

SEAFARERS LOG

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War in Gulf

SIU Crews Maintain Supply Lines

The USNS Bellatrix, one of the military's eight fast sealift ships, is pictured in photo right arriving in the Middle East. As the war in the Persian Gulf broke out, the SIU-crewed Bellatrix was engaged in its sixth round trip supply mission since it was put on full operating status in August.



Among the SIU-crewed commercial vessels utilized by the military to deliver cargo to the gulf is the Overseas Alice (photo left), a Maritime Overseas Corp. ship.

Soviet Seafarers for Sale

The Soviet Union, stuck with obsolete tonnage in its state-controlled fleet, is trying to put its surplus seamen on the market for hire by the world shipping community, reports the authoritative Seatrade Soviet Maritime Guide.

Both the Soviet Ministry of Merchant Marine, the government agency that exercises broad control over the nation's so-called commercial fleets, and Soviet shipping companies appear to be equally keen about peddling the services of Soviet seamen.

Soviet shipping lines, in the throes of becoming private and self-sufficient enterprises, as well as the hard-currency starved Soviet government, view such a program

as a potential bonanza of Western cash.

However, the hard currency earned by exploiting Soviet seamen is not destined for the pockets of the seafarers themselves. The export of Soviet seamen's services is achieved under the auspices of joint venture agreements between Soviet shipping companies and foreign shipowners and management companies. Such contracts have transferred hard currency to the Soviet shipowners while allowing for crew wages to be paid in Soviet rubles, a monetary unit which is rapidly falling in value within the Soviet Union that also is worthless in the world market.

To ensure its share of the booty made off the backs of Soviet seamen, the Soviet

government is talking of establishing a state-controlled manning agency that will become the vehicle for providing its country's seamen to foreign shipping companies. Meanwhile, the Soviet Ministry of Merchant Marine is recommending that crew-export contracts be arranged through a government shipping company.

The Seatrade article on the subject also indicates that legislative actions by the Soviet government have cleared the way for Soviet citizens to work overseas.

Soviet Crews Strike Back

Soviet seamen, on the other hand, are attempting to get their fair share of the hard

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EARLY HISTORICAL SOCIETY
STATE OF WISCONSIN
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President's Report

Liberty, Fraternity and Equality

"What happened?" "What does all this mean?"

These are some of the questions that SIU members have been putting to us over the news of the decisive manner in which a group of marine engineers routed the entire slate of officers who were running for re-election as officials of the licensed division of the merged District 1 MEBA/NMU. Few events in the maritime industry over the past year have touched off as much discussion as those election results.



Michael Sacco

All of the principal officers of the MEBA/NMU licensed division were replaced, according to the results which were announced on January 2. Not one incumbent escaped the obvious anger of the rank-and-file engineers at what they obviously considered to be an unacceptable state of affairs in the merged MEBA/NMU.

It should be pointed out that the head of the merged union, C.E. DeFries, is still the head of the combined MEBA/NMU. Prior to the election, he had given up his position as top officer of the licensed division, but he retained the presidency of the overall organization of licensed engineers and unlicensed seamen—a position which now will be filled by the vote of delegates to a convention, scheduled for 1992.

The balloting also determined who will be the delegates to the forthcoming convention. Here the opposition candidates won 11 of the 15 delegate spots.

A Muddled Situation

To those who asked me what this means, I only can say the situation is muddled, at the very least. Because of the complicated and peculiar nature of the structure by which the merged MEBA/NMU functions, the union is being administered at the top by engineers whom the licensed membership has repudiated. Insofar as the unlicensed NMU members are concerned, their status really doesn't change as a result of the election because they were subordinated permanently to the licensed members by a "constitution" which assured that unlicensed members are barred from holding the top office of the merged organization. So much for equality.

So, "what happened?" It doesn't take an exceptional student of union affairs to understand that some grave errors must have been made by the leadership of MEBA and the NMU when they structured the takeover operation.

They obviously forgot to give serious consideration to the interests and welfare of all the people for whom unionism is all about—the rank-and-file members. To use a line of Rodney Dangerfield's: The MEBA/NMU officers didn't show any respect to their constituents. Both the fact of the merger of MEBA and NMU and the manner in which it was done should have signaled to the architects that their decisions would be fateful ones.

Aside from the features of the merger agreement that ultimately turned the licensed engineers against their union, it appears to me there is one fundamental lesson that emerges from the situation: You cannot rig deals to benefit a few and exclude the many and expect to win acceptance or approval.

The men and women of the MEBA are professional seafaring people with one of the longest histories as a union. They are good trade unionists who have time and again stood up for their union's best interests.

A Union Is for All the People

It must be obvious that the sponsors and few beneficiaries of the merger failed to recognize some fundamentals of democratic trade unionism, among the most basic being that the union must represent all the people—equally.

Evidently, the rank-and-file licensed engineers were so concerned with the merger's affect on their continued job security that they voted out everybody on the ballot associated with the administration of their division. What the District 1 leadership obviously forgot is that you cannot abuse or suspend the democratic process and get away with it for long.

The 'Brotherhood of the Sea' Helps Stranded Brazilian Seamen



The SIU brought food to members of the Brazilian seamen's union who had run out of stores after their ship was arrested and the operating company's accounts frozen.

Within hours of receiving a request from the Brazilian seamen's union to assist 28 of the group's members who were running out of food and water and confined to their arrested container ship, the SIU delivered a two-week supply of stores to the crew of the M/V Lloyd Itapage.

In his communication to the SIU, M. Sant'Anna, president of the Confederação Nacional dos Trabalhadores em Transportes Marítimos, Aéreos e Fluviais, noted the Itapage seamen were caught in the middle of a struggle between the vessel's operator and its creditors.

The Itapage, sequestered in Jacksonville in early December, is one of nine ships in the Companhia de Navegação Lloyd Brasileiro fleet that has been arrested as a result of court actions filed by creditors of the state-owned shipping company. The nine Lloydbras ships had been seized in European, Canadian and American ports.

SIU Assistant Vice President George Ripoll and Port Representative James B. Koesy brought food and water to the 28 stranded Itapage crewmembers. Ripoll and Koesy were told by crewmembers that they had not received any food, water, fuel or wages since the vessel's arrest. Without their pay, the Brazilian seamen had been unable to afford laundry services. In addition, no mail had been forwarded to the ship since it had tied

up at the Talleyrand Avenue docks along the St. Johns River.

Eating Flour and Oil

"When we got to the Itapage, the seamen were down to eating flour mixed with cooking oil," reported Koesy. "I think they were grateful for the food and water we supplied," he added.

Edd Morris, an SIU representative who serves as an inspector for the International Transport Workers' Federation (ITF)—the organization that brings together rail, air and maritime unions from all the nations in the free world—assisted the Itapage crewmembers by keeping in touch with the Brazilian seamen's union and mobilizing support for the Itapage crew within the United States.

While the Itapage crew's plight was eased by the support of the SIU and several church and charitable organizations based in Jacksonville, the fate of the Lloydbras shipping line remained unclear.

The Brazilian congress, meeting in a special legislative session to address several critical issues, voted to extend an emergency loan of close to \$65 million to Lloydbras in order to secure a release of the nine arrested ships.

As the LOG went to press, the funding allocated by the congress had not been released, but the Brazilian consulates had taken over the responsibility of looking after the needs of crewmembers aboard the seized Lloydbras vessels.



Stranded Itapage crewmembers talk with SIU Jacksonville Port Representative James B. Koesy (center).

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Ships Keep Up Supply Line as War Erupts



Military personnel and SIU crewmembers line the deck of the USNS Bellatrix as family members wave good-bye. The ship is one of the military's eight fast sealift vessels, all of which are crewed by SIU members. The ships, which can sail at speeds of over 30 knots, are shuttling supplies to the Persian Gulf.

D1 MEBA Officials Swept from Office

Licensed members of District 1 Marine Engineers Beneficial Association/National Maritime Union, running on a platform to reform the organization, ousted all of the incumbent division officers and branch agents, won two out of three patrolmen positions and swept 11 of the 15 convention delegate posts, according to results of the union's recently-concluded election.

The marine engineers, organized under the banner of the MAD Committee—initials that interchangeably have stood for Members Advocating Democracy or Members Against DeFries (C.E. "Gene" DeFries serves as president of the District), ran on a platform to reform the structure of the union that had been instituted when MEBA and the NMU merged in March 1988. The structure does not allow the rank-and-

file, neither of MEBA nor the NMU, to vote directly for the top officers of the District, who in turn make up the District Executive Committee.

The opposition group took issue with the so-called severance payments, totaling more than \$2 million dollars, that incumbent officials granted themselves at the time of the merger. The group stressed that those District officers who had received the extra cash payments actually had not severed their positions with the unions when MEBA and NMU became one supposed organization.

A major point of contention among the licensed engineers was the attempt of District 1 MEBA officers to merge the NMU pension fund into the MEBA pension plan. The opposition group reportedly felt such an action would

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As the war broke out January 16 in the Persian Gulf, Seafarers continued to man the majority of the 136 American-flag ships which are supplying the U.S. forces in the Middle East combat zone.

On the eve of the war, more than 4.2 billion pounds of dry cargo and 8.4 billion pounds of fuel had been delivered to the Persian Gulf during the buildup, known by its military name Operation Desert Shield.

The eruption of fighting, in which the armed forces of the United States have been joined by military units of allied nations, began with rounds of air strikes against key Iraqi military targets. With the advent of the war, the military code name for the engagement has been changed to Operation Desert Storm.

The fighting was the culmination of a series of events that began last August 2 when Iraq's President Saddam Hussein initiated a military operation to take over Kuwait. Efforts to get Iraq to peacefully withdraw from Kuwait included scores of diplomatic initiatives and a world economic embargo.

During the autumn, the United Nations ruled that any necessary means, including military force, could be used to oust Iraq from Kuwait if the aggressor had not withdrawn by January 15. Earlier this month, the U.S. Congress authorized President Bush to go to war against Iraq by a vote of 52 to 47 in the Senate and a vote of 250 to 183 in the House.

Six-Month Buildup

While the peaceful attempts to force Iraq out of Kuwait were taking place throughout the last six months, the United States and scores of other nations were compiling a formidable military pres-

ence in the gulf that includes 460,000 American troops.

The deployment in the gulf is the largest American military buildup since the United States was engaged in the Vietnam conflict. As of January 14, the Military Sealift Command (MSC) reported that the United States had 238 ships, of which 136 are U.S.-flag vessels, transporting supplies to the Armed Forces in the Middle East.

Among the vessels traversing the oceans between the United States and the gulf carrying cargo to the troops are 57 Ready Reserve Force ships that MSC has requested for activation, eight fast sealift ships, 21 prepositioning vessels, 108 chartered commercial ships, seven ships on loan from foreign governments, six chartered commercial ships that had been in service to MSC prior to Operation Desert Shield, 27 tankers, two Marine aviation support ships known as T-AVB's and two hospital ships.

Of the 238 ships under MSC's direction, 90 of the commercial chartered vessels fly foreign flags and five of the 27 tankers are under foreign registry.

Seafarers crews are on many of the RRF vessels which have been activated by the government from the layup fleet for participation in Operation Desert Shield. In addition, SIU members are manning many of the prepositioning ships and the U.S.-flag commercial ships participating in the deployment. All of the fast sealift ships and the two T-AVB's are crewed by Seafarers. The USNS Mercy, one of the two hospital ships in the gulf, is crewed by members of the SIU's Government Services Division.

Joe DiGiorgio Dies; Was Recently Retired

Joe DiGiorgio died December 26 at the age of 72. He had retired in October from the post of SIU secretary-treasurer. He died of complications following heart surgery in a New York City hospital.

Brother DiGiorgio had been a member of the union for 50 years and was the union's number two officer since 1972. DiGiorgio served the union in a variety of capacities, including organizer, patrolman and port agent.

He assumed the duties of the secretary-treasurer when Al Kerr, who held the post, died in January 1972. DiGiorgio was subsequently elected to the position by the SIU's rank-and-file membership in district-wide voting. He continued to be re-elected to the job, only leaving the post when he retired.

'Universally Liked'

His engaging, friendly manner won him a wide following within the union and the maritime indus-



Joe DiGiorgio

try in general. Michael Sacco, president of the SIU, in remarks made during a funeral service for Brother DiGiorgio, described him as "universally liked."

"Joe was a one-of-a-kind character. He was blessed with an unsinkable optimism which carried him and the union through many difficult times," Sacco noted. "We will all miss him very much."

DiGiorgio also served as a union trustee on the SIU's various trust funds' boards, including the Seafarers Harry Lundeberg School of Seamanship, an institution he cared for deeply.

Born Joseph Alloysius DiGiorgio in 1918, he entered the Hope Haven orphanage located outside of New Orleans at the age of five. Prior to shipping, DiGiorgio tried longshore work on the Mandeville docks in New Orleans.

Shipped in WWII

His shipping career began in 1941 when he sailed in the steward department aboard the Del Valle. He switched to the black gang and continued sailing throughout World

War II. During the war, DiGiorgio shipped on merchant vessels assigned to the North Atlantic and Mediterranean theaters.

Brother DiGiorgio was buried in the Seafarers Haven Cemetery in Valley Lee, Md. on December 31. The cemetery overlooks the Seafarers Harry Lundeberg School of Seamanship. As a merchant mariner who sailed during WWII and thus a recognized veteran, his casket was draped with an American flag.

He is survived by his wife Rita Shephard DiGiorgio, to whom he had been married for 44 years, his two daughters—JoAnne Arizzi and Renee Truelove of New Fairfield, Conn., his brother Dominick DiGiorgio and sisters Matilda Sacco and Josephine Cardarella, all of New Orleans.

DiGiorgio also is survived by three grandchildren, John Joseph Arizzi, Deanna M. Arizzi and Edward Joseph Fitzpatrick.

Concern Mounts in House and Senate Over AT&T Plan to Switch Ships' Flag

Concerns continued to mount among elected officials in Congress over American Telephone and Telegraph (AT&T) Company's proposal to operate its cable-laying vessels under a foreign registry.

House and Senate members have been called upon to examine AT&T's threatened switch from the American flag to those foreign ship registries that allow vessel operators to evade their national taxes and safety standards and permit the hiring of crewmembers from anywhere in the world.

AT&T's indication that it was considering abandoning the American flag on its cable-laying ships came to light in a series of press reports last month. Company spokesmen were quoted as saying that "economic" considerations were fueling AT&T's interest in a foreign-flag shipping operation.

Michael Sacco, president of the AFL-CIO Maritime Trades Department, which is made up of 43 unions representing a combined membership of 85 million workers, and headed by SIU President Michael Sacco, asked Congress to look into AT&T's flag switch plan, noting that it could be the beginning of a continuous transfer of American jobs to offshore areas where work can be performed cheaper by foreigners.

Rinaldo, Schaefer and Callahan

In a communication addressed to AT&T's chairman of the board, Robert E. Allen, Congressmen Matthew J. Rinaldo (R-N.J.), Dan Schaefer (R-Conn.) and Sonny Callahan (R-Ala.) urged the company to continue operating its vessels under a U.S. flag, particularly in light of America's defense interests.

"You are undoubtedly aware of the vital role a strong American-flag merchant fleet has played, and continues to play, in advancing our nation's security interests. . . . In our view, every American-flag vessel, no matter its trade, plays an

important role in such an operation," noted the three Republican representatives.

Senator Howell Heflin (D-Ala.) said, "... recent events in the Middle East point out the necessity of this country to maintain a strong merchant marine fleet." He suggested that operating AT&T vessels under a foreign flag would "send the wrong signal to other U.S. businesses at this time."

Nation's Security at Stake

Congressman Frank Pallone Jr. (D-N.J.) urged the giant telecommunications company to "formulate a responsible corporate policy that is mindful of our national security interests." California representative Tom Lantos (D) told Allen, "It troubles me greatly to hear . . . that AT&T, one of the most respected U.S. corporate leaders, may not continue its practice of utilizing U.S.-flag ships."

"... I urge you to consider the possible long term negative effects such a decision would have on our nation's national security interests," added Lantos.

Congressmen Albert G. Bustamante (D-Texas) and Robert J. Mrazek (D-N.Y.) registered their disappointment that "a company of the stature of AT&T would consider registering a 'runaway' fleet of oceangoing vessels."

If AT&T decides to operate its cable-laying vessels under a foreign flag, "it would raise serious questions about corporate America's commitment to maintaining military independence in an unpredictable world environment," Bustamante and Mrazek added.

