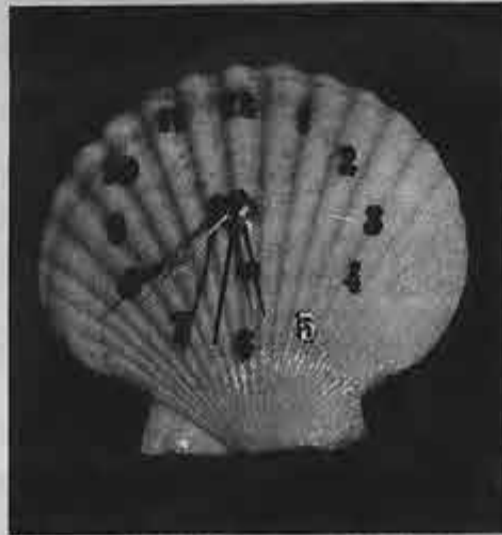
ally good bargain, so I bought it," Carter recalled. "I picked up some photography magazines, and that's how I learned."

Earlier this year, one hobby led to another. While onboard the Sea-Land Developer in Alaska, Carter and AB Dave Guerro watched with appreciation as 20 or so eagles landed on the ship. Carter took some photographs and, wanting to create a showpiece rather than just frame the prints, later got the idea to make a clock.

"I bought a drill press and some other tools and just taught myself," explained Carter, currently sailing on the Overseas Ohio. "Now I buy the clock parts in quantity. . . . I use an 8-by-10 photo with a good frame, plus a drill to tap through the glass."

He sells the battery-operated clocks for \$30. Once Carter has gathered all the components, he can make a clock in about one hour.

What is the most enjoyable part about this newfound hobby? "I don't get dirty and I don't have any trouble selling them," Carter said with a laugh. "It's clean work."



Bosun James Carter creates his clocks in about one hour apiece. As the photos above show, some are framed photographs, others are made from shells.

### LOG-A-RHYTHM

## Iraqi Bunker Buster

(A Canine Refugee)

by Christopher Robert Chubb

(The Seafarer and poet sails as a steward assistant, most recently aboard the Flickertail State.)

By our Marines he was found,  
within the abandoned bunker  
of the sands.

From outfit to outfit he  
passed,

on down to Al-Jabayl,

until he met the arms

of one of our ship's Army Re-  
serve cargo handlers,  
Barbara.

Was he named

for SCUD BUSTERS?

for SADDAM BUSTERS? by Barbara.

Buster looks as if to say, "It's no matter."

Buster looks scared,

Buster looks scared, for bombs and shells once broke  
about him.

Buster looks sad,

Buster looks frightened.

Buster looks unsure, for things he feels are still of an unsafe  
future.

Buster looks short, sandy haired, cute, and in need of love.

The enemy surely never made him test for nerve gas,

about the bunker of the sands,

for he is flying home, with Barbara.

Buster is flying to his new home, of children and love . . .  
with Barbara.



Buster aboard the Flickertail State

## Letters to the Editor

### Where Is the Recognition?

In all the "updates" in the progress of the war in the Persian Gulf, and President Bush's speeches and news conferences, no mention, to my knowledge, has been made of the valuable contributions to the war effort by the U.S. merchant marine.

I happen to be a retiree who waited, like many of my peers, for 43 years for my honorable discharge for helping to man the ships during World War II. . . .

Surely the efforts during all the wars in which Seafarers played a part should be recognized in one way or another, and the greatest of these seems to be veterans status as well as the wages they earn and the occasional bonuses for plowing through floating mines and the double dangers of subs and air attacks at sea while delivering the goods to the war zones.

Clarence L. Cousins  
Butler, Pa.



### 'Stick by Your Union'

I would like to take time out to give great thanks to the Seafarers Welfare Plan. I would like to say how good they handled my medical claims. They paid every cent to the hospital, doctors and all the medical bills—which were big ones.

I would also like to say that the Seafarers Welfare Plan has been commended by our local hospital and doctors as being very much on top when it comes to taking care of claims. I've been in the union for a long time. They have always been great to me.

I will say to the young and the old: stick by your union and you will never regret it. I am very proud of the Seafarers International Union.

Robert G. Taylor  
Mathews, Va.

### Looking Back Over 40 Years

Roaming the streets at age 14, looking for work so I would help my mom put food on the table. Jobs are scarce. Era—1930. Employers' excuses are because of the depression, being too young, not having a relative working there. . . .

Kids back then had a lot of street smarts, but very little education. Reform schools and other prisons welcomed them with open arms.

A few years later and with more education, I joined the Seafarers International Union. That was the best decision of my life. The SIU became the best friend this kid ever had. It gave me hope and a promising future.

Now 40 years later, I look back with a heart full of gratitude. . . . With the SIU, there is arbitration and a contract protecting your job. There are paid vacations, medical care for you and your families, also the opportunity to advance your education. . . . so you can climb the job ladder for promotion and higher pay.

When retired, there is a pension plan and medical benefits that will balance out your medicare. . . . Some politicians would like to take away the worker's right to strike. If you have no right to strike, then you have lost your power to bargain. Unions have worked hard and have taken many blood baths to get the working people the good things they take for granted today.

You can be young and strong today. When you are older there are many medical needs that come along the way. Now in my later years I can say, "Thank you and God bless you" to Paul Hall and the many labor leaders for the forethought that has taken the working people out of bondage and has given hope and respect for all humanity. . . .

Raoul Cabrera  
Philadelphia, Pa.

# Seafarers Give High Marks To Benefits Meetings

SIU members are responding positively to the 1991 series of conferences which are designed to provide a full review of benefits available through the Seafarers various plans. The sessions which began in May and wrap up in December, are open to all Seafarers, SIU pensioners and family members, and they coincide with the union's monthly membership meetings.

In surveys taken at the first half-dozen conferences, members consistently rated the program well above average. On a scale of 0 to 4 (with 4 a perfect score), members gave the conferences in Houston, Philadelphia, New York, St. Louis, Mobile, Ala., and Norfolk, Va. a mean score of 3.59.

"They answered a lot of questions," said retiree Frank Barone, who attended the Philadelphia conference on July 10. "They explained a lot of things which some of the men here didn't understand before, like dependent coverage and pension information."

William Finhandler, who ships in the steward department and attended the conference in Wilmington, Calif. on July 22, described the program as "very thorough. I think it's a good idea to verbally go through everything, because people don't always take the time to read all the information that's available. I know I learned a lot."

"We just wanted to learn more about the coverage," said Monica Roel, who attended the Philadelphia session with her husband, dredge captain Dick Roel. "It's tough to find time to read the benefits books, and anyway, things change. It's nice to know what's covered."

### An Educated Membership

"We're here because our people are not taking full advantage of the benefits available to them," Seafarers Plans Administrator Nick Marrone said at the Philadelphia conference.



Black-gang member David Diamond and son Jack in Philadelphia.

### Six More Benefits Talks Scheduled for 1991

All Seafarers, pensioners and their families are invited to attend. Contact the union halls listed below for exact times of each session.

Date	City
August 8 Thursday	Baltimore (301) 327-4900
September 10 Tuesday	New Orleans (504) 529-7546
September 13 Friday	Honolulu (808) 845-5222
October 10 Thursday	Jacksonville (904) 353-0987
November 7 Thursday	San Juan (809) 721-4033
December 6 Friday	Algonac (313) 794-4988

Philadelphia conference.

Hundreds of Seafarers and their families turned out for last month's benefits conferences in Philadelphia, San Francisco and Wilmington, Calif.

Seafarers, pensioners and their families are encouraged to attend any of the six remaining conferences scheduled for 1991. Information on the benefits talks is available at all union halls.



Retired member Eddie Kassa hits the deck in the San Francisco meeting to ask about applying his World War II military service to his benefits' credits.



The filing procedures for an SIU pension were discussed at the Philadelphia talk.



During the Philadelphia talk, retiree Harry Smith asks a question.



Retired Bosun Kenny Roberts was on hand for the San Francisco session.



Seafarers and their families pack the Philadelphia union hall for the benefits conference.



Pensioner Pat Levine of Philadelphia listens to the proceedings.



AB Ted Williams asks about the pension program during the San Francisco meeting.



Galley gang member Ray Fasslar is pictured at the San Francisco session.



Pensioner Harold Reid was one of the retirees at the Philadelphia talk.



Others wait their turn while Jovencio Cabab Jr. gets his blood pressure tested.



Doctor Seid, of the Seafarers preferred provider clinic in San Francisco, talks with pensioner Linda Ruiz during a conference break.



Retiree Frank Barone listens to the presentation.



Bosun R.A. Sipsui asks about the procedure for submitting claims.



San Francisco-based Seafarers, pensioners and families listen to Seafarers Welfare Plan Administrator Nick Marrone.



Curtis Phillips waits for his cholesterol test results in Wilmington with his wife, Pamela, and son, Curtis III.



Joining member Joel Miller for blood pressure testing are his wife, Gloria; daughters, Ginnifir, Jinna and Jenae; and son, Joel. The welfare plans' newly contracted PPO, Immediate Care Center, provided screenings for the members and their families at the Wilmington session.



AB Jose Schneider Sr. brought his sons, Jeff (left) and Joe Jr. to the Philadelphia meeting.



Pensioner Billy Smith (center), his step-son, Seafarer Marino Vivas, Vivas' wife Jo and their twins Joseph and Alan at the Philadelphia session.



Roger Taylor and his son Matthew (kneeling), John Joyce (left) and Robert Soltz pose for a photo while attending the Philadelphia benefits session.



Dredge Captain Dick Roel, pictured here with his wife Monica and sons Richard (left) and Alex, is one of many Seafarers who brought family members to the Philadelphia conference.



## 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.

**CAPE CLEAR** (OMI Corp.), March 27 — Chairman **Carlos Canales**, Secretary **Michael Pooler**, Deck Delegate **E. Schaffhauser**, Engine Delegate **Mark Stewart**, Steward Delegate **Antionette King Canales**. Chairman reported those crewmembers with at least six months' time onboard will be compensated for travel expenses home. Educational director noted ship missing certain light bulbs, told crewmembers to meet with department heads about any electrical problems in cabins. Treasurer listed \$409 in movie fund. No beefs or disputed OT reported. Crew inquired about restriction to ship while anchored in Saudi Arabia. Crew commended captain and noted March 14 wedding of Canales and King. Crew had not received any issues of Seafarers LOG since Christmas. Reported mail service quite slow.

**OMI SACRAMENTO** (Vulcan Carriers), March 10 — Chairman **Ray Gorju**, Secretary **David Der**, Educational Director **V.L. Kirksey**, Deck Delegate **Larry D. McGanto**, Engine Delegate **Ronald Gordon**, Steward Delegate **John S. Foster**. Crew reported it had not received short-wave radio or new toaster. Chairman noted ship due in Africa March 16. He recommended upgrading at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department. Crew received general reminder and warning about danger of AIDS.