AT&T's two new cable ships, the Global Link and the Global Sentinel, will become fully operational this year. The first is due out of the shipyard in the next month. AT&T currently has two operating cable-laying vessels—the Charlie Brown and the Long Lines—both of which are crewed by SIU members.



Great Lakes SIU members (from left to right) Donald Thornton, Tim Kelley and Kevin Kelley joined with other Seafarers and metropolitan-Detroit trade unionists to demonstrate support for striking Eastern Air Lines machinists.

Eastern Air Lines Is Out of Business

Eastern Air Lines ceased operations January 18 almost two years after its management locked out its unionized workers and tried to rebuild the company by using scab employees and the federal bankruptcy courts.

The folding of the airline brings to an end months of picketing against the company by members of the International Association of Machinists (IAM) who have been on strike at Eastern since March 1989. Hundreds of SIU members have provided countless hours of picket-duty assistance to their brother and sister unionists from Eastern since the strike began.

Upon hearing the news that Eastern was closing down for good, Frank Ortis, a spokesman for the Machinists, said, "This is a direct effect of labor-busting. Labor peace could have saved Eastern. We were willing to negotiate but the company was unwilling to accept it," he added.

Eastern management blamed the shutdown on the increased cost of fuel caused by the Persian Gulf war and a steadily declining passenger flow.

Union Busting Does Not Pay

The beginning of Eastern's end came about when notorious union-buster Frank Lorenzo, then president of Eastern's parent company, Texas Air (now called Continental Airlines Holdings), locked out Machinists on March 3, 1989. IAM members employed by Eastern had planned to go on strike the following day if an agreement had not been reached. Members of the pilots' and flight attendants' unions honored the Machinists picket lines, effectively shutting down the airline. Lorenzo filed for bankruptcy protection six days later.

As the company tried to rebuild the airline with scabs, the bankruptcy court ousted Lorenzo from control of Eastern in April 1990. The airline, despite its reduced size and corporate restructuring, was losing \$1 million to \$2 million daily, which it continued to do until closing.

When the court appointed Martin Shugrue to oversee the airline, the Machinists had hoped to negotiate an end to the labor strife. "One of the largest problems was he did not want to negotiate to get rid of the scabs," said Ortis. Shugrue met with the IAM leadership once, the Machinist spokesman noted.

Ortis said the union will continue to follow deliberations of a New York grand jury that indicted Eastern in August 1990 for falsifying maintenance records before the strike, acts which the IAM had accused the company of practicing prior to the commencement of their job action. "But we understand the grand jury also is investigating Eastern for the same thing after the strike and during Shugrue's tenure," Ortis added.

SIU Keeps Eye on World Trade Talks

While world trade talks that could threaten American shipping interests ended inconclusively last month, the Seafarers International Union, along with others in the maritime industry, continues to keep a close watch on the

attempts by various governments to bring the process back to life.

If the current round of talks under the world's General Agreement on Trade and Tariffs (GATT) framework are to be resuscitated, the United States Trade Representative (USTR) must present a completed treaty to Congress by March 1. After that date, the trade agreement will no longer be considered under what is known as "fast track authority," a process which provides for a single up or down vote by Congress, prohibiting amendments. While the USTR can make a case for an extension of the fast track authority, indications from a number of elected House and Senate officials suggest that Congress is not likely to grant such a request.

Because of the March 1 date, it is expected that any attempts to revive GATT will take place over the next few weeks. Should the various signatory nations to the trade treaty iron out their differences on the agricultural subsidies question, the GATT agreement will be very much alive and the American maritime sector will have to work hard to ensure that waterborne transportation services are not brought to the table.

The GATT agenda collapsed last month when no accord was reached between nations with significant agricultural sectors on the level of government subsidies that farmers should receive. While the failure to reach an agreement on this issue dominated press accounts of the GATT talks, many other sets of negotiations also were being conducted.

It was the attempt to bring waterborne transportation services under the auspices of GATT that concerned the American-flag ship-

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MarAd Official Inspects Union's School

Robert E. Martinez (center), deputy administrator for the Maritime Administration, reviews the SIU's shipping procedure for crewing Ready Reserve Force vessels needed in Operation Desert Shield. He is pictured with Bart Rogers (left), SIU manpower coordinator, and Ken Conklin, Lundberg School vice president. Martinez also inspected the union's training programs conducted at the SIU's educational facility.

Military Hails SIU Crew in Operation Steel Box

The Military Sealift Command (MSC) acclaimed the "exceptional performance" of the two SIU-crewed ships that were selected for a very critical and possibly very dangerous mission transporting highly sensitive materials from Europe to the Pacific.

According to press reports, the Gopher State and Flickertail State, which are operated by the SIU-con-

to IOM, congratulated the entire InterOcean Management team for a job well done, citing the professionalism, cooperation and perseverance of all IOM hands involved in Operation Steel Box. IOM President William H. Lockwood Jr. advised SIU President Michael Sacco that the work of the SIU crews had played a critical part in making the mission a success. "IOM recognizes this exceptional level of effort on the part of the SIU and applauds it," Lockwood said.

The nerve gas canisters, part of the European-based arsenal built up by the United States from 1958 through 1968, were removed as part of an historic 1986 weapons-reduction agreement between the American and West German governments. Until the removal of the deadly chemical weapons was announced in the spring of last year, its existence had been secret. Press reports noted that the removal of the covertly bunkered deadly weapons was a further signal of the relaxation of tensions between the Soviet Union and the United States along with its NATO allies.

Heavy Security

Before the lethal cargo arrived at the port city in Germany for loading on the two IOM-operated ships, it was transported first in a truck convoy and then by rail, accompanied by massive U.S. military and German paramilitary security forces. The six- to eight-inch in diameter artillery shells which were loaded with liquid nerve agents were



Heavily-guarded convoys carrying American chemical weapons make their way through Germany on the way to the port city of Nordenham. From there, the canisters were loaded on two SIU-crewed vessels and carried to the Pacific for destruction.

See page 9 for thoughts of two crewmembers who participated in the historic operation. Photos of Seafarers in mission also appear on page 9.

tracted operator InterOcean Management Company (IOM), picked up more than 102,000 rounds of nerve gas artillery shells from Nordenham, Germany, a port city near the North Sea and carried the cargo to Johnston Atoll, about 850 southwest of Hawaii, where the chemical weapons will be destroyed in a specially built incinerator.

In preparation for participating in the mission, known by its military designation Operation Steel Box, Seafarers received special additional training in fire fighting and chemical handling, spending several weeks engaged in intensive simulated drills and exercises.

MSC Cites 'Professionalism'

MSC Commander Vice Admiral F.R. Donovan, in a communication

sealed in air-tight magazines and placed inside 5,000 specially-designed sheetmetal containers.

SIU crewmembers aboard the Flickertail State, a ship broken out of the U.S. government's Ready Reserve Force for participation in the mission, were Bosun Louis Flade; ABs John McMurtry, James Kutzler, John McLoughlin, Naaman Richard, Richard Barnhart; Ordinary Seamen Christopher Caporaso, Matthew Denesco, Noah Jones IV and Electrician Donald Christian.

Also on the Flickertail State were QMED Electrician Frank Tymcyszyn; FOWTs William Harrington, Pete Pasienza, Kevin Hall, Philip Zalewski, Lee Roy Laurent; Wiper Martin Thurston; Steward Baker Ronald Malozi; Chief Cook Matthew Scott, Steward Assistants Andelair

Betties, Stephen Colestock, Abraham Norwood Jr., Wagner Pellerin and Neil Penafior.

The Gopher State, another RRF ship brought into service for Operation Steel Box, was crewed by the following Seafarers: Bosun Paul Lewis; ABs K. Loggins, Paul Jagger, John Humason, James Burt, Tom Casey, Robert Coleman; Ordinary Seamen Gary Stevens, Russell Nelson, Gary Kypke; Electrician James Laratta; Second Electrician J.A. Yarber; QMED M.B. Aroon; FOWTs Wayne Toole, Robert Ramsey, Dennis Clay, Moses Mickens Jr., D.W. Vannatter; Wiper Kelly Feldman; Steward/Baker John Reed; Chief Cook Russell Beyschau; and Steward Assistants Donald Sneed, John McLain, Mike Miller, Tran Nee, Timothy Williams and Walter Schoppe IV.

Orgulf SIU Members to Vote On New Three-Year Pact

Balloting is taking place along the Mississippi and Ohio rivers as approximately 250 Seafarers vote on a three-year extension of their contract with Orgulf Transportation Company.

Lead Deckhands John Russel and Terry Tolley and Cook Jacqueline Grant worked with Byron Kelley, SIU vice president for lakes and inland waters, and Joe Sigler, St. Louis port agent in the negotiations with the company, Kelley reported. He noted the four days of negotiations last month went well thanks to the determined efforts of the union negotiating team.

Orgulf operates 24 tugboats, crewed by SIU members, along the upper and lower Mississippi, Ohio, Tennessee and Missouri rivers. The company is based in Cincinnati.

Voting is expected to continue through the month. Tony Sacco,



St. Louis Port Agent Joe Sigler (standing) and union members (left to right) John Russel, Jacqueline Grant and Terry Tolley take a break during negotiations with Orgulf Transportation.

SIU assistant vice president, said the effort to reach members aboard the tugs has been hampered by bad winter weather, but he expected all the vessels to receive a visit from a union official before the end of the month.

The three members involved in the negotiations have sailed with Orgulf for several years. Russel started sailing on Orgulf tugs in 1985. Tolley began in 1986 and Grant started work in the galley in 1988.

The SIU represents the cooks, lead deckhands and deckhands aboard Orgulf tugs. The new contract would run through 1994 if it is ratified by SIU crewmembers.



Orgulf Vice President William Ferguson and SIU Vice President Lakes and Inland Waters Byron Kelley are pictured above after the union and the company had agreed on a new 3-year contract.

60 Day Waiver of Relief Rule Instituted Due to Gulf War

The Seafarers Appeals Board has ruled that all requests for reliefs including permanent ratings be waived for a period of 60 days beginning December 13, 1990.

The board, which consists of representatives from both the union and its contracted companies, instituted the rule as a response to the huge surge in shipping resulting from the current sealift to the Persian Gulf.

The ruling will be reviewed after 60 days to determine what the needs of the industry are at that time. However, the change does not affect the established relief procedures on Military Sealift Command and LNG vessels. Also, members who are required by the amount of seetime they have accrued to upgrade at the Seafarers Harry Lundeberg School of Seamanship, like QMEDs, will not be penalized if they were not able to attend the school because they could not be relieved from their vessels.

The complete SAB ruling—Action 353—is printed below.

SAB Action 353

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement

between the union and the various Contracted Employers, hereby takes the following action.

Whereas, by Action No. 352, dated August 10, 1990, because of the national emergency created by Operation Desert Shield, the Shipping Rules were amended for the duration of the emergency, and

Whereas, the additional vessels from the Ready Reserve Fleet have been assigned by the Maritime Administration to various Contracted Employers, and

Whereas, the additional vessels have escalated the demands on the Manpower Pool, the Shipping Rules will be further modified in the following manner.

Rule 5 A 12 (a) Trip Reliefs Permanent Ratings shall be waived for a period of sixty (60) days, at which time the manpower pool capability shall be re-evaluated to determine the need for further modification of the Shipping Rules to meet the sealift commitment to the various Armed Services. On Military Sealift Command and LNG vessels where established relief procedures have been in effect, such procedures shall continue.

Effective Date: December 13, 1990.

D1 MEBA Officers Ousted

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have the licensed engineers, whose pension trust is over-funded, underwriting the bad management of the NMU plan, which is under-funded.

Chairman Wins by 400 Votes

Carrying the top officer position in the licensed division by a vote of 1,410 to 992, challenger Gordon Ward, a chief engineer aboard Puerto Rico Marine's Carolina, defeated Clyde Dodson, a long-time official of the District and the incumbent chairman of division, a post he only had held for a few months.

Prior to Dodson serving as chairman of the District's licensed division, the position had been held by C.E. "Gene" DeFries since the creation of the merged union. DeFries, who also serves as president of both the District and National MEBA, announced in the first half of 1990 that he was resigning from the licensed division chairman post in order to concentrate on his other duties. This move exempted DeFries from holding any position voted on by a direct ballot of his union's membership.

Joel Bem, currently a chief engineer on the Sea-Land Atlantic, became the division's vice chairman, beating Karl Landgrebe, the incumbent, by a vote of 1,557 to 1,213. Replacing incumbent division directors C.W. Daulley, Donald Masingo and R. Fred Schmann are Mark Austin, a first assistant on the Alaska Marine Highway System, Nick Hadju, who has sailed as chief engineer on Lykes Lines vessels and Alex Shandrowsky, who holds a chief steam/motor engineer's license.

The opposition slate won 11 of the 15 convention delegate posts that will represent the licensed division in a district-wide convention which next will be held in March 1992 and 11 of the 15 delegates attending the National MEBA convention which is convened every four years.

Union Monitors World Trade Talks

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ping community. It is felt such a move would jeopardize existing programs designed to promote the American-flag merchant marine. For example, inclusion in the world trade agreement could nullify American cabotage laws, supersede existing treaties and bilateral maritime agreements and prohibit future government support for the industry.

While more than 150 congressmen and a majority of members of the Senate agree with U.S. shipping interests that waterborne transit should not be included in the GATT agreement, American government representatives involved in the trade talks have been cagey about whether their negotiating strategy includes wheeling and dealing with maritime services.

The election—conducted between November 1, 1990 through December 30, 1990 after the first attempt at the balloting process which began in October was aborted due to election procedure irregularities consisting primarily of duplicate ballots—was the first time engineers cast a vote for their division officers since District 1 MEBA/NMU was created in March 1988 by a merger between District 1 Marine Engineers Beneficial Association and the National Maritime Union.

MEBA, NMU Merger Rankles Rank-and-File

Recently-concluded District 1 MEBA/NMU elections among the union's licensed engineers is a culmination of a long-simmering discontent among both the licensed engineers and the former National Maritime Union (NMU) members who are now in the organization's unlicensed division.

Maritime industry observers who have been following the course of the union, which came about as a result of a merger between District 1 Marine Engineers Beneficial Association (MEBA) and the NMU in March 1988, have noted the growing rank-and-file opposition to the governing structure crafted by those who brought about the joining of the two organizations.

The structure of the merged District 1 MEBA/NMU has been criticized by members of both MEBA and the NMU for having ignored the interests of the unions' membership. Examples which have been offered as contributing to this attitude are the issue of huge so-called severance payments made to MEBA and NMU officials, the undemocratic structure of the merged union, the barring of unlicensed members from holding the top job in the organization and, the ignoring of NMU members' desires for a merger with the SIU.

The severance pay beef results from the fact that certain officers of MEBA and NMU split between them over \$2 million dollars from the organizations' liquid assets and called it severance pay. The same MEBA and NMU officers did not sever ties with District 1 MEBA/NMU. Instead they became officials of the merged union.

A Takeover of NMU

NMU members have voiced opposition to the manner in which District 1 MEBA/NMU has doomed the union's unlicensed seamen to a life of second class citizenship. The organization has accomplished this by barring an unlicensed member from the top job of the union. The District 1 MEBA/NMU constitution says in effect that only a member in the licensed division can be president.

In addition, voting strength at the District's convention, in which delegates from both the unlicensed and licensed divisions of the union



New Congressman Meets with Duet

SIU pensioner Duke Duet (left) is pictured with newly-elected Louisiana representative William Jefferson, who has been named to the House Merchant Marine and Fisheries Committee. Behind the two men is Brother Duet's vehicle which the Seafarer outfitted for get-out-the-vote activities in the past election.

Soviet Seamen Up for Grabs

Continued from page 1

currency generated by their labor. A Journal of Commerce article appearing last August reported a Soviet crew on a Soviet tanker went on strike while docked in Italy over a demand that their salaries be paid in hard currency instead of rubles. That tanker crew was replaced by other Soviet seamen, who subsequently went on strike over the same issue when the vessel was in Amsterdam.

Keep Hard Currency

The Journal of Commerce piece points out that while Soviet shipping companies earn hard currency for handling foreign cargoes, they continue to pay their crewmembers in rubles.

Such is also the case for Soviet seamen manning nuclear-powered ice-breaking vessels operated by Murmansk Shipping Company, the branch of the Soviet shipping apparatus that clears the Arctic waters, maintaining a northern sea route. The company's services raise thousands of dollars of hard currency for the state, primarily from European and Asian shippers using the waterway, but the seamen are paid in rubles.