**CAPE CLEAR** (OMI Corp.), April 7 — Chairman **Carlos Canales**, Secretary **Michael Pooler**, Deck Delegate **E. Schaffhauser**, Engine Delegate **Mark Stewart**, Steward Delegate **Antionette King Canales**. Chairman reported ship received issues of Seafarers LOG. He said electrician would work on antenna. Educational director encouraged upgrading at Piney Point and SPAD participation. Treasurer reported \$409 in movie fund. No beefs or disputed OT reported. Next port: Houston.

**CAPE CLEAR** (OMI Corp.), April 15 — Chairman **Carlos Canales**, Secretary **Michael Pooler**, Deck Delegate **E. Schaffhauser**, Engine Delegate **Mark Stewart**, Steward Delegate **Antionette King Canales**. Chairman thanked headquarters for communications and Seafarers LOGs. He said crewmembers received war bonus. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang: Steward/Baker Pooler, Chief Cook **Danilo Soriano**, SAs **Edgar Colcol**, **Larry Bachelor**, **Rolly Acosta** and SA **King Canales**.

**AMERICAN EAGLE** (Pacific Gulf Marine), May 12 — Chairman **Bill Eastwood**, Secretary **Kevin Deegan**. Treasurer listed \$400 in ship's fund. No beefs or disputed OT reported. Crew listed two water coolers inoperative, also said coffee maker needed repair. Crew asked contracts department for clarification on war pay and restricted-to-ship pay. Crew thanked galley gang for good work.

**BALDOMERO LOPEZ** (Amsea), May 13 — Chairman **B. Johnson**, Secretary **G. Kenny**, Educational Director **B. Arnost**. Crew asked contracts department for clarification on restriction pay and hazardous duty pay. Chairman announced payoff and upcoming ports. Educational director expounded on importance of upgrading at Lundeberg School. Treasurer reported \$25 in ship's fund. No beefs or disputed OT reported. Crew glad to receive Seafarers LOG. Crew informed headquarters of suggestions for future contract negotiations.

Crewmembers were reminded to separate plastic from other trash. Crew thanked steward department. Next port: Ad Damman, Saudi Arabia.

**CAPE CLEAR** (OMI Corp.), May 26 — Chairman **L.N. Jones**, Secretary **N. Evans**, Educational Director **B.J. Ball**, Deck Delegate **J.B. Groby**, Engine Delegate **R.L. Rodgers**, Steward Delegate **J.S. Mendoza**. Chairman reported captain thanked crew for good performance. Chairman asked everyone to donate to SPAD and keep rec room and mess clean. No beefs or disputed OT reported. Crew thanked steward department, asked everyone to minimize noise in passages. Next port: Houston.

**CAPE COD** (OMI Corp.), May 12 — Chairman **Jim Higgins**, Secretary **Stephen Bates**, Deck Delegate **Roger Plaud**, Engine Delegate **William Harris**, Steward Delegate **Ron Hall**. Chairman asked for clarification on war bonus, gave thanks to galley gang for fine job. Secretary thanked deck department for good work, with special thanks to former Bosun **Ervin Bronstein**. Treasurer listed \$300 in ship's fund. No beefs or disputed OT reported. Crew expressed great satisfaction with ship and work.

**CAPE FAREWELL** (IMC), May 19 — Chairman **John Thompson**, Secretary **V. Wallen**, Educational Director **James Hall**, Deck Delegate **Tim Fitzgerald**, Engine Delegate **Henry Hall**, Steward Delegate **Ruti deMont**. Crew received message from headquarters clarifying base pay allotments. Crewmembers said they appreciate prompt reply and support. Educational director urged crewmembers to upgrade at Lundeberg School. Treasurer reported no money in ship's fund and noted company had not provided any movies. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Steward delegate said outdoor barbecues coming soon. Crewmembers asked all SIU ships to comply with dress code in dining areas. Crew reported air conditioning and heating system not working properly. Steward department was thanked for good meals and service.

**CHARLES L. BROWN** (TransOceanic Cable), May 30 — Chairman **J. Harrington**, Secretary **Brenda Kamiya**, Educational Director **Bob Stearman**, Deck Delegate **Leif Thorqvammen**, Engine Delegate **James Gruszczka**, Steward Delegate **Gregory Rice**. Chairman reminded crew that benefits team is working way from port to port holding seminars and will arrive in Honolulu September 13. He said lounge had new VCR and it should be treated with care. He noted patrolman will visit ship at next payoff. Educational director said TV antenna has been repaired and is in good shape. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman read letter from pension plan concerning dates of pension increase. Crew suggested moving ice machine from galley to mess hall. Crewmembers were reminded that tank tops and cutoff shirts are not allowed in mess during meal hours. Next port: Honolulu.

**FALCON DUCHESS** (Seahawk Management), May 30 — Chairman **M. Galbraith**, Secretary **Royce Bozeman**, Deck Delegate **Doug Hodges**, Engine Delegate **John Penrose**, Steward Delegate **A. Falcon**. Secretary asked contracts department for clarification on steward department staffing. Educational director noted importance of upgrading

at Piney Point. No beefs or disputed OT reported. Crew asked headquarters to find out why company is not ordering replacements. Crew and officers extended vote of thanks to relief steward.

**GOLDEN ENDEAVOR** (American Maritime Transport), May 19 — Chairman **Glen James**, Secretary **Louis Pion**, Deck Delegate **Carl Sands**, Engine Delegate **W. Marshall**, Steward Delegate **Donald Meder**. No beefs or disputed OT reported. Crew asked to keep lounge clean and requested ice machine not be locked by chief engineer. Crewmembers thanked galley gang for job well done.

**JULIUS HAMMER** (Ocean Shipholding), May 26 — Chairman **David Zurek**, Secretary **C. Miles**, Engine Delegate **Randy Snay**. Educational director urged members to upgrade. No beefs or disputed OT reported. Crew reported lack of launch service. Crew thanked galley gang for excellent work.



### Classmates Team Up Again Aboard Flickertail State

Former Lundeberg School classmates **Delonda Hill**, steward assistant (left), and **Kim Casto**, assistant cook, team up again as part of the galley crew aboard the Flickertail State. This photo was taken during the ship's recent stopover in Long Beach, Calif. following a run to the Persian Gulf and back.

**LIBERTY SUN** (Liberty Maritime), May 13 — Chairman **Perry Greenwood**, Secretary **Jerome Johnson**, Deck Delegate **Lester Hoffman**, Engine Delegate **Willie Franks**, Steward Delegate **T. Bell**. Chairman asked departing crewmembers to clean rooms and turn in keys. No beefs or disputed OT reported by deck or steward delegates. Engine delegate reported disputed OT.

**LNG AQUARIUS** (ETC), June 2 — Chairman **John P. Davis**, Secretary **M.J. Ruggiero**, Educational Director **Otis L. Sessions**, Deck Delegate **Paul Jagger**, Engine Delegate **Marcos Hill**, Steward Delegate **Frank Martin**. Chairman reviewed SIU President **Michael Sacco's** President's Report in LOG on runaways. Chairman said members should submit articles to local newspapers to increase awareness. Educational director noted upgrading helps both the individual and the union. Treasurer reported \$325 in ship's fund. No beefs or disputed OT reported. Crewmembers reviewed proper use of laundry facilities. Crew thanked galley gang for great job. Next port: Tobata, Japan.

**LNG TAURUS** (ETC), May 12 — Chairman **John Japper**, Secretary **Francis E. Ostendarp**, Educational Director **Charles Mispagel**, Steward Delegate **Malcolm Holmes**. Captain spoke to crew about disposal of plastics, also let crew know how ship's fund is being spent. Chairman wished everyone a good tour. Educational director said upgrade whenever possible. Treasurer reported \$1,000 in ship's fund and roughly 500 videos aboard ship. No beefs or disputed OT reported.

**NUEVO SAN JUAN** (Puerto Rico Marine), May 20 — Chairman **Manuel Silva**, Secretary **C. Seawell**, Educational Director **C. Gallagher**, Deck Delegate **Robert Kirk**, Engine Delegate **Roberto Rodriguez**, Steward Delegate **B.T. McEleny**. Chairman spoke about bills

before Congress which may revitalize maritime industry. He urged members to upgrade at Lundeberg School and encouraged donations to SPAD. He urged crewmembers and their families to attend upcoming benefits conferences. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked welfare plan for quick medical payments. Crew gave vote of thanks to SA **Arthur Rubinstein**.

**OMI CHAMPION** (OMI Corp.), May 28 — Chairman **Bernard Saberon**, Secretary **Paul Burke**, Educational Director **Daniel Beeman**, Deck Delegate **Keneth Hallman**, Engine Delegate **Octavianus Pariana**, Steward Delegate **Ralph Edmonds**. Crew asked for reply on restriction to ship in Al Jubayl. Educational director encouraged everyone to attend Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department for clarification on

length of contracts. Ship needs fumigation to get rid of bugs. Crewmembers gave vote of thanks to steward department.

**OMI COLUMBIA** (OMI Corp.), May 15 — Chairman **Howard Gibbs**, Secretary **C.R. Moss**, Educational Director **C.T. Kirchhoffer**, Deck Delegate **N. Doucet**, Engine Delegate **G. Thompson**, Steward Delegate **Anthony Rivera**. Chairman reported payoff and layup in Portland, Ore. No beefs or disputed OT reported. Armchairs need repair. Crewmembers were thanked for cleanliness. They extended vote of thanks to galley gang.

**OMI DYNACHEM** (OMI Corp.), May 12 — Chairman **Israel Bonfont**, Secretary **C.N. Johnson**, Steward Delegate **Joe Clark**. Chairman asked crewmembers to refrain from smoking during mealtime. Treasurer listed \$93.68 in movie fund. No beefs or disputed OT reported. Crew asked contracts department to look into possible increase of optical and dental benefits. Ship needs new ice machine and additional door locks. Crewmembers thanked steward department for good job.

**OMI HUDSON** (OMI Corp.), May 19 — Chairman **Leon T. Jekot**, Secretary **S. Wagner**, Educational Director **M.R. Williams**, Deck Delegate **Vernon Johnson**, Engine Delegate **C. Kirksey**, Steward Delegate **Randy Stephens**. Chairman said ship still had not received word from company regarding extra dryer. He said crew would remain aboard ship when in drydock in Mobile, Ala. for 10-12 days. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew asked contracts department to look into possibility of having legal dependents automatically covered by welfare plan. Ship needs new antenna. Crewmembers thanked steward department.

Continued on page 20



# Dispatchers' Report for Great Lakes

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

JUNE 16–JULY 15, 1991 \*TOTAL REGISTERED All Groups Class CL Class L Class NP TOTAL SHIPPED All Groups Class CL Class L Class NP \*\*REGISTERED ON BEACH All Groups Class CL Class L Class NP

Port	DECK DEPARTMENT								
Algonac	0	26	7	0	56	9	0	12	8
Port	ENGINE DEPARTMENT								
Algonac	0	12	1	0	15	2	0	10	3
Port	STEWARD DEPARTMENT								
Algonac	0	3	5	0	10	2	0	5	5
Port	ENTRY DEPARTMENT								
Algonac	0	20	15	0	0	0	0	25	43
<b>Totals All Departments</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>52</b>	<b>59</b>

\*\*\*Total Registered\*\* means the number of men who actually registered for shipping at the port last month.  
 \*\*\*Registered on the Beach\*\* means the total number of men registered at the port at the end of last month.