Ice-breakers Also Involved

The Soviet ice-breaking ship crews also have engaged in a series of job actions designed to increase their allotment of hard currency. To date, the Soviet seafarers on the nuclear-powered ice-breaking ships have won an agreement from the government for a portion of their wages to be paid in hard currency.

Going into 1991, industry observers believe the Soviet Ministry of Merchant Marine and Soviet shipping companies will increase their efforts to hawk the labor of their surplus mariners in exchange for hard currency while attempting to continue to pay Soviet seamen in rubles.

The International Transport Workers' Federation (ITF), a group made up of national unions representing people engaged in various transportation modes, has warned that failure to exact hard currency pay for Soviet seamen could further devalue the salary and benefit standards for the world's seafaring population.

participate, is allocated on the basis of how much dues money comes from each section. (Most democratic structures apportion votes on the principle of one-man-one-vote.)

NMU Plans Thrust on MEBA

For MEBA members, the plan of District 1 officials to merge the trust funds of the NMU with those of their union raised many concerns, particularly in the case of the MEBA pension trust. Many marine engineers felt that the licensed members were being asked to underwrite the bad management of the NMU plan and its consequent under-funding.

Rank-and-file members also have expressed concern over the manner in which the top District officials are insulated from the secret ballot process. The way that District 1 MEBA/NMU was structured allows members to vote directly for posts in the licensed and unlicensed divisions. But the union's top officers—including president, executive vice president, secretary, treasurer and two vice president spots—are selected at a convention.

MEBA members have noted that this layering of authority allowed the president of their union, C.E. "Gene" DeFries, to escape a direct vote by licensed engineers. DeFries, by resigning as chairman of the licensed division in the spring of 1990, did not have to face a ballot round. However, he remains the president of District 1 MEBA/NMU.

According to observers, one of the issues rankling the unlicensed members is the manner in which their merger wishes were ignored by NMU leaders. In a canvass of NMU members in 1986 on their preference for a union with which to merge, the great majority favored joining up with the SIU.

Instead, the NMU leadership entered into a deal with a licensed officers' union, making an arrangement that turned out to be quite lucrative for certain NMU officials. According to many NMU rank-and-file members, the prevailing view among the unlicensed seamen is their leadership sold out to the MEBA officers union.



Edward T. Riley

Former Port Agent Edward T. Riley Dies

Former Boston Port Agent Edward T. Riley passed away October 28, 1990.

The 78-year-old Riley, known for his fiery nature and quick wit, had served the union first as a patrolman in Boston, then became port agent in 1961 succeeding John Fay, who now serves as the SIU's secretary-treasurer.

The Massachusetts native joined the deep sea division of the SIU in August 1951 in the port of Boston. He helped organize the Atlantic Fishermen's Union, before it merged with the AGLIWD.

Riley worked with both the fishermen's fleet and deep sea division as a patrolman and port agent. He also served as the international representative for the fishermen before he retired in 1978.

Jack Caffey, SIU vice president for the Atlantic coast, remembered servicing vessels with Riley when Caffey first became a patrolman. "He was a hard worker," Caffey recalled. "He didn't take anything off anybody, especially from ship-owners and captains. He fought for what the members deserved to get under the contract."



Great Lakes Ships Lay Up for the Winter

Seafarers who sailed on the Great Lakes had "an exceptionally good year," according to Algonac Port Agent Jack Allen.

The season came to an end earlier this month as all SIU-contracted vessels were expected to be docked by the 15th when the Soo Locks between Lake Superior and Lake Huron closed for the season.

"We had plenty of work for all of our members," Allen reported. "The hall was empty most of the year."

Friendly Weather

Both Allen and Patrolman Andy Goulet noted weather played a key role in allowing most of the vessels to ply the waterways until the new year. "The weather up here was not as foul as the last two years," Allen said. "We had lots of wind from all directions for the last two months, but we did not have the snow and ice."

Goulet explained that rivers and harbors along the Lakes generally start icing in the early autumn when the colder weather moves south from the Arctic. "This year, we didn't see the harbors and rivers ice up until the end of November. We had a mild December so our vessels were able to stay out longer

and fill their contracts," the patrolman added.

Both men noted January's weather had not been as kind. With the dip in the thermometer all the lakes and rivers had ice forming on them. Allen said the St. Clair River,

which runs past the Algonac hall, already had frozen.

While no dates have been set for fitout, Allen figured the shipping companies "will start warming the vessels up during the last two weeks of March."



Safety and survival gear are itemized and stored in the crew's lounge aboard the Sam Laud before Great Lakes members sign off the vessel for winter.

OMI Columbia's Seafarers Crew Is Praised

Bosun James L. Carter had nothing but praise for the SIU-crewed deck department members who cleaned up the mess created by winter storm damage aboard the OMI Columbia last month.

In a letter to the Seafarers LOG which included photographs of the members at work, Carter said the crew jumped right in to stabilize the situation, then tackled the clean-up effort once in port in southern California. "They did a top-notch job," he added.

Tanker Hits Storm

The Columbia left the port of Valdez, Alaska on November 30, 1990 fully loaded when the tanker ran into a very severe winter storm. Captain Dimitrios Katsogiannos noted winds on December 2 and 3 were up to 50 knots, creating a wind chill effect of -50 degrees.

Carter reported the bow of the vessel suffered a crack during the storm, flooding the bosun's store-

room and damaging mooring lines and pipelines. As the crew was not in any danger and no oil was lost, the ship continued sailing to the Long Beach area to offload before it docked for inspection.

Company Thanks Crew

Brian Constable, OMI's vice president for engineering, said SIU crewmembers were of "great assistance in cleaning the ship and getting it ready to sail." The deck department members pumped the 10- to 12-foot deep water from the storeroom, stripped the equipment, cleaned and repainted the area before bringing the new lines aboard.

Katsogiannos and Chief Mate David Steiner sent a letter, dated December 7, to the SIU "to express our thanks to (the) SIU crew under my command and extend my thanks and commendation to the crew... for outstanding work and performance lifting (the) last load of oil from Valdez, Alaska No-



Bosun James L. Carter inspects damage in the OMI Columbia's bow caused by a severe winter storm.

vember 30 (and) during the severe weather. . . . We are very proud to have them onboard the OMI Columbia."

Besides Carter, those listed in the Katsogiannos/Steiner letter were ABs Richard Houghton, William R. Kleimola, David C. Williams, Paul Sbriglio and Josefino Casugay and Chief Pumpman Alfonso Bombita.

Repairs were completed and the ship was ready to sail 36 hours after discharging its final cargo, Constable noted. The Columbia has been sailing along the Alaskan oil route for nine years and has suffered only two other storm-related incidents. "This is a great reflection upon all the members who serve aboard the Columbia," the OMI official stated.



ABs David Williams (left) and Jerry Casugay retrieve lines damaged by the flooding on the tanker.

Candidate for Master Recalls SIU Training



Fraser addresses a group of upgraders studying to become able bodied seamen at the Lundeberg School.

Chris Fraser had no idea he would be preparing to take his master's licensing test 15 years after graduating as a trainee from the Seafarers Harry Lundeberg School of Seamanship. But a combination of hard work, good seamanship and the opportunities provided by the SIU, and more recently, District 2 MEBA have allowed the 36-year-old member to move up the hawsepipe at a rapid pace.

Fraser urges all SIU members to take advantage of the school's opportunities so they also can reach the peak of their abilities and potential. The chief mate, who sails for American Hawaii Cruise Lines, is a firm believer that crewmembers should continually learn to upgrade themselves.

He noted his discussions with more experienced seafarers aboard ships were the first non-academic learning sessions for him. "That's where it's all at," he emphatically stated to a Seafarers LOG reporter.

Proud of School

Fraser and his wife, Leslie, recently visited the school where he talked to upgraders studying to become able bodied seamen. It was his first visit in many years. "The change in it is unbelievable," he noted. "The crane training program is unique; there is nothing else like it."

He had worked in the ship handling simulator to prepare for his upcoming test. "The computer simulator is a fantastic piece of equipment," he stated after spending several hours in it.

The Massachusetts native said he tries to speak with SIU members about the need to upgrade whenever possible. He had a special message for young people entering the industry through the Lundeberg School's trainee program. "They should get a deep understanding of all the different programs that are now available at this really fantastic school, which were completely unavailable when I came here," Fraser reflected.

"They should really understand how their union works, what rotary shipping is and how they go about getting different jobs once they leave the school. They especially need to know what to do to get back here to upgrade their endorsements and be eligible for not only higher

paying jobs but also more advanced jobs in the industry. These people should be aware of all the different programs and diversity in terms of academic offerings in this school. It's a wonderful environment that's been created for them."

Fraser noted the reason he likes to talk with the newer members is he was not aware as a trainee that "you could come up through the hawsepipe and get a master's license." He said trainees and upgraders can get a lot of exposure to other people with more experience in the industry while attending the school. "I think that is the most crucial thing they can get."

SIU Men on the Move

Inspired by the way Fraser has continued to upgrade his skills and how he did it, several of his deck mates have been motivated to seek their licenses. **Pete Ryerson, Al Dorflinger, Ray Baldado, Mike Darley and Steve Baker** were just a few who have sailed with Fraser and who started with the SIU.

After he became a licensed officer, Fraser said he was helped tre-



Lundeberg School instructor Ed Boyer (left) talks with Chris Fraser during the former trainee's recent visit to Piney Point.

mendously by the fact he had worked as an unlicensed mariner. "It's much easier to legislate a number of people when you've already done their job. Having so much hands-on deck experience, docking and undocking a ship was a breeze. If you come out of an academy, you don't have that type of hands-on background."

Fraser heard about the Lundeberg School from a classmate at the University of Connecticut. "I thought this would be an interesting way to earn money while I was continuing my education." After leaving Piney Point in 1975, Fraser worked in all three departments at the entry level before settling into the deck section for good.

Becoming an Officer

He began studying for his third mate's license in 1980. "I got the information for the license during a three- to four-week stay at the school. Then I was able to study while out at sea."

After obtaining his license, he joined D2 MEBA and sailed aboard American Hawaii Cruise Line vessels. He earned his second mate's license a short time later.

Fraser met his wife in 1985, when Leslie was a passenger aboard the Constitution. The trip was a present from her mother for

her 21st birthday. Last month, Leslie gave birth to the couple's first child, Charlotte.

At the beginning of 1988, he sat for his chief mate's license. Fraser has been sailing in the position aboard the Constitution since.

Fraser's immediate plans call for taking the test for an unlimited master's license early this year.

When asked if he had any last words to give to SIU members attending the Lundeberg School, Fraser said, "This place has a tremendous amount to offer anyone regardless of who you are. Anyone who hasn't taken advantage of this school that belongs to the SIU is simply shortchanging himself."



Ken Conklin (left), Lundeberg School vice president, greets Leslie and Chris Fraser, a 1975 graduate of the school.

Lundeberg School Updates Entry Engine Course Work

In an effort to stay on top of the needs of the American maritime industry, the Seafarers Harry Lundeberg School of Seamanship has revised its basic engine department course for young people entering the seafaring profession.

Instructor Joe Kurley said the changes were made so trainees who will work at entry level jobs as wipers, deck engine utilities or ordinary seamen will have the skills necessary to work skillfully aboard today's technologically-advanced U.S.-flag vessels.

Morning sessions in the class consist of detailed instructions on hand and machine tools, measuring instruments, piping, valves, gaskets, pumps and the theory of steam and diesel power plants.



Instructor Joe Kurley (right) demonstrates cutting external threads on a rod using a hand die.



Two trainees work together to get the feel of operating a drill press at the Lundeberg School.

Heavy emphasis is placed on safety practices and procedures.

In the afternoon, the trainees experience hands-on training by working with the various tools and machinery about which they have studied.

Kurley said the response from the trainees while in class, then after they have gone to sea, has been positive. He said former Lundeberg School trainees report the training they received at the school has helped them comply with the orders of their superiors.

The changes in the Lundeberg School entry-level engine department course were made by the institution's instructors after close consultation with SIU-contracted operators, SIU members who sail in the engine department and union officials.

Seafarers Complete Delicate Cargo Delivery Mission

Two SIU-crewed ships operated by InterOcean Management carried more than 100,000 deadly nerve gas shells out of Germany to an island in the middle of the Pacific without an incident.

The Flickertail State and the Gopher State took 47 days to sail from Nordenham, a port city just south of the North Sea along the Weser River in Germany, to Johnston Atoll, approximately 850 miles southwest of the Hawaiian Islands. Complete with a U.S. Navy escort, the vessels convoyed south across the Atlantic around Cape Horn (at the tip of South America), then sailed north to the coral island, 1,800 miles east of the Federated States of Micronesia.

Cape Upholds Reputation

Crewmembers aboard both vessels stated the roughest part of the whole journey was the week-long trek around Cape Horn. "It was just like you see in the movies," said AB Charlie Parks, 34, who sailed aboard the Flickertail State. "The winds were howling and the waves were crashing."

John Humason, 38, sailed as an AB aboard the Gopher State. "It was kind of scary," he recalled. "These vessels were never intended to make a trip like this. The waves were 30 to 50 feet. The temperatures were around 30 degrees. Everything had to be lashed down. It's just a wasteland down there."

Humason, a 20-year SIU member, said he was not sure what to expect when he signed on. He stated all the members went through almost two weeks of training at the Military Sealift Command firefighting center near Earle, N.J. to learn how to deal with a chemical leak, fire and other possible accidents.

The vessels left Norfolk, Va. in late August after both vessels had been altered in a shipyard in Baltimore. Parks, who has sailed with

the SIU for 14 years, was aboard the Flickertail State while it was in the yard. His function was to make sure the Haggland cranes installed aboard both vessels worked properly.

Nerve Gas Brought Aboard

The vessels were docked in Nordenham for two weeks while the motor-and-train convoys with the nerve gas canisters arrived from Clausen, Germany where some of the weapons had been stored since the mid-'50s.

"There was intense security throughout the port," Parks remembered. "There were German and American MPs everywhere. They had bomb-sniffing dogs and they had to sniff everything that came aboard."

Although crewmembers were restricted to ship while loading operations took place, they were able to visit the town in the evening. "The townspeople were really friendly," Parks said. "It was a nice little village."

The day before the two ships were to sail, demonstrators from an environmental group showed up in small boats to protest the transfer of the gas. "It was like they were protesting just to get television coverage," Humason said. "They held signs in three or four different languages but made no effort to stop us. Of course, security didn't let them get close."

Navy and Army Aid Mission

Even with the security on the docks and in the river, elite Navy frogmen swam around the hulls of the ships to make sure no explosives had been attached. Once the pair cleared the sea buoys, the Navy escort fell in to follow the vessels through the Atlantic.

Both members reported uneventful journeys to the Pacific, except for the trip around South America. They reported the stew-



The galley gang aboard the Flickertail State celebrates the end of the voyage.



Engine department members aboard the Flickertail State know they will arrive soon.

ard departments did a great job of keeping the crews happy with good meals and barbecues throughout the voyage.

The two members said Army personnel on both ships monitored for any possible leakage from the canisters which had been packed in steel drums then surrounded by airtight containers. All crewmembers were required to carry gas masks at all times.

Unloading Process Smooth

Military personnel feared possible trouble as the vessels neared Johnston Atoll, ordering them to slow down. According to Parks, the military was worried that an environmental group was going to launch a demonstration to prevent the offloading at the U.S. government's chemical agent disposal site. However, no action took place and the cargo was unloaded without a hitch.

Despite being at sea for 47 days, the activities of the members were restricted during offloading in case of any contamination from the chemicals. "We were looking forward to swimming and fishing but we weren't allowed to do it," said Humason. "However, we knew when it was finished, it was only a week to the States and a payoff," added Parks. "Everybody was in a good mood then."

The ships docked near Los Angeles toward the end of November.

Confidence in Loading Skills

Although the crewmembers were concerned about the cargo they were carrying, neither recalled being afraid or any of the others showing fear. "It was just another trip," said Parks. "It was always on the back of my mind," stated Humason. "But I had confidence in the way it was packed and the way we loaded it."

Parks noted a couple of the members on the Flickertail State were sailing for the first time since graduating from the Seafarers Harry Lundeberg School of Seamanship. "They adapted very well and did a good job," he bragged.

The nerve gas is scheduled to be destroyed at an incinerator on the island. The incineration process is pending while court challenges on the process from environmental groups and neighboring islands are being heard.



Led by Bosun Lou Flade (seated at table), the deck department of the Flickertail State made sure the nerve gas shipment arrived safely at Johnston Atoll in the Pacific.



Wilmington Port Agent Don Anderson (right) works with members of the Gopher State during the ship's payoff at the conclusion of their three-month voyage.