# Dispatchers' Report for Inland Waters

JUNE 16–JULY 15, 1991

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
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	17	0	0	2	0	0	63	9	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	3	0	3	1	0	2	5	0	3
Jacksonville	1	2	9	0	2	1	2	1	13
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	2	1	0	0	0	0	5	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	1	6	0	0	3	1	1	3
Algonac	14	0	0	11	0	0	51	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>36</b>	<b>5</b>	<b>19</b>	<b>14</b>	<b>2</b>	<b>6</b>	<b>122</b>	<b>16</b>	<b>29</b>
ENGINE DEPARTMENT									
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	6	0	0	1	0	0	3	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	1	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	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	6	0	0	2	0	0	37	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>0</b>
STEWARD DEPARTMENT									
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	8	0	0	1	0	0	3	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	1	0	0	1	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	11	0	0
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	5	0	0	2	0	0	26	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>1</b>
<b>Totals All Departments</b>	<b>62</b>	<b>5</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>8</b>	<b>193</b>	<b>16</b>	<b>30</b>

\*\*\*Total Registered\*\* means the number of men who actually registered for shipping at the port last month.  
 \*\*\*Registered on the Beach\*\* means the total number of men registered at the port at the end of last month.

## Seafarers International Union Directory

President  
 Michael Sacco  
 Secretary-Treasurer  
 John Fay  
 Executive Vice President  
 Joseph Sacco  
 Vice President Collective Bargaining  
 Angus "Red" Campbell  
 Vice President West Coast  
 George McCartney  
 Vice President Government Services  
 Roy A. "Buck" Mercer  
 Vice President Atlantic Coast  
 Jack Caffey  
 Vice President Lakes and Inland Waters  
 Byron Kelley  
 Vice President Gulf Coast  
 Dean Corgey

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 1216 E. Baltimore St.  
 Baltimore, MD 21202  
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**DULUTH**  
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**HONOLULU**  
 606 Kalili Street  
 Honolulu, HI 96819  
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**HOUSTON**  
 1221 Pierce St.  
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**JACKSONVILLE**  
 3315 Liberty St.  
 Jacksonville, FL 32206  
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**JERSEY CITY**  
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 Jersey City, NJ 07302  
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**WILMINGTON**  
 510 N. Broad Ave.  
 Wilmington, CA 90744  
 (213) 549-4000

The Seafarers Pension Plan announces the retirement of 26 members this month. Nineteen of those signing off sailed in the deep sea division, while seven sailed in the inland division.

Deck department member William F. O'Brien has been a member longer than any of the others who are retiring. Brother O'Brien joined the Seafarers in 1943.

At 71, galley gang member Thomas W. Sims is the oldest of the new pensioners.

Brief biographical sketches of these and the other new pensioners follow:

**DEEP SEA**



**MIEKO J. BERRY, 66**, joined the Seafarers in 1956 in the port of Mobile, Ala. A native of Mississippi, he sailed in the engine department. Brother Berry has retired to Florida.

**EDWARD BROOKS, JR.,**



**57**, joined the SIU in 1973 in the port of New Orleans. He shipped in the steward department and upgraded in 1977 at the Lundeberg School. Brother Brooks served in the Army from 1952 to 1956. He resides in his native New Orleans.

**J.C. BURNETT, 58**, joined the union in 1958 in the port of Mobile, Ala. Brother Burnett was a member of the black-gang. He lives in his native state of Alabama.



**ANTHONY DEBELICH, 64**, joined the Seafarers in 1948 in the port of New York. Born in Ohio, Brother Debelich sailed

in the deck department. He calls Columbus, Ohio home.

**JOHN J. DMOCHOWSKY,**



**66**, joined the SIU in 1978 in the port of Detroit. He shipped in the steward department. Brother Dmochowsky is a veteran of the Navy (1942-46). He retired to his native state, Michigan.

**LESTER FREEBURN, 66**, joined the union in 1968 in the port of Wilmington, Calif. Born in Oklahoma, he sailed in the deck department, and completed the bosun recertification course at the Lundeberg School in 1981. Brother Freeburn served in the Navy from 1942 until 1946. He lives in Pheland, Calif.

**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.*



**GREGORY KELLY, 65**, joined the SIU in 1966 in the port of Seattle. A native of Canada, he shipped in the deck department.

Brother Kelly resides in California.



**DON SHINE, 53**, joined the SIU in 1965 in the port of Mobile, Ala. Brother Shine shipped in the engine department, and in

1978 he upgraded at the Lundeberg School. A veteran of the Navy (1959-63), he retired to his native state of Alabama.

**BILL L. SIDEROFF,**



**65**, joined the Seafarers in 1965 in the port of Seattle. Born in Washington, he was a member of the deck department. Brother Sideroff served in the Navy from 1943 to 1962. He calls Seattle home.



**EDWARD SINGLETON, 63**, joined the union in 1955 in the port of New York. He shipped in the galley gang, and in 1960

received a safety award for his work aboard the SS Steel Voyager. Brother Singleton served in the Army from 1952 until 1954. He has retired to his native Mobile, Ala.

**HARRY A. SMITH,**



**63**, joined the SIU in 1947 in the port of Philadelphia. The Pennsylvania native sailed in the deck department and in 1977 upgraded at the Lundeberg School. Brother Smith served in the Army from 1951 to 1953. He resides in Coatville, Pa.



**JOSEPH F. SPIRITO, 68**, joined the Seafarers in 1957 in the port of New York. Born in Pennsylvania, he shipped as a chief

cook. Brother Spirito served in the Navy from 1943 to 1946. He lives in Jacksonville, Fla.

**NICOLA TAGLIAMBURIS,**



**64**, joined the union in 1963 in the port of Baltimore. Brother Tagliamburis was born in Greece and sailed in the black-gang. He has retired to Baltimore, Md.



**THOMAS VENTURA, 65**, joined the SIU in 1967 in the port of San Francisco. A native of Pittsburgh, Pa., he shipped in the galley gang. Brother Ventura served in the Army from 1945 to 1947. He calls Tucson, Ariz. home.

**INLAND**

**PAUL J. BROWN SR.,**



**66**, joined the Seafarers in 1966 in the port of Norfolk, Va. Born in West Virginia, he sailed as a chief mate. Boatman Brown served in the Army from 1943 to 1945. He lives in Florida.



**PAUL R. CALEBAUGH, 62**, joined the union in 1946 in the port of Baltimore. The native of Maryland shipped as a captain. Boatman Calebaugh served in the Army from 1951 until 1953. He has retired to Puerto Rico.

**VANDAL D. CRAIN SR.,**

**62**, joined the Seafarers in 1977 in the port of New Orleans. A native of Hawaii, he sailed in the engine department. Boatman Crain resides in Bonifay, Fla.

**JOSEPH FINLEY,**

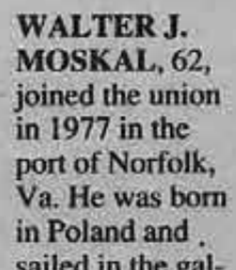


**61**, joined the union in 1960 in the port of his native New York. He sailed as a captain. From 1951 to 1953, Boatman Finley served in the Army. He lives in Brooklyn, N.Y.



**EDWARD HATTAWAY, 65**, joined the Seafarers in 1958 in the port of New York. He shipped in the deck department.

Boatman Hattaway has retired to his native state of Georgia.



**WALTER J. MOSKAL, 62**, joined the union in 1977 in the port of Norfolk, Va. He was born in Poland and sailed in the galley gang. Boatman Moskall served in the Navy from 1948 until 1968. He lives in Virginia Beach, Va.



**THOMAS W. SIMS, 71**, joined the Seafarers in 1964 in the port of Port Arthur, Texas. He shipped in the steward department and from 1941 to 1947 served in the Navy. A native of Alabama, Boatman Sims now resides in Flintville, Tenn.

## Ships Digests

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**OMI MISSOURI** (OMI Corp.), May 5 — Chairman C. Francum, Secretary C. Michael Davalle. No beefs or disputed OT reported. QMED Harold Whightsil left ship due to death in family.

**OVERSEAS ARCTIC** (Maritime Overseas), May 8 — Chairman J.M. Zepeda, Secretary E. Hoitt, Educational Director Jack Singletary, Deck Delegate Tim Olvany, Engine Delegate Andrew Lopez, Steward Delegate R. Blum. Chairman announced payoff in Nederland, Texas May 11. Educational director said seafarers should take advantage of opportunities at Lundeberg School. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew said lounge needs new furniture, asked for information about new drug testing law and also requested clarification about permanent jobs in deck department. Crew thanked steward department for good work.

**OVERSEAS CHICAGO** (Maritime Overseas), May 11 — Chairman Al Caulder, Secretary Carlito Navarro, Educational Director Mark Sawin. Secretary said crew did good job keeping ship clean. Educational director reminded everyone to upgrade at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew said linens and mess chairs are inadequate, also mail is not arriving in timely manner. Crew thanked steward department for good work. Next port: Long Beach, Calif.

**PFC DEWAYNE T. WILLIAMS** (AMSEA), May 5 — Chairman Alvin McCants, Secretary William Bragg, Deck Delegate Mark Trepp, Engine Delegate Frank Jaworski, Steward Delegate Paul Domingue. Secretary reported war bonus calculated and set to be paid at sign off. He said ship received LOGs regularly despite Persian Gulf war. No beefs or disputed OT reported. Crew was asked to help maintain lounge and other common areas, also keep cigarette butts in proper place. Crew was reminded about separating trash. Steward department received vote of thanks from crew and hardy "bravo-zulu" from master and officers for outstanding performance during Gulf conflict. Next port: Honolulu.

**ROVER** (Vulcan Carrier), May 5 — Chairman D. Ellette, Secretary E. Harris, Educational Director C. Dunnivant, Deck Delegate M. Santana, Engine Delegate A. Baredian, Steward Delegate R. Royals. Chairman announced crewmembers would receive 100 percent bonus for being in Persian Gulf. He reminded crew that shipping rules would revert to pre-war status. Treasurer said all funds were used to buy TV for unlicensed crewmembers. Engine delegate reported beef. No beefs or disputed OT reported by deck and steward delegates.

Crew said not enough room in crew lounge.

**ROVER** (Vulcan Carriers), May 12 — Chairman D. Ellette, Secretary E. Harris, Educational Director C. Dunnivant, Deck Delegate M. Santana, Engine Delegate K. DeSue, Steward Delegate C. Johnson. Chairman reported ship would be in Singapore long enough to take on stores, discharge slops and relieve some crewmembers. He said many safety items needed repairs. Educational director stressed safety and encouraged everyone to upgrade at Piney Point. Treasurer announced purchase of TV. Deck delegate reported one AB hospitalized in Okinawa. No beefs or disputed OT reported. Crew discussed retirement and welfare benefits, as well as contract.

**SANTA ANA** (OMI Corp.), May 12 — Chairman Daniel Laitinen, Secretary Carroll Kenny, Educational Director P. Walker, Deck Delegate David Fasan, Engine Delegate Lou Anderson, Steward Delegate Allen Van Buren. Chairman reported payoff May 13 in Georgia. Educational chairman emphasized importance of upgrading. Treasurer noted ship's fund kept in safe. No beefs or disputed OT reported. Chairman and steward thanked crew for helping keep ship clean. Chairman reminded those signing off to clean rooms. Crew extended overwhelming vote of thanks to steward department.

**SCAN** (AMSEA), May 5 — Chairman S. Yaras, Secretary Keith Segree, Steward Delegate Harry Jones. Chairman encouraged upgrading. No beefs or disputed OT reported. Crew would like improved mail service.

**SEA-LAND ANCHORAGE** (Sea-Land Service), May 8 — Chairman Gary Walker, Secretary James Wright, Educational Director J. Ross, Deck Delegate Victor Peters, Engine Delegate William Pinkham, Steward Delegate William Bryley. Chairman announced payoff date and time, asked anyone signing off to clean room. No beefs or disputed OT reported. No communications received. Crew was asked to separate plastic from rest of trash. Crew thanked galley gang for good work. Next port: Tacoma, Wash.

**SEA-LAND ATLANTIC** (Sea-Land Service), May 6 — Chairman W.C. Byrd, Secretary R.K. Ward, Educational Director John J. Ashley, Deck Delegate Francisco Rivera, Engine Delegate Juan Rodriguez. No beefs or disputed OT reported.

**SEA-LAND CHALLENGER** (Sea-Land Service), May 12 — Chairman Roy Williams, Secretary H. Scyres, Educational Director John Walsh, Engine Delegate V. Martinez. Chairman reported he talked with captain about getting new washing machine, also about adding person to steward department. No beefs or disputed OT reported. Steward delegate reported need for additional help. Crew thanked galley gang for their efforts. Crew observed one minute of silence for departed brothers and sisters. Next port: Elizabeth, N.J.

**SEA-LAND EXPLORER** (Sea-Land Service), May 26 — Chairman John Carnes, Secretary Norman Johnson, Educational Director Billy Waddell. Chairman thanked everyone for good trip. Said ship had a first-rate SIU gang onboard with no problems. Educational director thanked steward department and encouraged members to upgrade at Lundeberg School, thereby increasing earning power. No beefs or disputed OT reported. Crewmembers requested new mattresses, also asked contracts department to explore possibility of increasing optical allowance and increasing dental coverage.

**SEA-LAND EXPRESS** (Sea-Land Service), May 24 — Chairman J. Lundborg, Secretary G. Bryant, Educational Director J. Jaramillo, Deck Delegate Tim Smith, Engine Delegate R. Leyva, Steward Delegate H. Bourne. Chairman reported upcoming payoff. Educational director reminded all members who will be on the beach in Seattle, Wash. to attend benefits seminar and workshop July 25. Engine delegate reported disputed OT. Deck and steward delegates reported no beefs or disputed OT. Crew suggested discontinuing the permanent ratings and returning them to rotary shipping status. Crew suggested changing the eight-month rule. Crew thanked steward department and received thanks for helping keep ship clean. Crew pointed out drug testing control form must be signed by both collector and donor. Next port: Tacoma.

**SEA-LAND HAWAII** (Sea-Land Service), May 12 — Chairman and Secretary Carrol Modellas, Educational Director D. Gorduis, Deck Delegate Fred Knappman, Engine Delegate S. Rollins. Chairman announced May 14 arrival in Oakland, Calif. and payoff three days later in Long Beach, Calif. He reminded everyone to turn off TV after usage. He urged all crewmembers to upgrade at Piney Point, report all hazardous conditions while onboard ship and remember importance of SPAD donations. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Steward utility received standing ovation for keeping mess hall clean, crew also thanked rest of galley gang for job well done.

**SEA-LAND PACIFIC** (Sea-Land Service), May 12 — Chairman Oscar Wiley, Secretary D. Spangler, Educational Director S. Brown. Chairman urged everyone to read Seafarers LOG. He advised eligible crewmembers to upgrade at Lundeberg School. Secretary told everyone to keep seatime up, also thanked crew for keeping lounge clean. Treasurer listed \$30 in ship's fund. Steward delegate reported disputed OT both from current and previous voyage. No beefs or disputed OT reported by deck or engine delegates. Crew suggested bridge chair be added for look-out who needs break during four-hour watch. Crew asked for new washing machine and extended vote of thanks to steward department. Next port: Tacoma, Wash.

**SEA-LAND PRODUCER** (Sea-Land Service), May 19 — Chairman B. Honlon, Secretary J. Jim, Educational Director S. Perdon. Treasurer listed \$30 in ship's fund. No beefs or disputed OT reported. Crew gave deck and steward departments vote of thanks for good job.

**SEA-LAND QUALITY** (Sea-Land Service), May 19 — Chairman B.R. Hobbs, Secretary J. Bennett, Educational Director J. Fonville, Steward Delegate Bert Winfield. Chairman reported good trip with no problems. He said chief engineer requests doors leading to outside decks be kept closed in order to keep inside house cool. Secretary warned members about dangers of drugs. Educational director said ship has educational movies onboard. No beefs or disputed OT reported. Crew thanked steward department for diligent work. Next port: Houston.

**SEA-LAND SPIRIT** (Sea-Land Service), May 21 — Chairman W.E.



## At the Wheel in Saudi Arabia

AB Timothy J. Dally does his part for Operation Desert Storm aboard the Green Valley in Saudi Arabia.

Lough, Secretary Roscoe D. Williams, Deck Delegate Jack Alves, Engine Delegate George Silva, Steward Delegate Leslie Propheeter. Washing machine installed but not all thermostats have been repaired. Chairman thanked crew for good all-around work. No beefs or disputed OT reported. Crew said dryer needs repair. Crew thanked galley gang for good job.

**SEA-LAND TACOMA** (Sea-Land Service), May 15 — Chairman Eddie Cain, Secretary Larry Lightfoot, Educational Director R. Clock, Engine Delegate G. Ackley, Steward Delegate Richard Garcea. Chairman reported payoff in Tacoma, Wash. on May 16. Secretary thanked crew for ship's upkeep. No beefs or disputed OT reported. All hands thanked Captain Robert Brooks for furnishing steaks at barbecues. Crew thanked steward department for good work, with special thanks to Chief Cook Manuel Basas in preparing his Oriental dishes. Crew wished AB Joe Violango happy retirement, thanked him for being fine shipmate.

**SEA-LAND VOYAGER** (Sea-Land Service), May 5 — Chairman P. Glennon, Secretary F. Sison, Educational Director W. Hatchel, Deck Delegates J. Smilari and B. Layko, Steward Delegate S. Thomas. Engine delegate reported OT beef. No beefs or disputed OT reported by deck or steward delegates. Crew commended galley gang for excellent work. Next port: Tacoma, Wash.

**SEALIFT ANTARCTIC** (IMC), May 31 — Chairman Rick Davis, Secretary Michael Fields, Educational Director Fred Caltabiano, Engine Delegate Leo Payne. Chairman discussed correspondence with Seattle port agent regarding unresolved need for new mattresses and galley repairs. He reminded crew about expiration of mariners documents. He welcomed new steward department and gave them vote of thanks. Educational director noted training films available in mate's office. He urged members to upgrade at Piney Point. Treasurer reported \$200 in ship's fund, said motion was passed to withdraw \$100 for new movies. No beefs or disputed OT reported.

**STAR OF TEXAS** (Seahawk Management), May 12 — Chairman Gene Paschall, Secretary G. Marzett, Educational Director I. Jackson, Deck Delegate Charles Parman, Steward Delegate R. Jones. Chairman announced payoff set for May 20 in Houston. He said this was smooth voyage and also reminded everyone of importance of contributing to SPAD. No beefs or disputed OT reported. Crewmembers scheduled to sign off were reminded to turn in linens and leave rooms clean.



## Cape Farewell Gets Saudi Sendoff

Crewmembers listen to Jacksonville Patrolman Anthony McQuay before the Cape Farewell sailed to Saudi Arabia.

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## Inquiring Seafarer

**Question: What advice would you give to someone who is becoming a Seafarer?**

(Asked of SIU members at the union hall in Philadelphia, Pa.)

**Joseph Varano, Retired Wiper**—As a matter of fact, I just gave some kid advice this morning. If you stick it out, it's good. It's a good opportunity. Just don't fool with drugs.



**George Roney, Able Bodied Seaman**—Number one, don't go to any other union but the SIU, that's for sure. Number

two, take advantage of the chances to upgrade. Number three, save your money! Also, don't take too much time off between ships.

**Steve Mack, Steward Assistant**—Stick with it and upgrade. It's good money, a chance to better yourself and a chance to see the world.



**Frank Barone, Retired Able Bodied Seaman**—It's a good outfit, the SIU. Take advantage of the benefits you

can get for upgrading. Plus, don't use narcotics, and abide by union regulations.

**Jeff Beasley, Chief Cook**—If someone is going to be a Seafarer, he has to be sure that's what he wants.



I'd say go for it. Save your money, that's the main key; I hear a lot of older guys say that. They made big money, but there are a lot of temptations.



**Jerry A. De-Cola, Retired Messman**—Get your time in and upgrade as fast as you can. Take advantage of our school.

To be a good seaman is to be dedicated.

**Joe McGauley, QMED**—Take advantage of the Lundeborg School, all the classes they have. Put an emphasis on safety. If they take advantage of the educational and safety stuff at Piney Point, they'll do very well.



**Peter Dudley, Able Bodied Seaman**—I'd say maximize your sea time and upgrade as promptly as possible.



**Kevin Merckx, Bosun**—Plan on sticking with it. Reward yourself with some vacation time, and upgrade as soon as you can.



**Harold Reid, Retired QMED**—Number one, be able to make a good pot of coffee! Seriously, learn everything you

can. Ask questions, because there's always someone who can help.



## Seafarer Honored as First Mariner To Give His Life in Desert Shield

While many Americans rejoiced at the remarkably small loss of life among U.S. forces involved in the Persian Gulf war, others spent Memorial Day remembering their loved ones who died in the line of duty.

The family of Seafarer **Michael Trimarco** was one of those who remembered.

Trimarco was the first U.S. merchant mariner, and one of the first Americans, to die when Operation Desert Shield began unloading soldiers and materiel in Saudi Arabia in August 1990. The chief cook aboard the Advantage was killed instantly on the docks of Jiddah, a Saudi Arabian port city on the Red Sea, when the truck in which he was riding was struck by another truck on August 20, 1990.

Trimarco's mother, Phyllis Woolard, as well as his brothers, Blake and Craig, and sister, Gayle Peterson, attended the National Maritime Memorial Day service May 22 at the Washington Navy Yard. "It was a wonderful service," Woolard told a reporter for the Seafarers LOG from her Florida home. "It's about time maritime received the recognition it deserves."