Black gang members kept the Gopher State going despite some rough seas and bad weather.



The Gopher State's steward department kept the crew and military personnel well fed and happy.



Deck department members of the Gopher State wait for payoff to finish before going ashore.

SIU Dredge Crews Clear Lakes Channels



The Curly B, above, is one of several launches used to ferry members to and from dredges.

At right, Deckhands John E. Parks (back) and Willis Kingston secure a barge to the tug Arthur F. Zeman Jr.



SIU crews aboard the dredges, barges and tugboats belonging to the Great Lakes Dredge and Docks can be found throughout the Great Lakes region during the shipping season.

Based in Cleveland, the company's primary function is dredging to make sure the shipping channels remain clear for the vessels plying the Lakes. Another major job is to keep the Cuyahoga River, which empties into Lake Erie near downtown Cleveland, open and navigable throughout the year. The company also is involved in building docks and assists in the construction and maintenance of water intake systems.

Algonac Port Agent Jack Allen said members who are employed by the company are working almost all the time. "They go where the work is," Allen noted. "They could be working in one location for the whole season or could be working out of several different ports during a year."

40-Year Veteran

One member Allen and some of the other SIU members pointed out to a Seafarers LOG reporter as deserving special recognition was deckhand **John Monaco**. Fellow deckhands **Willis Kingston** and **John E. Parks** noted Monaco had the longest running seniority with the union at the company's Cleveland base.

"He is a really good guy," the deckhands stated. "He deserves all the recognition he can get." Monaco, 57, has been working steadily with Great Lakes since 1951, only interrupted once by a stint in the Army in the mid-1950s.



Engineer Bob Saleika takes part in a union meeting aboard a Great Lakes vessel docked in Waukegan, Ill.

Below, Deckhand John E. Parks awaits orders from the bridge of the Zeman.



Above, Algonac Port Agent Jack Allen (left) meets with Deckhand Bill Cartwright aboard the Curly B.

At left, Deckhand Gary Cartwright asks for information during a union meeting.



Licensed Tugman Mike Healey, now in MEBA-2 but who started with the SIU, oversees deck operations.

At left, Deckhand Willis Kingston gets ready to grab a line from another member working on a barge.

Dredgeman John Monaco, at right, who started sailing in 1951, has the longest seniority of any SIU member working for Great Lakes Dredge and Dock.



Alice Adrift

A Sojourn to the Gulf of Oman

By Charles A. Bortz, AB

So what do you do while drifting 95 days in the Gulf of Oman? Well, you watch a lot of movies, you read a lot of books and, if you're lucky enough to be on the Overseas Alice, you work overtime every day.

You could also write a lot of letters bearing in mind that the postman will only take delivery every 45 days—the time which must elapse before the ship is allowed close enough to the shore to take stores. Otherwise the perspective is simply ocean, ocean and more ocean.

After making the dash from Diego Garcia on August 9 with the rest of the prepositioned fleet, the Overseas Alice was confined to a box 80 miles off the coast of Oman where few ships ventured and even sea gulls shunned. Inside the box she would steam north—or south—or east—or west—for 20 miles and then turn around and go the other way, turning over just enough revs to maintain steerage.

Unlike the Persian Gulf, which was an oven in those months, the Gulf of Oman was cooled by the southwest monsoon and keeps fairly pleasant the year round. The waters are full of fish including monster sharks, ten-foot sea snakes and some unidentifiable hybrids that look as if they should have been extinct a million years ago. Unfortunately—and unlike Diego Garcia—none of them would consent to bite on a hook. Too deep, said our Filipino fisherman, who gave up after a week.

The only certain visitors came by air. The U.S. Navy and the Air Force traded off with the RAF and the Saudis in skimming the Alice once or twice a day. Then there were the hapless birds blown out to the ship by the offshore wind. They came in every size and variety—finches, partridges, wrens, meadow larks and mourning doves, all kinds of sea, marsh and land birds looking for sanctuary. Mostly they stayed for a few days and then left or were blown away. Some, however, like the black and white shrikes on the fantail, took up permanent residence.

We had a hoopie bird for six weeks. The hoopie, a native of India, is the aerial equivalent of the duck-billed platypus. It has black and white after quarters, an amber breast and a long, red beak sticking out from under a bristling crest. It also flies funny.

The hoopie bird's disappearance coincided with one of the periodic visits by desert falcons. The ones who reached the Alice had apparently flunked their classes in navigation and arrived all mad and frustrated. For a few days there was mass slaughter among the smaller birds, and little mounds of feathers appeared in the manifold trough and other secluded places.

The hoopie bird's assassin was stupid enough to chase a sea gull

and was last seen flapping frantically in the ship's wake against a head wind.

The only time the Alice was permitted off station, the crew ended up huddled on the main deck with men in black suits pointing machine guns at them. Fortunately, the men in black suits were U.S. Marines. They were using the Alice in a training exercise, preparatory to taking over a soon-to-arrive Iraqi tanker.

The crew was urged not to make it easy for them, and Captain Horn did such a realistic job of playing the indignant Iraqi skipper that they almost took him into custody. It was a distraction anyway, and when hostilities ended, the crew did get to send some mail ashore.

At the midpoint of the Alice's exile from port, Chief Steward Glenn D'Ambrosio came on board and, with the help of groceries that the ship had not had time to pick up in Diego Garcia, sent the crew's morale soaring several notches. With him was Rebecca Posgay, who finished her AB's course in Piney Point just in time to be captured by the Marines.

The Alice is running again now with Recertified Bosun Steve Copeland, who has been on the Alice for five years, taking over from Bill Csapo. Her hull is sheathed in barnacles and she is moving a little slower, but then maybe you could say the same thing about all those veterans of that 95-day sojourn in the distant Gulf of Oman.



Charles A. Bortz

Brother Charles A. Bortz is a long-time contributor to the Seafarers LOG. In the July 1984 Seafarers LOG, he wrote about a scrawny cat which boarded the M/V Ranger as she was about to leave Greece. In September 1985 Seafarers LOG updated us on the kitten left behind, and then in November 1987 gave us the final installment in the brief saga of the ship's cat.

In the May 1986 LOG, Bortz, then on the C.S. Long Lines, wrote about his voyage aboard the S/S Fairwind to Kenya ("Kenya: A Great Place to Stop!"). And now we hear from him again, this time onboard the Overseas Alice in the Gulf Of Oman, his last trip before retiring to his hometown of Hellertown, Pa..

Children of Seafarer to Try Out For U.S. Olympic Karate Team

The son and daughter of a second generation Seafarer have been invited to participate in karate workouts this summer at the U.S. Olympic Training Center in Colorado.

Milton and Stephanie Younnett, the children of Frances and Milton Younnett and grandchildren of Francis T. DiCarlo Sr., found out just before Christmas they had been selected to participate at the center.

Milton Younnett, an August 1978 graduate of the Lundberg School who now sails as a chief steward, was on the beach when his children received word of the invitation. Grandfather Francis DiCarlo, a 42-year SIU member, was serving as the chief steward aboard the 2nd Lt. John Paul Bobo when the family received the news.

"We are very thrilled," Mrs. Younnett told the Seafarers LOG. "We are so proud because they have come so far in such a short period of time."

Both of the children began their karate careers in February 1990. Milton, age 8, advanced one belt in his first week. In fact, he has caught on so well that he only is four belts away from the highest status in karate—a black belt. Recently Milton became the grand champion for his age and weight in Florida for 1990.

Stephanie, age 6, is not far behind her brother. She holds a green belt, has claimed seven first place



Steward Milton Younnett, whose children are trying out for the U.S. Olympic team, is pictured above.

awards in five months of competition and is undefeated in her division.

Mrs. Younnett said the children competed in several tournaments across Florida last year. She said the family plans to attend tournaments in Florida, Georgia and Puerto Rico this year before the pair heads for Colorado.

"I don't know how we'll get them there (the Olympic training camp), but we're going to make it somehow," she said.

Participating in the training camp is the first step in qualifying for the U.S. Olympic team. Should the Younnetts make the squad, they will participate in the 1992 Olympics which will be held in Barcelona, Spain.

"We have no doubt they will make it," Mrs. Younnett added.



Milton (left) and Stephanie Younnett with some of the trophies they have won in karate competitions over the past year.



Seafarers Join Daily News Strikers

Seafarers show their support for members of the Allied Printing Trades Council of New York who are on strike against the Daily News. The rally was held in Garden City, N.Y. The newspaper's unions have been on strike against the Daily News since October 26, 1990 following a lockout by management of more than 200 drivers at the News' Brooklyn plant, hoping to replace them with scabs.

Letters to the Editor

Karlak Receives a Reply To His Letters to Soldiers

Having sent well over 30 letters to the [Persian] Gulf along with copies of pictures, postcards and made-up cartoons, I received my reward with a Christmas card and a few words on the inside (which I have enclosed).

To me, it's a rewarding feeling knowing that strangers appreciate my sense of humor at a time of serious problems.

I have been sending sports pages, homemade cribbage boards and decks of cards. I have a system in making many of the boards at the same time like an assembly line.

Who said that once you're retired there is nothing to do with time dragging? Get involved as I have done if you are bored and get the feeling of accomplishment.... There could be future members out there by the thousands.

Walter Karlak
Woodside, N.Y.

Editor's Note: The response from a soldier in the Persian Gulf who received Brother Karlak's letter follows.

Dear Walter,

Received a copy of your letter and it really made my day. Thanks, Walter. I read the letter aloud to all the soldiers that were on night shift with me. This night, there were eight laughing soldiers. Very good humor, Walter. Also the photos of New York were great. We posted them on the board in the Tactical Operations Center.

At this very minute, we are closely watching the upgraded alert status. Having endured the hot months and then October, a very relaxed and laid-back month. Now (it is) December, no one is laughing out loud. Too close to a conflict. These are very tense minutes, hours and days, at least until January 15.

Walter, I have over 26 years in service but was not prepared for this. I know you understand, from reading your letter, that the desert is not in love with anybody or anything. No one really owns these constantly changing sand dunes.

Well, Walter, wishing you peace, love, happiness and good

health now through the new year and even beyond. What the world needs now is prayers for our leaders.

Curtis Scott
24th Infantry Division



Member's Wife Proud Of Welfare Plan

I would like to take time out from a busy schedule to let it be known just how proud I am of the Seafarers Welfare Plan.

Every time my husband or I have had to file a medical claim, we have always been appreciative of the time frame in which the Seafarers Welfare Plan acted in paying. I would like to add that the Seafarers Welfare Plan has been commended by our local hospitals and doctors as being very efficient and on top when it comes to taking care of members' claims.

We're truly appreciative and proud of our Seafarers Welfare Plan. In our eyes and others you do an excellent job of taking care of our claims. Thanks again.

Mary Grace (Mrs. Mark A.) Freeman
Panama City, Fla.



Engineer Thanks School For Opportunity to Study

I'm a member of District 2 MEBA. I was a member of the SIU for 10-plus years until I got my engineer's license and began sailing third (assistant engineer) with your sister union.

Recently, I needed a place to study for my second assistant's license. So I asked the folks at the school. Mr. (Ken) Conklin said no problem.

I spent a month every morning at your fine Paul Hall Library. The atmosphere and reference material were exactly what I needed. I passed all parts of the test with high 90s for marks.

So I wanted to say thank you again, SIU, for again helping me to improve my life.

Joseph Souter
Tall Timbers, Md.

LOG-A-RHYTHM

A Christmas Prayer for a Seaman

by James Gagan, AB

Only Thee walked the sea,
for all the ones that follow Thee.
This life upon the open sea,
for all the ones now with Thee,
lost their lives upon the sea.
Now and then I wish to be,
living free upon the sea.
A Merchant Seaman I will be,
for all the time I'm close to Thee.

Mobile Hall Hosts Holiday Party For Striking Auto Workers

The Seafarers in the port of Mobile, Ala. hosted a Christmas party for the families of union members who are striking an aircraft parts company.

Port Agent Dave Carter said approximately 300 people gathered at the SIU hall to welcome Santa Claus and enjoy a pot luck dinner cooked by family members of the United Automobile Workers Local 1639. The local has been on strike against Teledyne of Mobile since March.

"They really had a good time," said Carter of the celebration. "We have been trying to help the local



OMU Robert Pritchett helps decorate the Christmas tree in the Mobile hall.



The children of striking UAW Local 1639 members wait to tell Santa Claus what they want for Christmas.

through donations and food banks and by attending rallies. They don't have a hall, so we offered the use of ours."

Carter said the highlight of the evening came when Santa arrived with presents for all the children. After the visit and dinner, the members sang carols before leaving.

The port agent noted the local had been trying to negotiate with Teledyne for a better contract when the strike was called. The company responded by placing scabs in the union members' jobs and cutting off talks.

AB Danzey Praises Shipmates Aboard the Liberty Belle

A 47-year veteran of the SIU had nothing but praise for his crewmates following a two-month voyage to the Mediterranean Sea and northern Europe.

AB Morris Danzey wrote to the Seafarers LOG to tell of his experience with the crew of the Liberty Belle. "I would like to say that after sailing for over 47 years in the SIU that I could never say that I have ever sailed with a better crew from top to bottom," he wrote.

Danzey, 64, joined the ship in New Orleans in late September before it loaded with grain, then sailed for Port Said, Egypt. Upon unloading, the Liberty Belle sailed to Algeria to load crude concentrated oil for northern Europe. The vessel returned to Algeria for a second load which it offloaded in the New Orleans area in late November. The Liberty Belle then laid up in Port Arthur, Texas.

Danzey joined the union in May 1943 in the port of New Orleans. He is one of four brothers to sail with the SIU.

The Mobile, Ala. native worked in the deck department with Bosun Joseph Mele; ABs Paul Dudnikov, Dock McGuire Jr., Joseph Lebeau, Rufino Garay and Glenn Roy; and OSs Ali Mosad and Saleh Ali. Engine department members on the voyage

included Chief Pumpman Charlie Durden and QMEDs Thomas Owen, Willie Franks and Carroll Paul Boudreaux. Galley gang members were Steward Baker Grant Margett, Chief Cook Tyler Laffitte and General Steward Utilities Jessie Lee Andrews and Ronald Moore.

CORRECTION



Kwan Joi Siu

In a photograph on page 7 of the December 1990 issue of the Seafarers LOG, the above pictured member was misidentified. His name is Kwan Joi Siu. After joining the Marine Cooks and Stewards in 1974, Brother Siu became a member of the Seafarers in 1978 when the MCS merged with the AGLIWD.

SIU Stewards Display Culinary Skills



Galley work always is non-stop before any meal as shown by (left to right) Third Cook Matthew Johnson, Executive Chef Romeo Lupinacci and trainee Steven Cunningham.



Trainee Timothy Gray makes sure the buffet trays are spotless before the meal begins.



Lundeberg School steward department members are ready to assist at the buffet line.



A sample of culinary art from a baking class. The alligator is made from bread dough with fresh vegetables providing a tropical theme.

Galley gang members upgrading at the Seafarers Harry Lundeberg School of Seamanship expect to learn the basics about food handling and food preparation. But the union's steward department training program does not stop with the basics. Under the leadership of the school's culinary director, Don Nolan, Executive Chef Romeo Lupinacci and, during the month of December, Chief Steward Robaire "Robert" Seim, upgrading members learn some of the finer points of presenting good food creatively and artistically.

While the courses at Piney Point provide training over the stoves and ovens, in classrooms and on computers for nutrition, menu planning, food preparation and work organization, the culinary programs include a side of the training that makes the job more enjoyable to the men and women working in the galleys.

"This is the part of the training that teaches the steward department students to be creative," said Nolan. "For them, this is the part that is the most fun to do."

Lupinacci instructs the steward department upgraders in advanced cooking techniques.

"There is a great need for such a program," Lupinacci said. "We teach everything from A to Z because we want our members—the best in the business—to be ready for whatever is thrown at them."

Lupinacci noted that while the culinary arts part of the program may encompass less than 20 percent of the training, it is the part the students look forward to tackling. "Every chief steward wants to know these things so he can be prepared for any special occasion the captain asks him to handle."

Seim is one of the people taking advantage of the training available from the school and Lupinacci. A former chef for Donald Trump,

Seim is a graduate of the California Culinary Academy. The 31-year-old started cooking aboard yachts near his Miami home 15 years ago and joined the SIU in 1988.

"From my heart, I can't say enough about this school and everyone in this union," Seim told a reporter for the Seafarers LOG. "There is nothing like this—no competition—in the world."