Michael Trimarco

Vice Admiral Francis Donovan, commander-in-chief of the Military Sealift Command, presented Woolard with an American flag during the ceremony in honor and remembrance of Trimarco.

"He loved his job," Woolard recalled. "He had a corkboard with a world map on it in his apartment. He had a picture of everywhere he had been pinned to it."

Trimarco, 29, started sailing in 1987 and shipped from the port of Piney Point. Bart Rogers, Seafarers manpower director, remembered him as "an excellent member and all-around good guy."



MSC Commander Francis Donovan presents Phyllis Woolard with an American flag in honor of her son, Seafarer Michael Trimarco, the first U.S. merchant mariner killed during Operation Desert Shield. Watching the ceremony are (from left) Trimarco's sister, Gayle Peterson, and brothers Blake and Craig.

### On Hand for Memorial Cruise

Representing the SIU during the National Liberty Ship Memorial cruise on San Francisco Bay are (from left) AB Lyle Davis, West Coast VP George McCartney, Port Agent Nick Celona and FOWT Steve Biles. They are joined by Monsignor John Heaney (center).



## Ships Digests

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**SUGAR ISLANDER** (Pacific Gulf Marine), May 6 — Secretary M.K. Mueller. Educational director suggested upgrading at Piney Point. No beefs or disputed OT reported. Crew reported company agreed to replace microwave. Crew thanked steward department for job well done. Next port: Honolulu.

**THOMPSON PASS** (Inter-Ocean Management), May 19 — Chairman James Colson, Secretary Floyd King, Educational Director Steven Byerley, Steward Delegate Larry Lopez. Secretary thanked all departments for cooperation, and reminded delegates to collect union books. No beefs or disputed OT reported. Next port: Long Beach, Calif.

**USNS ALGOL** (Bay Tankers), May 12 — Chairman Doug Lawton, Secretary Leslie Downs. Crew discussed distributing videotapes to all departments so everyone may view them. No beefs or disputed OT reported. Crew asked for clarification regarding imminent danger pay. Crew thanked steward department for thorough painting and cleaning of ship's interior.



## Crew Calls it a 'River Party'

Enjoying the "river party" cookout aboard the Cape Bon are AB Chris Wood, Wiper Robbie Moore, 2nd Mate John Ahern and AB Mark Holman.

**USNS BELLATRIX** (Bay Tankers), May 19 — Secretary Calrence Coleman, Deck Delegate Darrin McCabe, Steward Delegate Herbert Ladson. Members discussed need for TV and VCR in aft house, also noted lack of athletic equipment. Chairman thanked crew for keeping work areas clean and also stressed importance of safety. Secretary thanked union for providing copies of Seafarers LOG at Suez Canal. Educational director urged all members to upgrade at Piney Point as soon as possible. Deck delegate thanked galley gang for job well done. No beefs or disputed OT reported by deck or steward delegates. Engine delegate reported disputed OT. Bosun and AB thanked crew and officers for donations to sick crewmember hospitalized in Spain. Next port: Wilmington, N.C.

**USNS CAPELLA** (Bay Tankers), May 13 — Chairman Jim Dawson, Secretary M. Askins, Deck Delegate Robert Adams, Steward Delegate Barbara Porter. Chairman reported ship is well-kept. Educational director encouraged everyone to upgrade. No beefs or disputed OT reported. Crew asked for clarification on war bonus. Crew thanked steward department and noted good trip and general satisfaction among its members. Next port: Jacksonville, Fla.

**USNS CHAUVENET** (Mar Ship Operators), May 2 — Chairman Jeff Focardi, Secretary Vicki Barnhart, Educational Director Al Matos, Engine Delegate Dave Hooper, Steward Delegate Al-

fonso Dixon. Chairman announced change in OT rate. He reminded everyone to separate trash, keep hatches closed and don't slam doors. Secretary inquired about danger pay. Jeff Hoffman was nominated for educational director. Treasurer listed \$619 in ship's fund. No beefs or disputed OT reported.

**USNS WILKES** (Mar Ship Operators), May 7 — Chairman Chris Compton, Secretary Ben Henderson, Deck Delegate John O'Neal, Engine Delegate Dennis Riley, Steward Delegate Abdel Mohamed. Chairman said he would contact contracts department regarding more timely provision releases by company. Secretary listed \$169 in ship's fund. Educational director recommended upgrading at Piney Point. No beefs or disputed OT reported. Wilkes scheduled to begin re-crewing on May 8. Next port: Pusan, Korea.

**EQUALITY STATE** (IOM), June 9 — Chairman Willis Gregory, Secretary Steven Parker, Educational Director L. Daniels. Chairman read letter from headquarters which stated company has been made aware of needed repairs. He noted most repairs had been done and two washers were onboard. Chairman advised members once again of captain's warning concerning shore time in Turkey. No beefs or disputed OT reported by deck or engine delegates. Steward delegate reported beef. Crew was asked to minimize noise in sleeping areas and lounge, assist in keeping mess hall and rec room clean and properly dispose of trash.

**GREEN VALLEY** (Waterman Steamship), June 2 — Chairman W. Kratsas, Secretary C. Scott, Educational Director J. Burkette, Deck Delegate Hugo Dermody, Engine Delegate John Newhouse, Steward Delegate S. Scott. Chairman announced upcoming payoff. No beefs or disputed OT reported.

**LNG VIRGO** (ETC), May 5 — Chairman Carlos Pineda, Secretary Robert Forshee, Educational Director Mark Freeman, Deck Delegate David Centofanti, Engine Delegate Dan Brass, Steward Delegate Ronald Aubuchon. Chairman discussed importance of using safety equipment and of taking advantage of upgrading opportunities at Lundeberg School. Secretary thanked all departments for cooperation and smooth trip. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. All departments received votes of thanks for good work.

**OMI DYNACHEM** (OMI Corp.), June 16 — Chairman Israel Bonfont, Secretary C.N. Johnson, Educational Director Dean Klene. Chairman said ship has 500 movies onboard. No beefs or disputed OT reported. Brother Ken Hagar suggested saving aluminum cans for recycling. Crew extended vote of thanks to steward department.

**PFC EUGENE OBREGON** (Waterman Steamship), June 9 — Chairman Thomas H. Bonner, Secretary Patrick D. Helton, Deck Delegate Gary J. Rhyne, Engine Delegate Maximo Dising, Steward Delegate Albert L. Hendricks. Chairman reported good trip. Educational director urged everyone to upgrade at Lundeberg School. No beefs or disputed OT reported. Crewmembers noted water in new section of house runs only hot, and old section gets cool water for just a short period. Crewmembers were reminded no cash payoffs permitted.

**SEA-LAND ANCHORAGE** (Sea-Land Service), June 18 — Chairman G. Walker, Secretary J. Wright, Educational Director S. Brown, Deck Delegate Adrian Janacek, Engine Delegate William Pinkham, Steward Delegate William Bryley. Chairman announced payoff on current trip. He said all crewmembers who have day off may take it and get relief from shore gang during Coast Guard inspection. No beefs or disputed OT reported. Information was read concerning Seafarers benefits con-

ference slated for July 26 in Seattle. Crew gave vote of thanks to steward department, especially the chief cook. Next port: Tacoma, Wash.

**SEA-LAND ENDURANCE** (Sea-Land Service), June 2 — Chairman Victor J. Ardowski, Secretary A. Davis, Educational Director G. Evose, Deck Delegate James E. Crane Jr., Steward Delegate Terry Allen. No beefs or disputed OT reported. Crew noted good trips.

**SEA-LAND HAWAII** (Sea-Land Service), June 9 — Chairman Carrol Heick, Secretary C.F. Blanco, Educational Director David G. Gordius, Deck Delegate Edward F. O'Brien, Engine Delegate Steve Rollins, Steward Delegate Edmund Nicolas. Chairman discussed Seafarers medical benefits. He recommended upgrading at the Lundeberg School and donating to SPAD. He announced payoff upon arrival in Long Beach, Calif. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew observed one minute of silence in memory of departed brothers and sisters. Next port: Oakland, Calif.

**SEA-LAND KODIAK** (Sea-Land Service), June 12 — Chairman S. Gurney, Secretary A. Gething, Educational Director J. Piper, Steward Delegate S.M. Thomas. Chairman reported everything to be shipshape. He gave vote of thanks to galley gang. Secretary announced upcoming payoff in Tacoma, Wash. Educational director spoke of importance of SPAD contributions. No beefs or disputed OT reported.

**SEA-LAND MARINER** (Sea-Land Service), June 8 — Chairman L.E. Watson, Secretary Robert Castillo, Steward Delegate Mohamed Moflehi. Chairman reported pleasant trip with good crew and fine food. He thanked crewmembers for good job separating plastics. Secretary thanked members who helped keep lounge clean. Educational director encouraged upgrading. No beefs or disputed OT reported. Steward delegate noted problem with noise from air conditioning vents. Crew was reminded to attend benefits conferences in home ports or call or write to obtain information. Three crewmembers reported missing money or personal items.

**SEA-LAND NAVIGATOR** (Sea-Land Service), June 2 — Chairman Werner Becher, Secretary J. Freeman, Deck Delegate Herb Greene, Engine Delegate James Brown, Steward Delegate Bradford Mack. Chairman conducted discussions regarding union matters. Crew noted more potent roach killer had been placed onboard. Treasurer reported \$60 in ship's fund. No beefs or disputed OT reported. Members reported need for additional laundry equipment. Captain and crew extended vote of thanks to steward department. Next port: Tacoma, Wash.

**SEA-LAND PATRIOT** (Sea-Land Service), June 14 — Chairman Shawn Evans, Secretary Ray Garcia, Educational Director I. Samra, Deck Delegate Mike Tracey, Engine Delegate Randolph Llanes, Steward Delegate William Hare. Chairman announced service for AB Albert Ahin, who passed away in Hong Kong. He said new washing machine is on order, to be used for non-work clothes. Secretary thanked crew for keeping ship in order. He urged members to utilize facilities at Piney Point. Educational director advised members to watch safety videos and upgrade. No beefs or disputed OT reported. Crew thanked steward department for outstanding chow. Next port: Long Beach, Calif.

**SEA-LAND PERFORMANCE** (Sea-Land Service), June 2 — Chairman R. Newby, Secretary Edward Porter. No beefs or disputed OT reported.

**SEA WOLF** (American Maritime Transport), June 15 — Chairman Haman Rivers, Secretary Samuel Raines. No beefs

or disputed OT reported. Officers and crew thanked galley gang for good work.

**SGT. MATEJ KOCAK** (Waterman Steamship), June 8 — Chairman Henry Bouganim, Secretary H. Bryan, Educational Director D. Downey, Engine Delegate Robert Rester. Chairman reported smooth trip, thanked steward department for job well done. Secretary thanked crew for cooperation during tense days in Persian Gulf. No beefs or disputed OT reported. Members signing off were reminded to leave rooms clean.

**SUGAR ISLANDER** (Pacific Gulf Marine), June 10 — Chairman William J. Dean, Secretary Manfred Mueller, Deck Delegate Robert J. Frankel. Chairman noted upcoming benefits conferences. Educational director encouraged members to upgrade. No beefs or disputed OT reported. Crew thanked galley gang for excellent job.