Although Seim has worked on private yachts for companies and wealthy individuals, like Trump, he said he enjoys cooking for the men and women aboard merchant

vessels more. "They really enjoy the extra effort that goes into a fine meal," Seim said. "They appreciate the work we do more because they know what goes into it."

The steward equates success with happiness. "I feel confident with the training I've received. And I like to share my knowledge with other professionals."

In turn, some of the future professionals in the SIU apparently appreciated the training they received from Seim. The trainees of class 463 sent a letter to SIU President Michael Sacco praising the education they received from the chief steward.

"During our scheduled galley cycle, Robert stressed organization, safety and cleanliness and showed us how to clean the galley better and faster," the December 27, letter stated. "He helped us pass our inspection and obtain praise from other upgraders and instructors. Robert has pulled a couple of people to the side and showed them how to prepare food so it is pleasing in taste and eye appeal."

"He stressed teamwork, education and SIU Brotherhood regardless of ethnic or social standing. He is a man of his word and has time for everyone. We look forward to shipping with him in the future!"



Class 463 trainee Dwyen Ringbaur stacks crab balls before they are baked.



No meal is completed until clean-up is finished as trainee Robert Darley discovers.



Chief Cook Eric Manley of Seattle prepares hors d'oeuvres for the oven.



Chief Steward Robert Seim sets up a buffet table with Executive Chef Romeo Lupinacci as class 463 trainees (left to right) Steven Cunningham, Timothy Gray and Billy Tacker watch.



SIU upgrading members, trainees and Lundeberg School culinary department instructors worked together to prepare a series of mouth-watering appetizers, entrees, side dishes and desserts for a buffet-style dinner. They are pictured above with the fruits of their labor.

Chief Cook's Photos Receive Praise at Int'l Art Show

The photographic work of a steward department member won praise and appreciation at the Japan Seamen's Service 16th Mariners Art Exhibition in Tokyo during November.



Leonard Earl Johnson

Leonard Earl Johnson, 47, provided the union with 36 black-and-white photographs that he shot over the years of vessels and crewmembers at sea and the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. The photographs were sent as the SIU's contribution to the exhibition, which featured 175 pieces of artwork from 120 contributors.

K. Doi, chairman of the Japan Seamen's Service, expressed in a letter to the union "special appreciation for your sending us many beautiful artworks made by your member. We thank you so much

for your participation and great contribution to our activity."

The service, a subsidiary organ of the All Japan Seamen's Union, holds the exhibition to offer mariners and their families the opportunity to exchange and display cultural activities. The service receives artworks from around the world for the show.

This was not the first show for Johnson, who became an SIU member in 1979. He began displaying his work in exhibitions in New York City in 1982 at a show entitled "New York, New York, a Seaman's Point of View." He has had other works shown in Oregon, Illinois, Guam, the Lundeberg School and his hometown of New Orleans.

Two of Johnson's pieces were selected for inclusion in the "Best of 1985" and "Best of 1986" editions of Photographers Forum magazine's hardcover editions.

Johnson, who has upgraded several times at Piney Point, sails as a chief cook aboard the Sgt. William R. Button.

The Japan Seamen's Service sent Chief Cook Leonard Earl Johnson this certificate of appreciation for displaying his photography at its mariners art exhibition.



Mariners from around the world contributed to the Japan Seamen's Service show in Tokyo, pictured in photo left.

Louisiana WWII Mariners Can Order 'U.S. Veteran' Plates

World War II veteran merchant mariners with vehicles registered in Louisiana now can order special prestige tags proclaiming their service to the country like the plates displayed on SIU retiree H. L. "Steve" Stephens' truck.

Stephens benefited from the work of his brother, former New Orleans Port Agent Buck Stephens, to get World War II-era merchant mariners recognized on Louisiana's special "U.S. Veteran" tags. Buck Stephens worked with state Representatives Louis W. Ivon and Kenneth L. Odinet who sponsored and passed the needed legislation last year. He then worked with Debby Gremillion of the Office of Motor Vehicles, Department of Public Safety and Corrections, to set up the program.

"All of them were a great help," the former SIU official said. "The representatives were instrumental in getting the bill passed. Debby was very considerate with all the phone calls we made."

Stephens also praised the work of the SIU members from the port of New Orleans and Henry Johansen, New Orleans port agent for the SIUNA-affiliated Sailors

Union of the Pacific, in calling on state legislators to support the bill.

Buck Stephens said his brother deserved plate number "1" because of the action he saw as a seafarer during World War II. The younger Stephens had a 15-month voyage on a Murmansk convoy vessel that had to offload on ice near Archangel. He obtained his union book in 1940 and sailed during World War II in all zones. He participated in many union beefs before becoming part of the Delta Lines shoregang in New Orleans. He then worked for the union at the Lundeberg School in the '70s before retiring.

Buck Stephens chose number "76" because that was his original SIU book number when he became a charter member in 1938. Stephens became a dispatcher for the SIU in New Orleans in 1940. When the Navy rejected him in 1944, he went to sea, sailing in the Atlantic, Mediterranean and Black Sea. He returned to the New Orleans hall in 1946 and became a port agent in 1960. He held the position until retiring in 1980.

To obtain the special plates, which read "U.S. Veteran USMM

(for U.S. Merchant Marines) Louisiana," mariners should fill out an application from the office of motor vehicles and include a copy of their DD214 or certificate issued by the War Shipping administration during the 1940s.

Applications for cars, pickup trucks and vans can be acquired by calling the Office of Motor Vehi-

cles at (504)925-6264. Callers will be told how much money they will need to send. (Credit will be provided for time remaining on present license plates.) The fee will be determined by the value of the vehicle. Also, those wanting a special tag number may secure it, if it is not taken already, by calling the Office of Motor Vehicles.

Bonner's War Game Training Put to Test in Persian Gulf

One member of the Seafarers who was ready to react when the crisis in the Middle East flared is AB Thomas H. Bonner Jr.

The 39-year veteran of the deck department has "more wheel time during simulated war games than any other member in the union," according to SIU Assistant Vice President Augie Tellez.

Bonner gained this experience by sailing aboard the PFC Eugene B. Obregon on a regular basis since March 1985. Prior to joining the Obregon, he sailed regularly on other Waterman vessels, including the Stonewall Jackson for four-and-a-half years.

The Quitman, Miss. native listed two reasons for staying aboard Waterman vessels in general and the Obregon in particular.

"It's good for my wife," he noted to a reporter for the Seafarers LOG. "She doesn't have to follow me all over the country to meet my ship. All she has to do is drop me off and meet me at the airport. Second, it is a good ship and I like working with the crew."

Bonner's experience during military exercises has been put to the test in the Persian Gulf theater. He was serving aboard the vessel when it made its first run to the area this fall. "It showed all this training

is valuable because you never know when a hot spot will flare up. You don't know when we'll need ships there."

Besides his experience on Waterman's military support vessels, Bonner, 57, had his SIU career interrupted by the Army from 1953 to 1955. He has sailed from both the ports of New Orleans and Mobile, Ala. where he is well known.

Bonner is proud to be a Seafarer. "This is a real good union to my notion. It has always provided me with a job to support my family."



AB Thomas Bonner takes a break from his activities aboard the PFC Eugene B. Obregon.



SIU retiree H.L. "Steve" Stephens, left, displays tag number 1 for the new Louisiana "U.S. Veteran" merchant marine license plate.

Dispatchers' Report for Deep Sea

DECEMBER 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	30	12	13	29	13	12	2	55	9	8
Philadelphia	1	7	4	1	4	6	0	1	4	1
Baltimore	13	3	3	9	2	4	2	10	2	1
Norfolk	14	7	5	11	9	4	0	20	7	4
Mobile	12	10	13	8	8	13	1	16	7	8
New Orleans	31	13	17	22	8	16	1	48	18	15
Jacksonville	28	15	10	28	12	15	2	35	7	6
San Francisco	27	18	13	24	10	8	2	48	25	17
Wilmington	18	8	3	16	8	2	2	28	7	6
Seattle	23	11	15	16	7	15	3	43	13	6
Puerto Rico	10	0	1	3	1	1	0	14	1	1
Honolulu	4	10	8	3	4	9	3	7	13	1
Houston	36	5	17	31	9	21	5	46	7	13
St. Louis	1	2	3	1	0	3	0	2	2	0
Piney Point	1	4	5	0	5	4	0	1	2	2
Totals	249	125	130	202	100	133	23	374	124	89

ENGINE DEPARTMENT										
New York	22	5	6	18	2	5	1	29	7	2
Philadelphia	2	3	3	1	2	2	1	1	3	1
Baltimore	7	5	2	8	6	0	2	7	0	3
Norfolk	4	3	0	8	4	0	2	4	1	2
Mobile	11	7	3	4	9	4	0	18	5	2
New Orleans	16	10	5	12	7	8	0	32	7	6
Jacksonville	14	6	5	14	6	2	1	12	2	5
San Francisco	20	7	7	12	5	5	4	26	13	13
Wilmington	12	5	5	5	3	6	7	16	5	5
Seattle	13	6	8	12	8	7	0	17	4	2
Puerto Rico	5	2	0	6	2	0	0	7	2	0
Honolulu	2	8	9	1	1	9	4	4	12	6
Houston	21	6	8	18	5	9	0	21	6	7
St. Louis	0	0	1	0	1	1	0	1	0	0
Piney Point	3	6	2	2	5	3	0	3	2	2
Totals	152	79	64	121	66	61	22	198	69	56

STEWARD DEPARTMENT										
New York	19	5	1	15	4	0	6	21	5	2
Philadelphia	1	1	0	1	2	0	0	1	0	1
Baltimore	2	1	2	1	1	1	0	4	2	1
Norfolk	7	3	2	4	3	1	0	6	1	1
Mobile	3	0	0	3	1	0	0	4	4	1
New Orleans	7	1	2	13	2	2	1	14	4	1
Jacksonville	14	4	1	11	3	1	2	14	4	0
San Francisco	52	5	2	32	5	2	11	80	7	4
Wilmington	8	2	4	5	0	3	1	13	7	2
Seattle	20	5	1	19	3	1	0	33	7	1
Puerto Rico	5	0	0	3	0	0	0	6	0	1
Honolulu	6	24	16	1	13	18	72	12	37	27
Houston	10	1	2	9	0	2	1	17	1	3
St. Louis	0	0	0	0	0	0	0	2	0	0
Piney Point	2	7	6	4	1	3	2	1	9	5
Totals	156	59	39	121	38	34	96	228	88	50

ENTRY DEPARTMENT										
New York	12	17	32	5	11	27	0	21	30	25
Philadelphia	4	2	7	3	8	9	0	2	0	2
Baltimore	3	5	4	2	7	4	0	6	3	2
Norfolk	3	5	8	3	10	8	0	4	4	4
Mobile	1	12	11	1	8	9	0	7	31	10
New Orleans	10	12	25	3	14	22	0	20	20	30
Jacksonville	1	11	11	1	14	10	0	0	10	16
San Francisco	16	14	28	11	16	26	0	27	19	45
Wilmington	9	9	9	4	3	10	0	12	11	13
Seattle	5	5	8	5	4	6	0	10	8	7
Puerto Rico	7	6	1	4	9	1	0	8	9	2
Honolulu	4	32	122	1	25	168	0	7	53	187
Houston	5	18	7	3	11	11	0	6	19	16
St. Louis	0	0	0	0	1	1	0	0	1	0
Piney Point	0	65	0	0	58	0	0	0	39	1
Totals	80	213	273	46	199	312	0	130	257	360

Totals All Departments 637 476 506 490 403 540 141 930 538 555

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

****Registered on the Beach** means the total number of men registered at the port at the end of last month.

Shipping in the month of December was up from the month of November. A total of 1,574 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,574 jobs shipped, 490 jobs or about 31 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 141 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,540 jobs have been shipped.

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

Piney Point
Monday, February 4
Monday, March 4

New York
Tuesday, February 5
Tuesday, March 5

Philadelphia
Wednesday, February 6
Wednesday, March 6

Baltimore
Thursday, February 7
Thursday, March 7

Norfolk
Thursday, February 7
Thursday, March 7

Jacksonville
Thursday, February 7
Thursday, March 7

Algonac
Friday, February 8
Friday, March 8

Houston
Monday, February 11
Monday, March 11

New Orleans
Tuesday, February 12
Tuesday, March 12

Mobile
Wednesday, February 13
Wednesday, March 13

San Francisco
Thursday, February 14
Thursday, March 14

Wilmington
Tuesday, February 19
Monday, March 18

Seattle
Friday, February 22
Friday, March 22

San Juan
Thursday, February 7
Thursday, March 7

St. Louis
Friday, February 15
Friday, March 15

Honolulu
Friday, February 15
Friday, March 15

Duluth
Wednesday, February 13
Wednesday, March 13

Jersey City
Wednesday, February 20
Wednesday, March 20

New Bedford
Tuesday, February 19
Tuesday, March 19

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

NOTICES

The Murmansk 50th Anniversary Reunion Committee wants to get in touch with mariners who made those runs during WWII for a proposed meeting in May 1992. For more information, please contact Lesley A. Newman, Assistant Chairman, Murmansk 50th Anniversary Reunion Committee, City Hall Room 1400, Jacksonville, FL 32202.

The Fishermen's Union of America requests the following people contact the San Pedro, Calif. office at (213)833-3571 concerning WWII defense bonds:

George Omokawa
Tomoharu Togawa
Tom K. Watanabe
Kinpei Nishihata or
Eipei Yamachi
Kumakichi Kawaguchi

Dispatchers' Report for Great Lakes

CL—Company/Lakes	L—Lakes	NP—Non Priority							
DEC. 1–31, 1990	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Port	DECK DEPARTMENT								
Algonac	0	12	5	0	20	15	0	9	5
Port	ENGINE DEPARTMENT								
Algonac	0	5	3	0	7	5	0	5	3
Port	STEWARD DEPARTMENT								
Algonac	0	21	1	0	4	4	0	3	4
Port	ENTRY DEPARTMENT								
Algonac	0	14	6	0	0	0	0	9	19
Totals All Departments	0	52	15	0	31	24	0	26	31

***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

DECEMBER 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	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	10	0	0	2	0	0	76	17	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	2	1	1	0	2	3	1	1
Jacksonville	2	0	1	1	0	0	4	0	6
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	5	4	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	2	9	0	1	1	3	1	8
Algonac	21	11	0	5	2	0	41	25	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	37	15	13	9	3	3	132	48	27
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	1	0	0
Norfolk	5	0	0	1	0	0	9	1	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	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	0	0	0	1	0	1
Algonac	19	11	0	2	0	0	33	24	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	26	11	2	3	0	0	43	25	3
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	4	0	0	1	0	0	10	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	2	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	0	0	4	1	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	3	0	0	2	0	0	1
Algonac	13	7	0	2	0	0	26	11	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	18	7	5	3	0	3	42	12	2

Totals All Departments 81 33 20 15 3 6 217 85 32

***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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New Orleans, LA 70130
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San Francisco, CA 94105
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The Seafarers Pension Plan announces the retirement of 23 members this month. Of these, 15 shipped in the deep sea division, five were from the inland division and three sailed on the Great Lakes.

Upgrading at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. was an important part in the lives of many of the retiring members. Two deck department veterans, Clarence R. Burgo and Teddy R. McDuffie, graduated from the same recertified bosun class in 1980. A pair of galley gang members, Thomas Bolton and Edward Tinsley, graduated together from a 1982 recertified steward class.

Brother Bolton also holds the honor as being the oldest member of this group to retire. He turned 74 on his last birthday.

A bit of information on these and the other retiring Seafarers follows.

DEEP SEA



ARNOLD ACKERMAN, 63, joined the Seafarers in March 1956 in his native New York City. The deck department

veteran had sailed with the Sailors Union of the Pacific, an SIUNA affiliate, before signing on with the SIU. Brother Ackerman sailed aboard Isthmian and Cities Service vessels early in his career. He lives in Flushing, N.Y.

MURPHY ALLISON, 65, joined the SIU in October 1969 in the port of New York. Born in Hayes, La., he served in the Navy from 1943 to 1946. Brother Allison upgraded his engine department rating several times at the Lundeberg School. He calls Oakland, Calif. home.

THOMAS BOLTON, 74, joined the union in April 1945 in the port of Philadelphia. The Louisiana native shipped in the galley gang. He upgraded to recertified steward in 1982 at the Lundeberg School. Brother Bolton has retired to Kelson, Wash.

CLARENCE R. BURGO, 64, joined the Seafarers in May 1966 in the port of San Francisco. The Hawaiian-born deck department veteran upgraded to recertified bosun in 1980 at the Lundeberg School. Brother Burgo resides in Kaneohe, Hawaii.