**ULTRAMAR** (American Maritime Transport), June 9 — Chairman Jerry Borucki, Secretary Glenn Bertrand, Educational Director P. Zahweski, Deck Delegate Richard Thomas, Engine Delegate Eldridge Smith, Steward Delegate O. Espinoza. Crew reported satisfaction with new lounge furniture, also thanked Seattle patrolman for quick, efficient assistance. Chairman noted some disputed OT. Treasurer reported 300 new movies onboard. No beefs reported. Steward delegate thanked crew for keeping mess room and TV room clean. Crew noted need for new washing machine, new TV antenna and microwave oven. Crew thanked steward department. Crew observed one minute of silence in memory of departed brothers and sisters.

**USNS CHAUVENET** (Mar Ship Operators), June 1 — Chairman Jeff Focardi, Secretary Vicki Barnhart, Deck Delegate Mike Stirts, Engine Delegate Dave Hooper, Steward Delegate Americus Bell. Crew asked contracts department for clarification on availability of premium OT. Chairman spoke on imminent danger pay procedures. He congratulated steward department on great job cleaning inside ship and noted trash separation has been done well. Treasurer reported \$621 in ship's fund. Deck delegate reported beef. No beefs reported by engine or steward delegates.

**USNS WRIGHT** (AMSEA), June 16 — Chairman D. Yockey, Secretary L. Oram. Chairman gave information about war bonuses. He reported he had made arrangements for posting of relief jobs. He thanked crew for good job and smooth voyage and announced payoff. Secretary reported slop chest over by \$61.61, steward donated the money to ship's fund. Educational director encouraged upgrading and SPAD donations. Treasurer reported \$76.72 in ship's fund. No beefs or disputed OT reported.



## Cookout on the Cape Bon

Chief Steward Waymond H. Watson III gets the BBQ going aboard the Cape Bon in Saudi Arabia.

# Final Departures

## DEEP SEA

### LOUIS ALMEIDA



Pensioner Louis Almeida, 90, passed away July 2 due to cardiac arrest. A native of Ecuador, he joined the SIU in 1943 in the port of New York. Brother Almeida shipped in the engine department. He retired in December 1968.

### CURTIS R. BRANCH

Curtis R. Branch, 28, died June 23. He was born in Texas and joined the Seafarers in 1983 in the port of Houston. Brother Branch sailed in the deck department and was an active member at the time of his death.

### JAMES CHIANESE



Pensioner James Chianese, 62, died July 1. The Brooklyn, N.Y. native joined the SIU in 1956 in the port of New York. Brother Chianese sailed in the black-gang. He upgraded at the Lundeberg School in 1975 and began receiving his pension in September 1988.

### STEPHEN A. COLESTOCK

Stephen A. Colestock, 29, passed away June 13. Born in Philadelphia, he joined the Seafarers in 1986 in Piney Point, Md. A graduate of the Lundeberg's School entry program, Brother Colestock shipped in the steward department. He was an active member at the time of his death.

### GEORGE CURRY

Pensioner George Curry, 81, died July 8. A native of Louisiana, he joined the union in 1941 in the port of Boston. Brother Curry was a member of the galley gang. He retired in January 1972.

### PAUL CURZI

Pensioner Paul Curzi, 73, passed away June 4. He was born in New York and joined the SIU in 1943 in the port of New York. Brother Curzi shipped in the steward department. He began receiving his pension in December 1981.

### JOSEPH M. DUFFY



Pensioner Joseph M. Duffy, 72, died May 11 due to liver failure. The Brooklyn, N.Y. native joined the union in 1959 in the port of New York. Brother Duffy sailed as a bosun and retired in October 1983. He served in the Navy from 1944 to 1946. He was buried in Town of Catskill

(N.Y.) Cemetery and is survived by his wife, Anna.

### ENRIQUE V. GALLEGOS



Enrique V. Gallegos, 52, passed away June 10. He was born in Ecuador and joined the SIU in 1981 in the port of New York. Brother Gallegos shipped in the steward department and upgraded in 1982 at the Lundeberg School. He was an active member at the time of his death.

### RUSSELL R. HENRY

Pensioner Russell R. Henry, 76, died June 20. A native of Indiana, he joined the SIU in 1952 in the port of Baltimore. Brother Henry sailed as a bosun, and retired in December 1974. He also served in the Coast Guard from 1942 until 1945.

### FRANK HERNANDEZ



Pensioner Frank Hernandez, 88, passed away June 12. Born in Puerto Rico, he joined the union in 1945 in the port of Tampa, Fla. Brother Hernandez shipped in the galley gang. He began receiving his pension in February 1969 and is survived by his wife, Rafaela.

### ROY IDLEBURG



Roy Idleburg, 73, died May 23. He was born in North Carolina and joined the Seafarers in 1964 in the port of Seattle. Brother Idleburg sailed in the engine department and last shipped in 1983.

### CLANTON JERNIGAN

Pensioner Clanton Jernigan, 76, passed away June 15. The Georgia native joined the SIU in 1944 in the port of Savannah, Ga. Brother Jernigan was a member of the black-gang. He retired in April 1978.

### GEORGE KANNENGISSER



Pensioner George Kannengisser, 69, passed away March 23. He was born in France and joined the Marine Cooks and Stewards in the port of San Francisco, before the union merged with the AGLIWD. Brother Kannengisser began collecting his pension in September 1981.

### YAO F. KING



Pensioner Yao F. King, 86, died June 9. A native of China, he joined the SIU in 1951 in the port of New York. Brother King shipped in the deck department and retired in 1973.

### MAURICE LAVOIE

Maurice Lavoie, 62, passed away June 17. The native of New Hampshire joined the Seafarers in 1957 in the port of Boston. He sailed in the deck department and last shipped in 1984.

### EMMA LOBDELL

Pensioner Emma Lobdell, 71, died May 22. She was born in Massachusetts and joined the Marine Cooks and Stewards in 1957. Sister Lobdell retired in April 1970.

### CARLOS MATT



Pensioner Carlos Matt, 83, passed away June 18. A native of the Philippines, he joined the SIU in 1940 in the port of New York. Brother Matt shipped in the deck department. He began receiving his pension in June 1970.

### FRED T. MILLER



Pensioner Fred T. Miller, 72, died recently. The Philadelphia native joined the Seafarers in 1941 in the port of Norfolk, Va. He sailed as a bosun and retired in June 1984.

### JOHN J. MITCHELL



John J. Mitchell, 62, passed away May 21. He was born in Brooklyn, N.Y. and joined the union in 1967 in the port of New York. Brother Mitchell sailed in the engine department. He last shipped in 1985.

### GEORGE R. NELSON



Pensioner George R. Nelson, 62, died May 28 as a result of lung cancer. A native of Wisconsin, he joined the SIU in 1960 in the port of New York. Brother Nelson shipped in the black-gang and retired in May 1989. He is survived by his wife, Mary.

### RICHARD NEWELL

Pensioner Richard Newell, 65, passed away June 11. Born in New Mexico, he joined the Seafarers in 1948 in the port of Houston. Brother Newell completed the bosun recertification program at the Lundeberg School in 1974. He began receiving his pension in August 1984.

### GEORGE NEYREY

George Neyrey, 67, died June 11. He joined the union in 1951 in his native New Orleans. Brother Neyrey sailed in the deck department. He last shipped in 1984.

### AUGUST PANEPINTO



Pensioner August Panepinto, 73, passed away June 5 as a result of leukemia.

He joined the union in 1946 in his native New Orleans. Brother Panepinto sailed as a member of the galley gang and upgraded at the Lundeberg School in 1977. He retired in January 1983. He also served in the Army from 1942 to 1946. Brother Panepinto is survived by his wife, Rosemary.

### HENRY PRINCIPE



Pensioner Henry Principe, 68, died May 28 due to cardiopulmonary arrest. He was born in Wisconsin and joined the SIU in 1947 in the port of Baltimore. Brother Principe sailed in the engine department. He upgraded at the Lundeberg School in 1976 and began receiving his pension in July 1985.

### WILLIAM RHONE

Pensioner William Rhone, 76, passed away June 7. The native of Florida joined the SIU as a charter member in 1939 in the port of Mobile, Ala. Brother Rhone sailed in the steward department. He retired in December 1975.

### KEITH R. RICE



Keith R. Rice, 38, died June 3. He joined the Seafarers in 1970 in his native New York. Brother Rice shipped in the black-gang and upgraded at the Lundeberg School in 1971. He last sailed in 1983.

### JAMES ROBERTSON



James Robertson, 20, passed away May 6. Born in Missouri, he graduated from the Lundeberg School

last year. Brother Robertson sailed in the galley gang and was an active member at the time of his death.

### EDWARD SINUSH



Pensioner Edward Sinush, 67, died June 5. He joined the Seafarers in 1957 in

his native Baltimore. Brother Sinush shipped as a member of the galley gang and retired in September 1987. He served in the Army from 1943 to 1945.

### ROBERT L. SMYTH



Robert L. Smyth, 35, passed away June 6. A native of Michigan, he graduated from the Lundeberg School in 1979. Brother Smyth was an active member at the time of his death.

### JOHN WASHBURN

John Washburn, 44, died June 8. He was born in Michigan and joined the SIU in 1968 in the port of Detroit. Brother Washburn shipped in the deck department and last sailed in June 1989.

### GEORGE WEAVER

George Weaver, 46, passed away June 21. A native of Texas, he joined the Seafarers in 1972 at the port of Port Arthur, Texas. Brother Weaver sailed in the deck department. He last shipped in 1983.

### ALFRED YARBROUGH

Pensioner Alfred Yarbrough, 75, died May 22. Born in Seattle, he joined the union in 1945 in the port of Boston. Brother Yarbrough sailed as a member of the galley gang. He began receiving his pension in February 1974.

### BRANTLEY YOUNG



Pensioner Brantley Young, 61, passed away June 14 due to respiratory failure. The North Carolina native joined the Seafarers in 1956 in the port of New York. Brother Young sailed in the steward department and retired in February 1990. He served in the Army from 1953 until 1955.

## INLAND

### DANIEL HENDERSON



Pensioner Daniel Henderson, 61, died May 20. He joined the SIU in 1965 in

Continued on page 25

# House Enacts Anti-Scab Bill, Now Goes to Senate

Continued from page 3

While the Daily News owners ended up selling the paper to a firm which settled with the unions, other tough disputes with many companies have resulted in thousands of trade unionists losing their jobs.

Eastern Air Lines, while headed by Frank Lorenzo, locked its employees out and hired scabs to crew and maintain the troubled company's planes. Greyhound Lines replaced 9,000 union bus drivers with 6,000 scabs.

## Tied to Economic Strength

Rank-and-file trade unionists, including thousands of Seafarers, mailed postcards to their elected representatives advising them of their support for the measure. Nearly a million postcards and mailgrams were received by mem-

bers of Congress in support of the bill to ban scabs.

House Majority Leader Richard Gephardt said the issue had ramifications for America's status as an economic power.