JAMES CARTER JR., 66, joined the SIU in 1946 in his native Mobile, Ala. He served in the Navy from 1941 to 1945. Brother Carter upgraded his galley gang rating to recertified steward in 1982 at the Lundeberg School. He continues to live in Mobile.



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.



GIM LUN CHAN, 65, joined the Marine Cooks and Stewards in October 1957, prior to that union's merger with the

AGLIWD, in his native San Francisco. He still lives in San Francisco.

LEROY T. FANSLER, 69, joined the union in June 1969 in the port of Wilmington, Calif. Born in Los Angeles, he sailed



with the Sailors Union of the Pacific, an SIUNA affiliate, before starting his deck department career with the SIU. Brother Fansler upgraded in 1978 at the Lundeberg School. He shipped aboard LNG vessels and the Long Lines. He calls Dayton, Nev. home.



CHARLES E. JAMES JR., 68, joined the Seafarers in May 1947 in the port of New York. A native of Minden, La., he sailed in

the deck department. Brother James lives in Houston.

TEDDY R. McDUFFIE, 47, graduated from the Andrew Furuseth Training School in New Orleans in October 1965. He upgraded his deck department rating to recertified bosun in 1980 at the Lundeberg School. Brother McDuffie resides in his native Mobile, Ala.



KENNETH R. MARSTON, 65, joined the SIU in January 1943 in the port of New York. He was born in Brunswick, Maine.

Brother Marston upgraded to recertified bosun in 1981 at the Lundeberg School. He has retired to Booth Bay Harbor, Maine.

CHARLES ROMANO, 65, joined the union in June 1959 in his native New York City. He served in the Navy from 1943 to 1946. Among the first vessels on



which Brother Romano sailed were those from Suwannee Steamship Lines. He lives in Old Bridge, N.J.



ROBERT G. SAWYER, 55, joined the Seafarers in May 1957 in the port of Norfolk, Va. The Virginia native sailed in the engine department. Brother Sawyer calls Chesapeake, Va. home.

EDWARD TINSLEY, 59, joined the SIU in January 1964 in the port of Seattle. Born in Kansas City, Mo., he served in the the Army from 1951 to 1955. Brother Tinsley upgraded to recertified steward at the Lundeberg School in 1982. He resides in Seattle.



EDWARD TRESNICK, 62, joined the union in May 1948 in the port of New York. The Pennsylvania native's galley gang career was interrupted by a stint in the Army from 1951 to 1953. Brother Tresnick shipped as a chief cook before retiring to Streetsboro, Ohio.



ROBERT M. TULLER, 62, joined the Seafarers in October 1951 in the port of Wilmington, Calif. A native of Montpelier, Vt.,

he served in the Navy from 1945 to 1946. He upgraded to QMED in 1988 at the Lundeberg School. Brother Tuller previously sailed with the Sailors Union of the Pacific, an SIUNA affiliate. He lives in Gaysville, Vt.

INLAND

EDWARD E. CLINE, 62, joined the SIU in October 1967 in the port of Philadelphia. Born in London, Ohio, he served in the Navy from 1946 to 1965. Boatman Cline sailed as a deckhand aboard Interstate Oil Transportation tugs. He resides in Baltimore.



EUGENE O. HOLDER, 63, joined the union in September 1971 in the port of Norfolk, Va.

He served in the Navy from 1942 to 1958. Boatman Holder sailed as a mate aboard Interstate Oil Transportation tugs. He has retired to his native Danville, Va.

MICHAEL A. KISLAN, 62, joined the Seafarers in May 1976 in his native Philadelphia. He upgraded his deck department rating in 1987 at the Lundeberg School. Boatman Kislan continues to reside in Philadelphia.

JOHN L. MILLICAN, 68, joined the SIU in September 1971 in the port of New Orleans. The Tennessee native sailed in the engine department. Boatman Millican calls Pulaski, Tenn. home.

ERNEST TROTTER, 67, joined the union in July 1968 in his native Philadelphia. He served in the Navy from 1943 to 1946. Boatman Trotter upgraded his deck department rating in 1978 and 1980 at the Lundeberg School. He still resides in Philadelphia.

GREAT LAKES

EDWARD J. BAILEY, 63, joined the Seafarers in July 1964 in the port of Detroit. A native of Daus, Tenn. he sailed in the deck department. Brother Bailey has retired to Dunlap, Tenn.



GABRIEL LeCLAIR, 65, joined the SIU in September 1960 in the port of Buffalo, N.Y. The Canada native shipped in both the steward and engine departments during his career. He resides in Buffalo.



ROLAND H. THORIN, 65, joined the union in November 1960 in the port of Detroit. Born in Chicago, he served in the Army from 1945 to 1946 and 1948 to 1950. Brother Thorin sailed in the engine department. He calls Tampa, Fla. home.



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.

USNS ALTAIR (Bay Tankers), September 2 — Chairman **Larry Ambros**, Secretary **Wayne Howard**. Crew asked for information from contracts department about lack of weekly pay and transportation to original destination after signing off. Chairman said crew also concerned about possible combat and ammunition pay. Secretary noted captain talked with army representative about bonus pay. No beefs or disputed OT reported. Crew asked company for televisions and VCRs for each department.

LAWRENCE GIANELLA (Ocean Shipholding), October 29 — Chairman **Pete Hulsebosch**, Secretary **C. Mosley**, Educational Director **H. Daniels**. Chairman asked for suggestions on what to do with ship's fund. He reminded crew to separate plastics from garbage and not to throw either overboard. He asked crew to keep laundry room door closed to cut down on noise from washer and dryer. Educational director urged members to upgrade at Piney Point. Treasurer announced \$442 in ship's fund. Steward delegate reported problems with amount of stores (coffee, sugar, creamer and others) needed for voyage. He also reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Crew asked for information on drug testing procedures. Members reported having difficult time getting mail. Crew asked not to slam doors while members are sleeping.

LNG VIRGO (ETC), October 28 — Chairman **Billie B. Darley**, Secretary **Francis E. Ostendarp**, Educational Director **Michael J. Brennen**, Deck Delegate **Carlos A. Pineda**, Engine Delegate **Irmio E. Solomons**, Steward Delegate **Ronald E. Aubuchon**. Chairman announced he would be signing off December 15. He noted SIU Representative Carl Peth had left contract agreement for crewmembers. He reminded members to take beefs to bosun or department heads and not go topside with them. Secretary announced items pertaining to ship will be posted in minutes. He said voyage had gone smoothly. Educational director urged members to upgrade at Lundeberg School. He reiterated Carl Peth's comments that QMEDs must upgrade per the new SAB ruling. Treasurer listed \$150 in ship's fund after all bills were paid. No beefs or disputed OT reported. Crew asked company for respirators and filters in order to safely paint aboard vessel. Crew reminded to keep ship clean. Those signing on are reminded to pro-



Latest LOGs Received

Two members of the USNS Hess crew during a stopover in San Diego.

vide shipping card, LNG endorsement and proof of other endorsements when coming aboard. Next port: Arun, Indonesia.

SEA-LAND PERFORMANCE (Sea-Land Service), October 28 — Chairman **R. R. Newly**, Secretary **E. Porter**, Educational Director **L. Lemm**, Deck Delegate **Freddie Goethe**, Engine Delegate **Juan Rodriguez**, Steward Delegate **Gwendolyn Shinholster**. Chairman wished all those signing off a happy holiday season. He thanked crew for trouble-free trip. He thanked SIU President Michael Sacco and his staff for all they are doing for union. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to review allowing members with 20 years of seafaring to retire no matter the age. Crew thanked galley gang for great food throughout voyage.

AMBASSADOR (Crowley Maritime), November 5 — Chairman **David Newman**, Secretary **G. E. Sinkes**, Educational Director **Hanable Smith**, Deck Delegate **Gerald Ray**, Engine Delegate **Wally Spencer**, Steward Delegate **Felix Camacho**. Chairman requested patrolman for payoff. He discussed contract with crewmembers. He announced all packages would be inspected by gangway watch. No beefs or disputed OT reported. Crew requested more chairs for crew's mess. Steward department thanked for its good food. Next port: Port Everglades, Fla.

CAPE CLEAR (OMI Corp.), November 18 — Chairman **Carlos Canales**, Secretary **Thomas Wybo**, Educational Director **H. C. Chancey**. Chairman stated old repair list is being handled and new list is being posted. Educational director advised crew to watch out for loose wires and to not touch anything about which crew is unsure. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked to help keep laundry room clean. Galley gang thanked for good food.

CAPE CLEAR (OMI Corp.), November 25 — Chairman **Carlos Canales**, Secretary **Thomas Wybo**, Educational Director **H. C. Chancey**, Deck Delegate **Edgar Townsend**, Steward Delegate **Michael Pooler**. Chairman reported no officers are going into rooms alone. He asked crew to keep noise down. Educational director asked crew to keep doors closed to keep bugs out. He asked members to keep washer, dryer and VCR clean and turn off television when no one is watching. Treasurer said he would find out what is difference between movie and ship's funds. Beef reported by all three delegates. Crew noted no night lunch on some nights and asked for more condiments on tables.

CAPE DUCATO (IOM), November 11 — Chairman **W. E. Lough**, Secretary **R. L. Jones**, Educational Director **J. Griffith**. Chairman asked crew to take it easy on making copies as copying machine has limited supply of paper. Secretary asked members to sign crew list legibly. Deck delegate reported disputed OT. Engine delegate requested clarification if one member is being paid oiler or OMU wages. No beefs or disputed OT from steward delegate. Crew stated it has not received any communications from union since sailing. Crew asked welfare plan to review increasing dependents to 100 percent coverage. Crew suggested to

contracts department that members vote on issues rather than have SAB rulings. Crew asked company for new movies, cabinets for messroom storage, room antennae and ice cream freezer.

EQUALITY STATE (IOM), November 4 — Chairman **W. C. Rice**, Secretary **Wheeler M. Washington**. Chairman stated repair list distributed at meeting after noting additional items needed repair. He said ship had not received any Seafarers LOGs or other communications from union. He noted beefs that lodging was not paid and port time was red-lined. Secretary contacted union to increase communication. He said he did not have hot water in his room while another member reported standing water in

contracts department to send contract to vessel. He urged members to upgrade at Lundeberg School. Secretary reiterated need for contract aboard vessel. Educational director asked members to donate to SPAD. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Next port: Stapleton, N.Y.

PONCE (Puerto Rico Marine), November 18 — Chairman **Leon Jekot**, Secretary **R. Evans**, Steward Delegate **Pedro Perez**. Chairman announced vessel to pay off November 24 in Jacksonville, Fla. He urged all members to keep up good work. No beefs or disputed OT reported. Crew requested water fountain for bridge. Crew and captain asked for



Shipboard Meeting Held Aboard Sea-Land Enterprise

Following a meeting onboard the Sea-Land Enterprise, members get a chance to relax and talk with Wilmington Port Agent Don Anderson (second from right). They are (left to right) AB E. Lenz, OMU George Vistakis, Anderson, and OMU J. Bagat.

his. Engine delegate reported OT beef. No beefs or disputed OT reported by deck or steward delegates.

FALCON PRINCESS (Seahawk Management), November 11 — Chairman **John Frazier**, Secretary **C. Corrent**, Educational Director **William L. Smith**, Deck Delegate **Eugene Finley**. No beefs or disputed OT reported. Crew thanked steward department for job well done.

1ST LT. ALEX BONNYMAN (Maersk Lines), Chairman **T. Anderson**, Secretary **J. Mortinger**, Deck Delegate **Michael Davis**, Engine Delegate **Mohamed Hadwan**, Steward Delegate **T. Maley**. Chairman announced economic price adjustments posted on bulletin board. Treasurer announced \$5 in ship's fund. No beefs or disputed OT reported. Crew mail is slow in arriving and allotments are late.

FRANCES HAMMER (Ocean Shipholding), November 4 — Chairman **Richard Wilson**, Secretary **Kris A. Hopkins**, Educational Director **Rich Parrish**, Deck Delegate **Royce Kaufman**, Engine Delegate **George Demotropolis**, Steward Delegate **Toyo Gonzales**. Chairman stated crew requested port reliefs in Jacksonville. He reported captain will check on getting refrigerators for crewmember's rooms as soon as possible. He thanked crew for its hard work after bringing vessel out of shipyard. Secretary thanked crew for keeping mess clean at night. He reminded members to clean rooms before layup in Baltimore and return keys to chief mate. Educational director urged members to upgrade at Lundeberg School. Treasurer announced \$75 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Seafarers LOGs received. Crew advised vessel will lay up for 10 days before members are recalled. Steward department thanked for job well done. Crew reported fishing was great off Freeport, Bahamas. Bosun **Richard Wilson** fought fish for four hours before he had to cut line and let it go. Next port: Baltimore.

ITB GROTON (Sheridan Transportation), November 25 — Chairman **N. Matthey**, Secretary **K. Jones**, Educational Director **C. Rodriguez**, Engine Delegate **B. Santana**. Chairman asked

transportation from ship to gate. Crew thanked galley gang for its fine work.

ITB MOBILE (Sheridan Transportation), November 18 — Chairman **Fred Jensen**, Secretary **Gregory Lee**, Deck Delegate **M. McCarthy**, Engine Delegate **Drew Brown**, Steward Delegate **George Sapps**. Chairman expressed concern about new rules and regulations. He asked for more information on matter. No beefs or disputed OT reported. Crew thanked Chief Steward **Gregory Lee** and Chief Cook **George Sapps** for their fine job in galley. Next port: New York.

ITB MOBILE (Hess Sheridan Transportation), November 25 — Chairman **Fred Jensen**, Secretary **Gregory Lee**. Chairman reported need for patrolman to visit vessel. Secretary reported questions concerning food handling and cleaning. No beefs or disputed OT reported. Crewmembers are forced to pay to leave Hess property and want this investigated by contracts department. Next port: St. Croix.

MOKU PAHU (Pacific Gulf Marine), November 16 — Chairman **Pete Loik**, Secretary **John Pratt**, Educational Director **Woodrow Heslip**. Chairman reported OT problems onboard. He told crew vessel is going into San Francisco or Portland yard. Secretary asked those needing new mattresses to let him know. Educational director urged members to upgrade at Piney Point. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew asked to keep mess hall and recreation room clean. Crew thanked galley gang for great cookouts. Next ports: Hilo, Hawaii and Crockett, Calif.

NEDLLOYD HOLLAND (Sea-Land Service), November 4 — Chairman **R. Darvills**, Secretary **J. Speller**. Chairman stated everything was going okay and urged crew to keep up good work. Educational director reminded members to upgrade at Lundeberg School. Treasurer announced \$43 in ship's fund. Engine delegate reported chief engineer said this was best SIU crew with whom he had sailed. No beefs or disputed OT reported. Crew thanked steward department for food and clean ship.

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Ships' Digests

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OMI CHARGER (OMI Corp.), November 4 — Chairman E. K. Bryan, Secretary D. Velandra, Educational Director M. L. Israel. Chairman discussed various welfare forms onboard for members and situation in Persian Gulf involving shipping rules changes. He asked company for new spreads and mattresses for crew. No beefs or disputed OT reported. Crew requested domestic water tanks be cleaned because of rust in lines. Next port: Texas City, Texas.

OMI SACRAMENTO (OMI Corp.), November 11 — Chairman S. M. McGowan, Secretary David Der, Educational Director Ronald Gordon, Engine Delegate Wilmer McCants. Treasurer reported no money in ship's fund. No beefs or disputed OT reported. Payoff announced for November 12 in Mobile, Ala. Crew thanked steward department for job well done. Deck and engine departments thanked for keeping ship clean. Next port: Mobile.

OVERSEAS CHICAGO (Maritime Overseas), November 27 — Chairman George A. Giraud, Secretary R. E. Reffitt, Deck Delegate Dale McNeely, Engine Delegate Felipe A. Torres, Steward Delegate Roderick Gorden. Chairman advised crew of report from captain that injuries sustained by member taken ashore were not life threatening. He announced vessel will be docking November 28 in Nederland, Texas before sailing back to Panama. No beefs or disputed OT reported. Crew asked that one washer be replaced as it is not working. Next port: Nederland.

OVERSEAS OHIO (Maritime Overseas), November 18 — Chairman Pat Gallagher, Secretary Ray Garcia, Educational Director F. Durand Jr., Deck Delegate John Ellis, Engine Delegate G. Banda, Steward Delegate Lionel St. Julien. Chairman announced payoff set for Long Beach, Calif. He asked company to repair washer. No beefs or disputed OT reported. Crew asked for new television antenna. Next port: Long Beach.

PRIDE OF TEXAS (Seahawk Management), November 17 — Chairman Henry E. Jones, Secretary David B. Smith, Educational Director Ali Rashid, Deck Delegate S. Cordero, Engine Delegate M. Lambeth, Steward Delegate Louis Lopez. Chairman noted everything running smoothly. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported for job well done. Next port: Norfolk, Va.

SEA-LAND ATLANTIC (Sea-Land Service), November 13 — Chairman Marco A. Galliano, Secretary T. J. Smith, Educational Director Everett A. Richman Jr., Deck Delegate Floyd D. Vincent, Engine Delegate Rogelio Ybarra, Steward Delegate Sisto Deanda. Chairman announced vessel scheduled to arrive in Charleston, S.C. on November 15. He said ship will be



Meeting Held Aboard Hess

While on a stopover in San Diego, crewmembers from the USNS Hess hold a shipboard meeting

running to France next year. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to review emergency reliefs for permanent and rotary jobs to be used for sickness, accident or home emergency; pension benefits to keep pace with inflation for all pensioners; and increase in dental and optical benefits. Crew asked company to repair radio antenna. Galley gang thanked for fine job. Next ports: Charleston, Houston, Jacksonville and Port Everglades, Fla.

SEA-LAND DEVELOPER (Sea-Land Service), November 19 — Chairman R. Pinkham, Secretary R. Castello, Educational Director David Dukehart. He had no new information whether members must leave vessel when their time is up. Secretary announced payoff for November 25 in Tacoma, Wash. Educational director urged members to upgrade at Piney Point and donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to review allowing permanent members to work two-on, two-off shifts.

SEA-LAND EXPEDITION (Sea-Land Service), November 5 — Chairman Marvin Zimbro, Secretary W. Reid, Educational Director David Dukehart, Deck Delegate Kenneth Blair, Engine Delegate David Ballard, Steward Delegate John M. Platts. No beefs or disputed OT reported. Crew asked to read the Seafarers LOG. Crew asked contracts department to review addition of AB and steward assistant for ship. Crew told two new couches would be brought aboard in Elizabeth, N.J. Next port: Elizabeth.

SEA-LAND HAWAII (Sea-Land Service), November 17 — Chairman J. B. Lundborg, Secretary C. M. Modellas, Educational Director R. C. Weeden, Deck Delegate Larry R. Viola, Engine Delegate James Brown, Steward Delegate Harold B. Pittillo. Chairman announced payoff set for November 18 in Long Beach, Calif. No beefs or disputed OT reported. Crew reminded to keep fidelity door to engine room closed except in emergencies. Crew requested full size color television for lounge. Crew asked to not play VCR during meals. Key duplications will be made by chief mate as soon as possible. Steward department thanked for fine job. Next port: Long Beach.

SEA-LAND INTEGRITY (Sea-Land Service), November 25 — Chairman E. Wallace, Secretary P. Laboy, Engine Delegate Joseph Spell, Steward Delegate James P. O'Reilly. Crew advised reliefs would be available after payoff in Houston. He said ship had good crew. No beefs or disputed OT reported. Crew reminded not to place garbage in laundry. Crew reported transporting 10 tigers and four lions for Ringling Brothers Circus from England to Florida. Next port: Houston.

SEA-LAND NAVIGATOR (Sea-Land Service), November 18 — Chairman Werner H. Becher, Secretary S. Ghani, Educational Director Walter C. Stevens, Deck Delegate John T. Thompson, Engine Delegate James B. Spranza, Steward Delegate Hussain A. Bubkar. Chairman announced payoff set for November 26 in Long Beach, Calif., then ship is going to Portland, Ore. for three-month layup. He noted need for new dryer in crew laundry. Educational director reminded crew to upgrade at Lundeberg School. No disputed OT or beefs reported. Members requested clarification regarding reliefs at Long Beach and if they could claim their jobs after layup. Next ports: Long Beach and Portland.

SEA-LAND PATRIOT (Sea-Land Service), November 17 — Chairman R. F. Garcia, Secretary J. Russell, Educational Director G. Pollard-Lowsley, Deck Delegate John T. Carnes, Engine Delegate Dean Dobbins, Steward Delegate Leonardo Sinisi. Chairman announced ship to dock in Oakland, Calif. on November 20. He reported on moving service by Captain G. J. Cordes for

cremated remains of Brother Scott E. Anderson who was buried at sea November 5. Educational director posted class dates for Lundeberg School and urged members who know of people wanting to go to sea to have them contact Piney Point. No beefs or disputed OT reported. Crew asked contracts department for clarification of duties of DEU. Members reminded to clean up after themselves, to keep television off during coffee time and not to use lounge as area to leave clothes and gloves. Crew thanked steward department for good food and clean ship. Next ports: Wilmington, Calif. and Oakland.

SEA-LAND PRODUCER (Sea-Land Service), November 25 — Chairman Jack Edwards, Secretary John Bulawan, Deck Delegate Troy Smith, Engine Delegate M. Veigel, Steward Delegate John Shaw. Chairman said steward and chief cook looked into running television into each cabin. The cost was between \$500 and \$600 and they had heard no response from company. Chairman also announced crew still waiting for information regarding shuttles for Long Beach, Calif. and Honolulu. He told crew Coast Guard would hold inspection and boat drill November 26 in Long Beach. Treasurer listed \$70 in ship's fund. Bosun said he had scrap to sell and money would be given to fund. No beefs or disputed OT reported. Crew discussed excessive charges of some items in slop chest.

SPIRIT OF TEXAS (Seahawk Management), November 4 — Chairman S. W. Parr, Secretary J. Melendez, Educational Director J. J. Jourdan, Deck Delegate G. Warren, Engine Delegate C. Cooper, Steward Delegate. Chairman told by captain deck department members will be required to work minimum of four hours maintenance per day per member as ship is not able to keep up with critical maintenance with one watchstander turning to voluntarily. Educational director urged members to upgrade at Lundeberg School. He noted vessel had more than 600 movies onboard. No beefs or disputed OT reported. Deck department members asked contracts department for clarification of critical maintenance.

SPIRIT OF TEXAS (Seahawk Management), November 25 — Chairman S. W. Parr, Secretary J. Melendez, Educational Director J. J. Jourdan, Deck Delegate G. Warren, Engine Delegate C. Cooper, Steward Delegate S. A. Sinsuango. Chairman said ship will lay up in Jacksonville, Fla. He urged members to follow rules to reclaim jobs. Secretary reminded members to turn in keys and linens. Educational director advised members to upgrade at Piney Point. Deck delegate reported beef over mandatory OT. No beefs or disputed OT reported by engine and steward delegates. Crew recommended steward notify port agent of shortages before vessel sails. Next port: Jacksonville.

STAR OF TEXAS (Seahawk Management), November 25 — Chairman J. J. Williams, Secretary H. Jones Jr., Deck Delegate Arthur Machado, Engine Delegate Stanletta Jr., Steward Delegate Lonnie Bettis Jr. Chairman announced ship would lay up December 1 and pay off December 2. Secretary asked members to remove all linen and trash from rooms. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew thanked steward department for job well done and best Thanksgiving dinner aboard ship. Next port: Jacksonville, Fla.

USNS SILAS BENT (Mar Ship Co.), November 25 — Chairman R. Vazquez, Secretary S. Ortiz, Educational Director B. Johnson. Minutes from last meeting read. Treasurer listed \$200 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Payoff set for November 30. Crew congratulated for good job during inspection.

CAPE ANN (Amsea), December 9 — Chairman William Dawson, Secretary Ivan Sali, Educational Director Carl Painter, Deck Delegate H. Champagne, Engine Delegate Clarence Mosley. Chairman asked members to make sure they have life jackets and survival suits. He said members should put any problems in writing and they will be presented to captain. He added he would send letters to union headquarters. Secretary announced ship's minutes would be sent certified mail to headquarters as requested by crew. All delegates reported disputed OT concerning feeding hours. Steward delegate reported beef about members having to carry trash to dock



Safety Inspection Aboard Ship

AB Dennis "Mac" McGuinness of Jacksonville prepares to inspect a line aboard an RRF ship.

with no OT and launch service not being available to galley gang. Crew had not yet received communications from union. Crew requested contracts department look into increase for maintenance and cure and launch service reimbursement. Crew also asked for clarification of OS duties. Crew thanked steward department for great work under hard conditions.

CAPE CLEAR (OMI Corp.), December 2 — Chairman Carlos Canales, Secretary Thomas Wybo, Educational Director H. C. Chancey, Deck Delegate Edgar Townsend, Steward Delegate Michael Pooler. Chairman reported dartboard missing. He said captain asked it be replaced, money put up to buy another or investigation and search for old one would be held. No beefs or disputed OT reported. Galley gang reminded members to clean up after themselves. Crew asked smokers to be considerate of those still eating. Crew received three months of back issues of Seafarers LOG. Crew reminded to use proper washing machines determined by clothing.

CAPE EDMONT (IOM), December 3 — Chairman Jamie Miller, Secretary Beverly A. Lee, Educational Director Dan Manthei, Deck Delegate Jeff Morrill, Engine Delegate C. L. Earhart. Chairman asked no smoking take place during meals. He said he is working on obtaining subsistence pay because of lack of hot water for two weeks. He also advised members that manpower of force is trying its best to find relief, so hang in there. Educational director urged members to take advantage of upgrading facilities at Piney Point. No beefs or disputed OT reported. Crew asked company to get mail to ship faster, replace old mattresses, provide CPR equipment for training and place fans in all rooms. Crew thanked Bosun Jamie Miller for building barbecue grill and picnic tables. Crew also thanked steward department for job well done.

DEL VALLE (PWC Engineering, Inc.), December 9 — Chairman E. Ford, Secretary C. Loper Jr., Educational Director H. Toehin, Deck Delegate Claude Gordon, Engine Delegate James Viera, Steward Delegate Peter Mazzitelli. Deck and engine delegates reported beefs. No beefs or disputed OT reported by steward delegate. Crew said all was going well aboard vessel.

Bonus Pay Due to Seafarers on Ready Reserve Force Ships

Seafarers sailing on the government's Ready Reserve Force (RRF) vessels will be paid ammunition and imminent danger bonuses, the Maritime Administration (MarAd) announced last month. MarAd's action comes on the heels of strong efforts on the part of the SIU and its contracted operators to secure the bonus payments for Seafarers on RRF vessels.

The bonuses are similar to those already being paid to civilian mariners working on Military Sealift Command (MSC) ships.

The ammunition bonus will be paid to any Seafarer aboard an RRF ship carrying 50 tons or more of ammunition. The bonus will be paid at the 10 percent rate called for in the union's standard deep sea freightship agreement (Article II—General Rules, Section 29—Explosives). The ammunition bonus of 10 percent per month of the regular monthly wage begins accruing from the time the loading of the explosive cargo is started until the explosive cargo is completely discharged.

Bonuses Are Retroactive

Seafarers sailing on RRF vessels activated for Operation Desert Shield are eligible for retroactive ammunition bonuses if their vessel carried 50 tons or more of ammunition.

Seafarers on RRF ships that

enter geographic areas designated by the Military Sealift Command as ones of "imminent danger" will receive a bonus of \$130 per month. Eligibility for the bonus begins when the vessel enters waters classified as areas of imminent danger. (It should be noted that an imminent danger area is not the same as a "war zone." To date, the military has not designated any geographic areas as war zones.)

MSC requires as a qualification for the imminent danger zone bonus that a seaman must sail in the zone for six consecutive days.

The bonus for sailing in imminent danger zones is retroactive to the date the military established the designation for the area. What follows is a list of the imminent danger zones established by the military to date, and the day such a designation began:

Bonuses Retroactive To —	Imminent Danger Areas Designated By Military —
Sept. 17	The territory and territorial waters of Iraq and the airspace above.
Sept. 19	The Persian Gulf.
Sept. 19	The Red Sea.
Sept. 19	The Gulf of Oman.
Sept. 19	The Arabian Sea that lies north of 10 degrees latitude and

west of 68 degrees east longitude.

Sept. 19 The Gulf of Aden.

Sept. 19 The total land areas of Saudi Arabia, Yemen, Oman, Bahrain, Qatar and the United Arab Emirates. (Airspace over each location is included.)

If a Seafarer has left his RRF

ship and desires to secure his retroactive bonus pay he should submit his request to the ship's operating company, along with his name, social security number, rating, name of vessel and off dates.

Questions concerning the ammunition bonus or the extra pay for sailing in imminent danger zones should be directed to the union's contract department at 5201 Auth Way, Camp Springs, MD 20746.

Seafarers Scholarship Program

Deadline for 1991 submissions is April 15.

Four scholarships are to be awarded to children of SIU members, and three scholarships are reserved annually for SIU members themselves.

The scholarship materials are available at any SIU union hall. Prospective applicants also may request a copy by writing to:

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



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.

Final Departures

DEEP SEA

CHALMER ANDERSON



Chalmer Anderson, 69, passed away December 12, 1990. The South Carolina native joined the Seafarers in June 1941 in the port of New York. Brother Anderson sailed in the deck department before he retired in November 1969.

ARVEDS E. AUERS

Arved E. Auers, 77, died December 4, 1990. Born in Latvia, he joined the SIU in May 1944 in the port of Baltimore. Brother Auers shipped in the deck department. He started drawing his pension in October 1975.

JOHN T. BOWMAN



John T. Bowman, 71, passed away November 17, 1990. He was born in

New London, Conn. Brother Bowman joined the union in November 1947 in the port of New York. He upgraded his deck department rating to recertified bosun in 1975 at the Lundeberg School. He began collecting his pension in October 1981.

GRANVILLE W. DAVIS

Granville W. Davis died late last year. He served in the Navy from 1937 to 1940. He joined the Seafarers in December 1964 in his native Houston, where he was born in 1921. Brother Davis upgraded his engine department rating in 1975 at the Lundeberg School. He retired in July 1986.

MARIUS H. DELPRADO



Marius H. DelPrado, 74, died August 3, 1990. He was born in Paramaribo, Dutch Guiana. Brother DelPrado joined the SIU in July 1959 in the port of New York. He upgraded to QMED at the Lundeberg School in 1973. He began collecting his pension in September 1982.

MELVIN EICKMEIER

Melvin Eickmeier, 83, passed away December 10, 1990. A native of Buffalo, N.Y., he served in the Army Air Force from 1942 to 1945. Brother Eickmeier joined the union in January 1957 in the port of Mobile, Ala. He sailed in the engine department. He began drawing his pension in October 1977.

CHARLES J. FREY



Charles J. Frey, 73, died November 22, 1990 in Eustis, Fla. The Morrow, Ohio na-

tive joined the Seafarers in September 1943 in the port of Norfolk, Va. He was injured while aboard an anchored merchant vessel during an air raid on Okinawa during World War II. Brother Frey upgraded to recertified bosun in 1975 at the Lundeberg School. He retired in September 1978. He was buried in St. Joseph Cemetery in West Jefferson, Ohio. His wife, Norma, survives him.

LOUIS A. GRACIA



Louis A. Gracia, 56, suffered a fatal heart attack aboard the LNG Capricorn

on December 14, 1990. A native of Houston, he joined the union in November 1953 in the port of New York. He was involved in many union activities and one of the first SIU members to serve aboard LNG carriers. Brother Gracia upgraded his steward department rating in 1981 at the Lundeberg School. He was buried at Forest Park Cemetery in Houston on December 29, 1990. He is survived by his wife, Lupe; a son, SIU member Louis, who sails as an FOWT; a daughter, Christina; and a stepson, Houston Port Representative Steve Ruiz.

JAMES E. HIGGINS



James E. Higgins, 66, passed away December 10, 1990. Born in Michi-

gan, he served in the Royal Canadian Air Force from 1940 to 1942 and the U.S. Army from 1945 to 1950. He joined the SIU in June 1956 in the port of Baltimore. Brother Higgins upgraded to recertified steward in 1979 at the Lundeberg School. He started collecting his pension in September 1989. He was buried in Seafarers Haven in Valley Lee, Md. on December 13, 1990.

ARISTIDES S. KARRAS



Aristides S. Karras died late last year. He was born in Kato-Potamia,

Greece in 1916. Brother Karras joined the union in July 1967 in the port of Mobile, Ala. He shipped in the steward department before he retired in October 1981.

ALLEN B. LYNN



Allen B. Lynn, 71, passed away June 10, 1990. A native of Malone, Fla., he

joined the Seafarers in 1948 in the port of Mobile, Ala. Brother Lynn sailed in the deck department. He is survived by his daughter, Susan Montgomery.