"America will regain its economic strength only when we commit ourselves to becoming a high-wage and high-skill society.

"It is what the Europeans have done. It is what the Japanese have done. And now America must do it as well. That effort does not end with passage of H.R. 5; but it is a very good place to begin. . . . Closing this loophole would make our laws consistent with those of our advanced world trading partners, countries which are already as or more competitive than are we."

The bill currently has 33 sponsors in the Senate. Labor now is focusing its grass roots campaign on building support for the measure among senators.



House Majority Leader Richard Gephardt (D-Mo.) backs H.R. 5 at a recent news conference. Joining him are other House supporters of the bill, including Rep. William Ford (D-Mich.) and newly elected Whip David Bonior (D-Mich.).

## House Members Explain Their Support of the Striker Replacement Bill

**Marty A. Russo (D-Ill.):** By closing a loophole in labor law and banning company practices that have subverted the promises and protections of the National Labor Recovery Act, H.R. 5 will reaffirm the promise made to American workers more than 50 years ago when the NLRA guaranteed basic workplace protections.

**Joseph Moakley (D-Maine):** This legislation is critically important to American workers who in the past decade in particular have seen their hard-earned wages and benefits eroded by employers who are more concerned about mergers, leveraged buy-outs and short-term profits, than in achieving and maintaining a long-term economic growth through a productive, experienced and reliable workforce.

**Lane Evans (D-Ill.):** Replacement workers are less skilled, they are paid less and are less productive. Thus local businesses, local economies and local tax bases also suffer.

**James A. Traficant (D-Ohio):** It has gotten so bad for the American worker, that while Congress will protect flag burners, they will not, in fact, allow American workers to carry a picket sign without the veiled threat that they are not only going to lose their jobs, but lose them forever.

**Bernard Sanders (I-Vt.):** The right to strike for better wages and better working conditions is a basic American right, but it is a right which means nothing if it means that you are going to lose your job when you exercise that right.

**Thomas H. Andrews (D-Maine):** The decade that gave us junk bonds, leveraged buy-outs and S&Ls also gave us PATCO, Phelps Dodge and Frank Lorenzo. To restore America's greatness we must first restore the rights and the dignity of the American worker.

**Pat Williams (D-Mont.):** The most fundamental right of all working people is the ability to withhold their labor. That is a right that America's labor laws guarantee or at least purport to guarantee. The only reason we are here today is because the promise of our national labor laws is not being kept.

**Dale E. Kildee (D-Mich.):** The right to strike without fear that you will be permanently replaced is an essential ingredient of labor-management relations. Workers should never be driven to despair.

**William L. Clay (D-Mo.):** I believe that the permanent replacement of striking workers is legally indefensible and morally reprehensible. A policy that gives preferential treatment to management for failing to settle labor disputes at the bargaining table contradicts the principle of fairness, equity and justice. . . . Since 1981 more than 300,000 Americans have been permanently replaced when they exercised their legal right to strike.

**Robert E. Andrews (D-N.J.):** Economic growth occurs when it is inclusive, when everyone shares in it. . . . For those who say that the country will not grow with H.R. 5, I say we will not grow without it.

**Major Owens (D-N.Y.):** Common sense tells us that to be permanently replaced is the same as being fired. When one is permanently replaced, one does not have a paycheck. When you are fired, you do not have a paycheck. They are both the same.

**Douglas Applegate (D-Ohio):** President Bush said recently that it was moral and just that we give China most favored nation status so that they can send their slave labor-made products into the United States, made by people who have no workers' rights, who have no benefits at all. He has got it backward.

**Joseph P. Kolter (D-Pa.):** Eastern Air Lines is a sad case of what can happen to a healthy company when legitimate employees are fired—I'm sorry, permanently replaced—in favor of replacement workers.

**Al Swift (D-Wash.):** But to my mind this issue is simple: You are for real collective bargaining or you are not.

**Cardiss Collins (D-Ill.):** Just as we all oppose union-busting in Eastern Europe, so must we oppose it here.

**Dennis E. Eckart (D-Ohio):** I have heard from too many constituents who no longer have jobs to believe that the use of permanent replacements is an anomaly. It's not an anomaly, it's an unfair weapon being used to break the spirit of hardworking everyday Americans.

**Howard L. Berman (D-Calif.):** Tragically, the due bills have come in from a decade of Reaganomics, of takeovers, leveraged buy-outs and an entire range of economically and socially unproductive economic activities pursued by owners and investors with no loyalty to employees nor stake in the community.

**Charles A. Hayes (D-Ill.):** When organized labor wins these rights, all working Americans enjoy the benefits.

**Ted Weiss (D-N.Y.):** Permanently replacing strikers hurts all American workers, union and nonunion alike. In the 10 years that American employers have used striker replacements, not coincidentally, real weekly wages have dropped almost 6 percent. As employers more frequently resort to hiring permanent replacements for strikers, they eliminate labor's mechanism for raising real wages. As a result, wages are dragged down for all workers, both union and nonunion.

**David Obey (D-Wis.):** We are addressing (the bill) at a time when the average worker in this society, the average wage earner, has lost, in real-dollar terms, more than \$1 an hour in the purchasing power of his wage.

**Patricia Schroeder (D-Colo.):** Ronald Reagan's double talk and Frank Lorenzo's scorched earth policies left 300,000 American workers unemployed. "Replacement" is just a fancy euphemism for "fired."

**Dennis M. Hertel (D-Mich.):** What is worse than a family losing their livelihood? There is nothing worse than that. That is what this issue is here today.

**Peter A. DeFazio (D-Ore.):** This bill restores a fair and simple balance. Owners have the right to continue to operate during the strike, but not to fire the striking workers. Workers have one tool. They can deprive the owners of their productive labor temporarily in order to get a fair settlement, in order to get their fair share of the American dream.

**Nancy Pelosi (D-Calif.):** Today, all of our primary trade competitors, including Japan and Germany, have laws which prohibit the hiring of permanent replacements for strikers. We all suffer the grave consequences of declining wage standards and decreased productivity when we deny workers the right to strike without fear of losing their jobs.

**Jolene Unsoeld (D-Wash.):** A strike is the ultimate tool for workers in collective bargaining, and only used in a last resort when negotiations have totally broken down. It is designed to place an equal hardship on management and labor. Management loses profits and the workers lose their wages. This should provide an incentive for both parties to go to the bargaining table. But this balance becomes an imbalance when a company can effectively cease negotiations and then end a strike by hiring permanent replacement workers.

## Final Departures

Continued from page 23

his native Philadelphia. Boatman Henderson sailed in the galley gang until he retired in March 1984. He served in the Army from 1950 to 1953.

### CLINTON McMAHON



Pensioner Clinton McMahon, 78, passed away May 18. He was born in

Norfolk, Va. and joined the SIU in 1962 in the port of Philadelphia. Boatman McMahon sailed as a captain and retired in January 1983.

### LOUIS MULLER

Pensioner Louis Muller, 76, died June 7. A native of Texas, he joined the SIU in 1960 in

the port of Houston. Boatman Muller began receiving his pension in December 1979.

## RAILROAD MARINE

### EDWARD J. OTTEN



Pensioner Edward J. Otten, 90, passed away on October 14, 1990, due to cardiac arrest. Born in New Jersey, he joined the union in 1963 in the port of New York. Brother Otten retired in May 1965.

### ANTHONY WONDOLOWSKI

Pensioner Anthony Wondolowski, 86, died June 28. The New Jersey native joined the union in 1960 in the port of New York. He sailed in the deck department and retired in August 1963.



## Burial at Seafarers Haven for Brother Ellingsen

Brother Anders Ingeman Ellingsen is interred in the grounds of the Seafarers Haven Cemetery. Shipmates and fellow Seafarers attended the service in Valley Lee, Md.

# Know Your Rights

**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every year, which is to be submitted to the membership by the Secretary-Treasurer. A yearly finance committee of rank-and-file members, elected by the membership, makes examination each year of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

Angus "Red" Campbell,  
Chairman  
Seafarers Appeals Board  
5201 Auth Way  
Camp Springs, Md. 20746

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

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

**EDITORIAL POLICY—THE SEAFARERS LOG.** The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It also has refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for Seafarers LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

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

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



If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is 5201 Auth Way, Camp Springs, Md. 20746.



## Colestock Ashes Dispersed at Sea

The ashes of Seafarer Stephen A. Colestock recently were spread upon the waters of the Chesapeake Bay, as was his request.

## 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, MD 20746.

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

## NOTICES

RICO G. ELLIS  
GERALD KELLY

Please contact the Jacksonville union hall concerning checks for beef settlements.



## Lundeberg School Graduates Eight Classes



**Trainee Lifeboat Class 476**—Graduating from trainee lifeboat class 476 are (from left, kneeling) Robert Snay, Michael Moran, Robert Feltus, Wilfredo Velez, Melvin Howard, Paul Maitoza, Jayson Gingrich, Gerald Williams, Joseph Packnett, (second row) Gilbert Gardia, Brandon Greaux, Norman Contreras, Michael Van Kuiken, William Owings, Hassan Saunders, James Brusco IV, Mike McClure, Rick James, Alfonso Camardella and Ron Raykowski (instructor).



**Trainee Lifeboat Class 477**—Recently completing the course requirements for graduation from trainee lifeboat class 477 are (from left, kneeling) Boris Armstrong, Stephen St. Lucia, James Hill, Vince Leblanc, Daniel Ekins, Richard Grimes, Shay Bassett, (second row) Sean Nolan, Todd McClave, Anthony Rosa, Jeremy Murray, Escobar Cesar, Thomas Steadham, Eric Melle, Steve Estrela, Scoey Valencia, (third row) Charles Storm, Kenneth Bullet, Jerry Stricklen, Joseph Rakyta, Bobby Upchurch, Keith Damon and Rory Orvis.



**Hydraulics**—Meeting the course requirements for the four-week hydraulics course are (from left, front row) Mark Freeman, John Quinter, Michael A. Stearman, J.D. Phillips, (second row) Bill Foley (instructor), Benjamin Conway, Christopher Derra, Donald Morgan, Charles Kichak and Tony Yore.



**Advanced Firefighting**—Receiving the necessary classroom instruction required for Coast Guard license examination are (from left, front row) Brad Burkart, Gary Smith, Nicholas Gibides, Marlan Hare, Bruno Kalmeth, John Smith, (second row) David Hood, Grif McRee, John Venables, Al Tinker, Douglas Blasius, Byran Cummings (instructor), (third row) Tom Grose, Alan Didzbalis, Wade Cocek, Danny Alleman and Rick Crowley.



**Able Bodied Seamen**—Graduating with their able bodied seaman's endorsement are (from left, front row) James Malderr, Joseph Schneider, Kathy Chester, Ralph Porter, Paul Castillo, Abdois Ali, (second row) Abraham Murray, Bruce Perry, Ricky Simien, Brian Wolfe, Paul Wright, Dannie Lancaster, (third row) Ben Cusic (instructor), George Marions, Ray Jenkins, Paul Goddard, Curtis Dunlap, Edward Kebbo, Steven McBride, Nathan Collins, Armeninual Thomas, (fourth row) Scott Kreger, Scott Heginbotham, Fred Freeman and Scott Palen.