JOSEPH MICHEL



Joseph Michel, 35, died June 4, 1990. The Baltimore native graduated

from the Lundeberg School in December 1979. He returned to the school several times to upgrade to QMED in 1987. Brother Michel was the son of Robert Henry Michel and Helen M. Klein. He was buried in Baltimore's Gardens of Faith on June 9, 1990. He was an active member at the time of his death.

HARRY MONAHAN

Harry Monahan, 62, passed away December 12, 1990. Born in Jersey City, N.J., he joined the SIU in July 1946 in the port of New York. Brother Monahan sailed in the deck department. He also was a member of District 2-MEBA. He started collecting his pension in February 1977.

RUDOLPH R. PASCHAL



Rudolph R. Paschal, 66, died November 18, 1990. He was born in Alabama

and joined the union in April 1947 in the port of New Orleans. Brother Paschal shipped in the deck department. He began receiving his pension in August 1986.

MANUEL RODRIGUEZ



Manuel Rodriguez, 92, passed away December 10, 1990. A native of Puerto

Rico, he joined the Seafarers in October 1941 in the port of Baltimore. Brother Rodriguez sailed in the steward department before he retired in January 1967.

WILLARD L. TENNANT

Willard L. Tennant died late last year. Born in Wellington, Kansas in 1916, he joined the SIU in October 1974 in the port of Tampa, Fla. Brother Tennant shipped in the engine

department. He started drawing his pension in July 1981.

WILLIAM B. THIGPEN

William B. Thigpen, 31, succumbed August 9, 1990 to injuries received in an automobile accident in South Carolina in November 1989. The native of Aiken, S.C. graduated from the Lundeberg School in February 1980. He upgraded his deck department rating in 1988 at Piney Point. Brother Thigpen, an active member at the time of his death, primarily shipped out of the port of Jacksonville, Fla. He was buried in the Graniteville (S.C.) Cemetery.

WALTER TRAVIS

Walter Travis, 62, passed away December 9, 1990. He was born in Pittsburgh and graduated from the Andrew Furuseth Training School in July 1959 in the port of Baltimore. Brother Travis upgraded to recertified bosun in 1983 at the Lundeberg School. He began collecting his pension in November 1984.

INLAND

JAMES L. GAMBLE

James L. Gamble, 63, died December 12, 1990. The native of Oneonta, Ala. served in the Navy from 1944 to 1946 and 1949 to 1969. Boatman Gamble joined the union in July 1977 in the port of Houston. He shipped as a tugboat captain before he retired in August 1989.

GREAT LAKES

ROBERT L. ALLEN



Robert L. Allen, 60, passed away November 7, 1990. Born in Arkansas, he served

in the Army from 1951 to 1952. He joined the Seafarers in September 1971 in the port of Detroit. Brother Allen was an active member of the deck department at the time of his death.

FRED CUMMINS

Fred Cummins, 69, died December 5, 1990. The Ohio native joined the SIU in March 1973 in the port of Detroit. Brother Cummins sailed in the engine department.

ARNOLD F. JOHNSON

Arnold F. Johnson, 74, passed away November 27, 1990. He was born in Stonington, Mich. and served in the Army from 1943 to 1946. Brother Johnson joined the union in July 1961 in the port of Buffalo, N.Y. He shipped in the deck department on Great Lakes Dredge and Dock vessels before he retired in September 1978.

RAHMAN MASHRAH

Rahman Mashrah, 39, died December 5, 1989. A native of Saudi Arabia, he joined the Seafarers in December 1975 in the port of Detroit. Brother Mashrah was an active member of the deck department at the time of his death.

RAILROAD MARINE

LAWSON F. HUDGINS



Lawson F. Hudgins, 73, passed away October 16, 1990. Born in

New Point, Va., he joined the SIU in July 1959 in the port of Norfolk, Va. He sailed as a deckhand for the Chesapeake and Ohio Railroad. Brother Hudgins retired in June 1978.

OMI Sacramento Crew Pays Final Respects To SIU Member Herbert "Dutch" Lonczynski

The remains of Herbert "Dutch" Lonczynski were buried at sea December 1, 1990 following a ceremony aboard the OMI Sacramento. Crewmembers, led by Bosun Ray Gorju and Captain Eric C. Bryson, remembered what it was like to work with Lonczynski, who died November 22, 1990.

The 77-year-old former able bodied seaman began his shipping career in his native Germany in

1932. He joined the Seafarers in April 1951 in the port of New York. Brother Lonczynski upgraded at the Lundeberg School in 1970.

Mobile Patrolman Ed Kelly remembered Lonczynski as someone "who ate, slept and lived Seafarers. This was his whole life."

He is survived by a sister, Herta Gog of Germany.



Among the OMI Sacramento crewmembers paying their final respects to SIU member Herbert "Dutch" Lonczynski are (left to right, front row) Bosun Ray Gorju, AB Larry McCants, QMED Vincent Kirksey, Steward Assistant Vincent Crawford, Master Eric Bryson and Chief Mate Walter Boychuk. Gorju provided the Seafarers LOG with the photograph.

Lundeberg School Graduates Eight Classes



Trainee Lifeboat Class 462—Graduating from trainee lifeboat class 462 are (from left, kneeling) John Thompson, James Robertson, Allan Rogers II, Carey Huff, William Peterson, Brian McNamara, Bryan Breneman, (second row) Steven Stark, William McClain, Adrian Pillot II, Darren Collins, Peter Onsgard, Jeffrey Sousa, Billy Joe Cox, Jean Couvillion, Antonio Topolski, (third row) Eron Hall, John Hiltner, Thomas Lister, Bernard Pogue and Willie Parks.



Trainee Lifeboat Class 463—Recently graduating from trainee lifeboat class 463 are (from left, kneeling) Joseph W. Stephens Jr., Mary Golden, Daniel Ortiz, Michael LaCroix, Dwyen Ringlauer, Darryl Williams, (second row) Cedric Nichols, Joshua Georgiades, Calvin Morgan, Allan Vargas, Steven Cunningham, Shawn Hurlburt, Timothy Gray, Billy Tacker Jr., Ron Van Ampting, Wallace Williams, Robert Darley, Kiley Russell, Robby Moore and Darren Nelson.



QMED—Completing their instruction as Qualified Members of the Engine Department are (from left, kneeling) Leonardo Papa, Steve Hansford, (second row) Derrick Yard, Carlos Marcial, Phil Kendall (MFO), Olifidio Joe Esquivel Jr., Robert C. Zajac, (third row) S.L. McIntyre Jr., Al McQuade, Angelo Dunklin, Bruce Berger Jr., Monroe Monseur Jr.



Pumproom Maintenance & Operations—A Lundeberg School certificate of graduation was issued to the Seafarers pictured above for completion of the pumproom maintenance and operations course. They are (from the left) Jim Shaffer (instructor), John Hoskins, Craig Melwing, Rich Harris, Curtis Jackson, Ed Taylor, Alan Nelson, John Wong and Charles Smith.



Marine Electrical Maintenance—Completing the eight-week marine electrical maintenance course are (from left, first row) Frank Bolton, Bo Francisco, (back row) Wiley L. Yarber, Cris L. Compton, Isador Campbell and Joseph R. Negron.



Upgraders Lifeboat—These members learned about emergency drills, basic compass navigation and use of all lifeboat and life raft equipment. They are (from left, kneeling) Leslie Prophet, Christopher Alexander, (standing) Bruce Bane, Patrick J. Corless, Greg Bush and Ben Cusic (instructor).



Firemen, Oilers, Watertenders—Moving up the ladder in the engine department are these FOWT graduates. From the left are (kneeling) Don Montoya, Blair Greene, Mike Kifle, Mike Ball, (second row) Bill Foley (instructor), Jose A. Valerio, William Grampton, Victor Cantres, William Marshall, Larry S. Stanback, (third row) James M. Somerville, Patrick J. Corless, Luis A. Amadio, Eric Morrison, Bruce Bane and Michael Foster.



Able Bodied Seamen—Upgrading their deck department ratings to able bodied seamen are (from left, first row) Jake Karaczynski (instructor), Charles Broadnax, George Raubenstine, Alvin Diles Jr., William Horton, Ronnie L. Carson, John J. Rogosky, Amir Kasim, (second row), Michael Mong, Wade Prisciotta, Martin Ramos, Lee Hardman, Ken Marich, Rick Young, Bruce Holloway, Richard Allen, Robert Gettridge III, (third row) Fred Taylor Jr., Kenny Jenkins, Marian Kabat, Joe Thompson, Kevin Walker, Michael Dickens and Nick McKnett.

1991 UPGRADING COURSE SCHEDULE

The following is the current course schedule for February-June 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	March 4	March 29
	April 15	May 10
	May 27	June 21

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

Lifeboatman	February 4	February 15
	February 18	March 1
	March 4	March 15
	March 18	March 29
	April 1	April 12
	April 15	April 26
	April 29	May 10
	May 13	May 24
	May 27	June 7
	June 10	June 21
	June 24	July 5
Ship Handling	March 18	March 29
	May 27	June 7
	June 24	July 5
Radar Observer Unlimited	February 4	February 8
	April 1	April 5
	April 22	April 26
	May 20	May 24
Third Mate	February 4	May 17
Inland Deck Licenses	June 10	August 16
Celestial Navigation	February 11	March 1
	April 22	May 10

Upon completion, the Sealift Operations course must be taken.

Tankerman	March 4	March 29
	May 27	June 21

SHLSS College Program Schedule for 1991

FULL 8-week Sessions	March 25	May 17
	June 3	July 26

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 25	May 6
Steward Recertification	June 3	July 8

Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	February 18	February 22
	April 1	April 5
	May 13	May 17
	June 24	June 28

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	May 13	August 2
Fireman/Watertender and Oiler	March 18	April 26
	April 29	June 7
	June 10	July 19

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

Pumproom Maintenance & Operations	April 15	May 24
Marine Electrical Maintenance	April 1	May 24
Refrigeration Systems		
Maintenance & Operations	May 27	July 5
Diesel Engine Technology	March 18	April 12
Welding	February 18	March 15
Marine Electronics Technician	May 27	August 16
Assistant Engineer (Deep Sea & Inland)	March 11	May 17
Electro-Hydraulics	June 10	July 19
Deep Sea/Inland Engineers	March 11	May 17
Basic Electronics	April 15	May 10
Hydraulics	June 10	July 5

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)	March 4	April 19
	April 29	June 14
Adult Basic Education (ABE)	March 4	April 19
	April 29	June 14
English as a Second Language (ESL)	February 11	March 22
	April 29	June 14
ABE/ESL Lifeboat Preparation Course	April 22	May 17
	June 17	July 12

UPGRADING APPLICATION

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

Address _____
(Street)

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

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

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

Social Security # _____ Book # _____

Seniority _____ Department _____

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 _____ DATE _____ DATE OF _____
HELD SHIPPED DISCHARGE

SIGNATURE _____ DATE _____

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

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

ENGINE
☐ FOWT
☐ QMED—Any Rating
☐ Variable Speed DC Drive Systems (Marine Electronics)

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

STEWARD
☐ Assistant Cook Utility
☐ Cook and Baker
☐ Chief Cook
☐ Chief Steward
☐ Towboat Inland Cook

ALL DEPARTMENTS
☐ Welding
☐ Lifeboatman (Must be taken with another course)

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

COLLEGE PROGRAM
☐ Associates in Arts Degree
☐ Certificate Programs

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

**Participate
in your Union's affairs.**



See page 15 for a schedule of upcoming monthly meetings.

SIU-Crewed S-L Discovery Assists in Sailboat Rescue Operation

Demonstrating that the brotherhood of the sea extends to all mariners in distress, the crew of the Sea-Land Discovery helped stabilize a drifting sailboat which provided the U.S. Coast Guard enough time to rescue a mariner with a head injury.

The Sea-Land container vessel received a call from the Coast Guard that the sailboat *Mariah*, adrift along the northern border of the so-called Bermuda Triangle, was in distress with an injured crewmember aboard on the morning of November 30. Sea-Land Discovery Captain George Pappas ordered the vessel, which was sailing to San Juan, to change course and assist the idled sailboat.

The Discovery crew learned the craft's principal navigator was the injured party, having sustained a blow to the head. As the only skilled navigator on the sailboat, he was unable to perform his duties. The vessel had drifted aimlessly for three days.

Rough Seas an Impediment

The Discovery crew reported swells of 13 to 15 feet, rough seas and 2-to 3-mile visibility. Just over two hours after receiving the call from the Coast Guard, the Discovery made radio contact with the *Mariah*. Shortly thereafter, the Sea-Land vessel made visual contact with the sailboat in an area between the southeastern U.S. coast and Bermuda.

Ship's Chairman **Jose Rodriguez** led all hands in rescue operations. The crew of the Sea-Land ship secured the stranded sailboat by extending lines, preventing the craft from drifting further. Various attempts were made to come alongside and rescue the injured crewmember of the *Mariah*, but the rough seas hampered operations. Chief Steward **Jose R. Colls** photographed the operation and provided these pictures for the Seafarers LOG.

All Night Watch

Rescue aircraft flew to the area to assist in the evacuation of the injured sailor. Again, the rough seas prevented any rescue. The Discovery was ordered to stay near the *Mariah* through the night and resume evacuation operations in the morning.

All hands were called after day-break on December 1. Once again, rough seas made evacuation attempts impossible by the container ship. However, an Air Force helicopter lifted the injured navigator of the *Mariah* from its deck just after noon and carried him to a West Palm Beach, Fla. hospital, according to Coast Guard records. The Coast Guard ordered the Sea-Land vessel to break away from the operation and return to its normal sailing route afterwards. Before



Lines from the Sea-Land Discovery keep the stranded sailboat from breaking away while rough seas prevent an evacuation of the *Mariah*.



Whether involved in a rescue operation or regular daily routine, Chief Steward **Jose R. Colls** (left) and Chief Cook **Jorge R. Salazar** keep the crew well fed on the Discovery.



Getting ready for another rescue attempt are ABs **Ruben F. Morales Jr.**, left, and **Angel M. Velez**.

leaving, the Discovery lowered 45 gallons of diesel fuel to the sailboat to make sure it would reach the Bahamas. Chief Quartermaster **Carlos Martinez** reported the Coast Guard kept constant radio contact with the remaining sailboat crewmembers and directed the vessel on a course to Nassau, where the vessel docked safely December 4.

Besides Rodriguez and Colls, other SIU crewmembers aboard the Discovery during the rescue operation were ABs **Reyes Flores**, **Manuel Sabater**, **Angel M. Velez**, **Carlos F. Garcia** and **Ruben F. Morales Jr.**; Electrician **Kevin M. Cooper**; QMEDs **Pedro C. Gago**, **Sima Padilla** and **Gustavo P. Guerrero**; Deck Engine Utility **Bernard Albarran**; Engine Utility **Eladio Cruz, Jr.**; Chief Cook **Jorge R. Salazar** and Steward Assistant **Trinidad Sanchez**.

Crew Praised by USCG

Captain **Dan Lemon**, search and rescue coordinator for the Coast Guard office in Washington, D.C., said the effort by the Discovery's crew showed how well the rescue-at-sea system works. "This showed good cooperation by those at sea to save somebody," he noted.



Crewmembers gather on deck to begin rescue operations. From left to right are Third Mate **Bernard Scott**, Chief Mate **Theodore Rodes**, AB **Manuel Sabater**, AB **Carlos Garcia** and Bosun **Jose Rodriguez**.

"The Coast Guard has relied on your folks for so many years," Martinez, who works in the Miami Coast Guard station, told a reporter for the Seafarers LOG. "Very often

merchant mariners are the only ones there to help. We want to thank you all because it is always a pleasure working with your guys."

Help Sought in Missing Child Case

The National Center for Missing and Exploited Children has forwarded to the Seafarers LOG information on the disappearance of **Kacey Ann Perry**. The center hopes that by distributing photos of the child, chances of her being found will increase.

The 10-year-old girl was last seen at approximately 11 p.m. at her father's house in Portland, Ore. She disappeared from that location, considered as lost or otherwise missing. At the time of her disappearance, Kacey was last seen wearing a bright pink blouse with black buttons, blue jeans, black tennis shoes and black and pink socks. The blue-eyed, brown-haired child stood 4½ feet tall and weighed 60 pounds.

Anyone with information on the whereabouts of young **Kacey Ann**



Kacey Ann Perry

Perry should contact The National Center for Missing and Exploited Children at 1-800-843-5678 or the Portland, Ore. Police Department Missing Persons Unit at 1-503-796-3400.