**Radar**—Upgrading members of the deck department completing the radar course are (from left, front row) Melvin Santos, Tom Grose, (second row) Jim Brown (instructor), Steve Warford, Paul Standord, Hutch Galloney and Anthony Smith.



**Upgraders Lifeboat**—Receiving their lifeboat training certificates from the Lundeberg School on June 18 are (from left) Frank McCrary, Donald Burns, Ivonne Gonzalez, Robert Miller and James Ham.



**Upgraders Lifeboat**—Certificates of training were received by the July 2 class of upgraders. They are (from left, front row), Ron Raykowski (instructor), Lorrin Rodrigues, James Malden, (second row) Calvin Patterson, Anthony White, Robert Arneel, Paul Castillo, Bob David, J.R. Ewing, Robert Rainey, Miguel Acevedo, Paul Wright, (third row) Paul Grady, John Kalyna, Khamisi Kayanda, Mike Hooper, James Watts, John Warner, George Kebelis, (fourth row) Robert Hanson and Wesley Elliott.

### 1991 UPGRADING COURSE SCHEDULE

The following is the current course schedule for September-December 1991 at the Seafarers Harry Lundeberg School of Seamanship. All programs are geared to improve job skills of SIU members and to promote the American maritime industry.

The course schedule may change to reflect the membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf.

#### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 2 October 28	October 11 December 6
Lifeboatman	September 2 September 16 September 16 September 30 October 14 October 28 November 11 November 25 December 9	September 13 September 27 September 27 October 11 October 25 November 8 November 22 December 6 December 20
Ship Handling	October 14 December 2	October 25 December 13
Radar Observer Unlimited	September 2 October 28 December 16	September 6 November 1 December 20
Inland Deck Licenses	September 30	December 6
Celestial Navigation	November 4	November 29
Third Mate	September 2	December 13
Tankerman	August 19 November 11	September 13 December 6

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

Upon completion, the Sealift Operations course must be taken.

#### SHLSS College Program Schedule for 1991

FULL 8-week Sessions      October 21      December 13

#### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 30	November 4

#### Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	September 16 October 28	September 30 November 1

Upon completion, the Sealift Operations course must be taken.

#### Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker, Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	

Upon completion, all students will take a Sealift Familiarization class.

#### Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	September 30	December 20
Fireman/Watertender and Oiler	September 2 November 11	October 11 December 20

All students must take the Oil Spill Prevention and Containment class.

Pumproom Maintenance & Operations	September 30	November 8
Marine Electrical Maintenance	October 14	December 6
Marine Electronics Technician	September 30	December 20
Basic Electronics	September 30	October 25
Welding	September 30	October 25
Deep Sea/Inland Engineers	October 7	December 13
Assistant Engineer (Deep Sea & Inland)	October 4	December 13

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

#### 1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	October 28	December 6
Adult Basic Education (ABE)	October 28	December 6
English as a Second Language (ESL)	September 29 October 28	October 18 December 6

### UPGRADING APPLICATION

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

Address \_\_\_\_\_ 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 \_\_\_\_\_

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.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

I am interested in the following course(s) checked below or indicated here if not listed

#### DECK

- AB/Sealift
- 1st Class Pilot
- Third Mate
- Radar Observer Unlimited
- Master Inspected Towing Vessel
- Towboat Operator Inland
- Celestial Navigation
- Simulator Course

#### ENGINE

- FOWT
- QMED-Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)

- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Refrigeration Systems Maintenance & Operation
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Motor Vessel
- Original 3rd Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Electro-Hydraulic Systems
- Automation
- Hydraulics
- Marine Electronics Technician

#### STEWARD

- Assistant Cook Utility
- Cook and Baker
- Chief Cook
- Chief Steward
- Towboat Inland Cook

#### ALL DEPARTMENTS

- Welding
- Lifeboatman (Must be taken with another course)

#### ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies (DVS)
- English as a Second Language (ESL)
- ABE/ESL Lifeboat Preparation

#### COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD, 20674



## Early-Rising Cruise Ship Seafarers View 'Awesome' Eclipse

"Awesome" was the one-word description provided by SS Constitution Waiter **Max Horikawa** after witnessing his first solar eclipse. "Breathtaking," echoed **Keith Rash**, an assistant waiter on the same vessel.

Horikawa and Rash joined 300 other SIU crewmembers and approximately 800 passengers on July 11 to watch what will be the last solar eclipse in the United States during the 20th century. An equal number of crewmembers and passengers also saw the eclipse from the decks of the SS Independence, the other ship operated by American Hawaii Cruises (AHC).

"Most crewmembers were able to watch it. Almost everybody stopped what they were doing on the ship and joined the passengers," Horikawa said.

Rash described the eclipse as "a big dot in the middle of the sun." He said many of the passengers were scientists whose jobs take them from one eclipse-viewing to another. Not only did the scientists provide a great deal of expertise on the natural phenomenon, but also they brought with them highly sophisticated camera and telescopic equipment. Several Seafarers were able to take a peek at the eclipse

through the scientists' state-of-the-art optical equipment, said Rash.

**Tom Bean**, another waiter aboard the Constitution, reported that crewmembers and passengers used special viewing devices supplied by AHC to watch the eclipse unfold. The two-and-a-half-year SIU member reported, "This was the first time I ever saw an eclipse. It was fascinating."

Bean said he woke up around 4:30 a.m., two hours earlier than normal, to set up a special buffet on the ship's upper

deck. The total eclipse was scheduled to occur between 7:28 and 7:32 a.m., so the meal was planned to allow those who wanted to witness the full passage of the moon in front of the sun to get something to eat.

"The whole ship was quiet for five minutes," Horikawa said, recalling the minutes the eclipse peaked. "Everybody was outside watching it."

**Jesus Pinto**, who sails as storekeeper aboard the Independence, said there had been a great deal of publicity on the ship and throughout Hawaii on the eclipse. He managed to catch the tail end of the event. "It was dark when I got out-

side, but as the minutes went by it slowly became light."

The cruise ships were able to provide their passengers something those who stayed on the big island of Hawaii could not get—a clear sky for viewing. The island was the only place in the United States where the total eclipse would occur. However, cloud cover spoiled the event for the landlubbers.

The Constitution and Independence were maneuvered out of the cloud bank to a position some 30 miles off the Kona coast of the island and three-quarters of a mile apart where the skies were clear.

As a result of the cloud cover over much of Hawaii, many professional photographers hurried to the AHC ships. "A helicopter

landed on the deck to drop off photographers and cameramen before the eclipse," Bean mentioned.

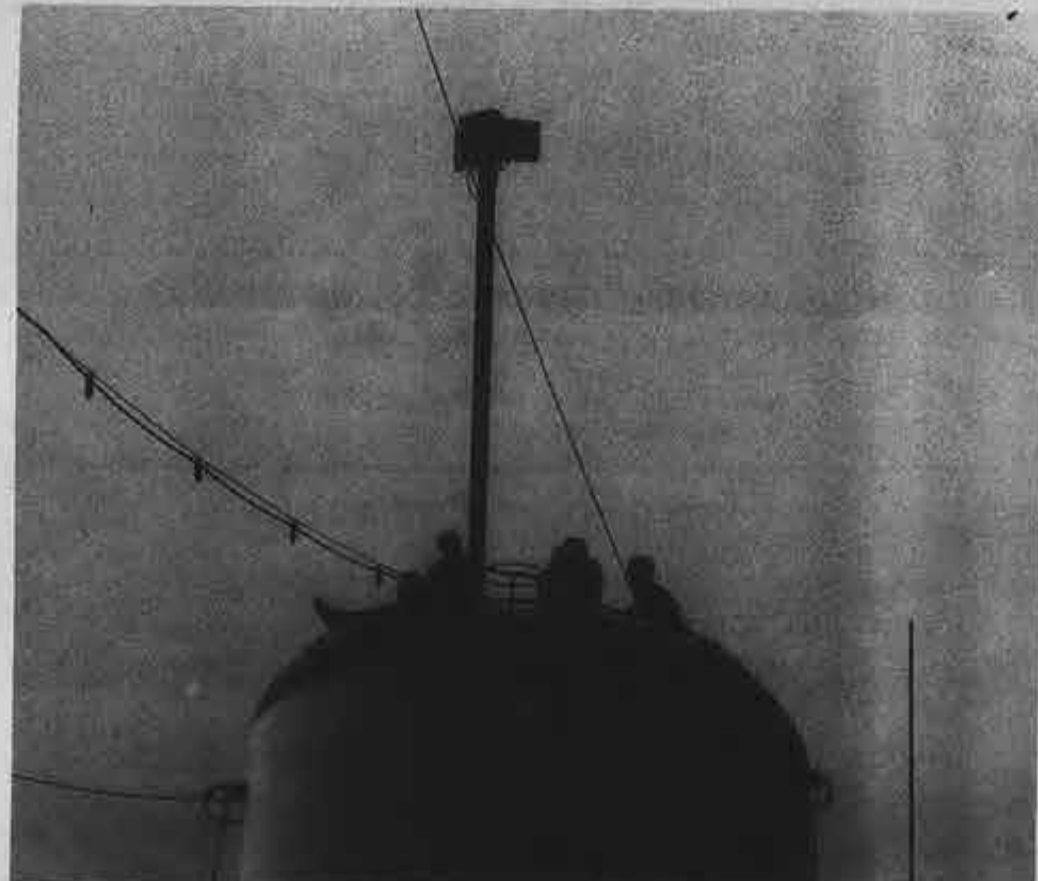
At the height of the eclipse, Rash said it was dark enough for the lights of the Independence to be seen from the Constitution. Rash described the light created by the sun's blockage as that of a "real dark sunset."

Both Bean and Horikawa said it was the best cruise either of them had worked in their two-and-a-half years aboard the "Connie," as both of them called the cruise ship.

The Constitution and Independence are the only two ocean-going American-flag cruise ships in operation. The vessels, whose home port is Honolulu, circle the Hawaiian islands on seven-day cruises.



Crewmembers and passengers aboard the Independence were able to see this view of the solar eclipse. American Hawaii Cruises supplied these photographs.



Independence crewmembers gather on a smokestack for a good view of the eclipse.



All activity aboard the U.S.-flag cruise ship comes to a halt so everybody can enjoy witnessing the total eclipse of the sun.

### Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating **Arlene Joyce Haltiwanger**, a 14-year-old from Gainesville, Fla. The Center believes she is an endangered runaway.

Missing since October 14, 1990, the child may be accompanied by two adult male companions. At the time of her disappearance, the brown-haired, brown-eyed girl was 5 ft. 1 in. tall and weighed 105 pounds. She has a tattoo of a heart on her lower left arm.

Any individual with information about Haltiwanger should contact the Center at 1 (800) 843-5678 or the Gainesville (Fla.) Po-

lice Department at 1-904-374-2483.

Since 1989, the Seafarers LOG has published photos circulated by the Center for Missing and Exploited Children as part of a nationwide effort to find young people who have disappeared.



Arlene Joyce Haltiwanger