

SEAFARERS LOG



SIU-Crewed LNG Aquarius Executes Flawless Rescue

An on-the-scene report from SIU member Susan Mormando describes the smooth rescue operation conducted by LNG Aquarius crewmembers in bringing aboard Indonesian seamen whose vessel had capsized in the Straits of Malacca. Photographs show stranded seamen awaiting rescue and the LNG Aquarius lifeboat complete with rescue team and the Indonesian men being brought aboard. Page 3



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Seafarers Continue Role In Sealift To Mideast

The first of the military's prepositioning vessels involved in Operation Desert Shield and crewed by SIU members returned to the United States this month. Page 2

QMED Robert Stancavage reports on the activities of Seafarers aboard the SS Wright, one of the military's two aviation support vessels. The vessel is currently in Bahrain, an island nation in the Persian Gulf. Page 28



A naval officer advises SS Wright crewmembers on the use of safety equipment designed for protection in the event of chemical warfare.

Joseph DiGiorgio Retires, John Fay Assumes Duties Of SIU Secretary-Treasurer

Joseph DiGiorgio hands John Fay the report of the secretary-treasurer at one of this month's membership meetings. Executive Vice President Joseph Sacco and Vice President of Collective Bargaining Angus "Red" Campbell. Page 3

State Veterans' Benefits for WWII Merchant Seamen

NAME	NO. OF MONTHS	AMOUNT	STATUS
...

President's Report

Trade Talks Down to the Wire

With a December deadline fast approaching, the American negotiators to the world trade talks appear unwilling to exclude maritime from the upcoming agreement on services. The administration, through the offices of the U.S. trade representative who is charged with representing American interests in the current round of discussions on the General Agreement on Tariffs and Trade—known as GATT, seems determined to keep waterborne transit on the agenda to use as a bargaining chip.



Michael Sacco

American negotiators, who are anxious to conclude the current trade talks with an extensive agreement covering such powerful sectors of the economy as agriculture, financial services—including banking—telecommunications, all modes of transportation and others classified as "services," seem ready to wheel-and-deal with the existing protections for U.S. shipping, swapping these long-standing programs for a few concessions in favor of the larger industries.

This short-sighted policy emphasizes getting an agreement—even if it runs contrary to the economic and defense well-being of the United States, just for the sake of coming up with a signed piece of paper.

Congress, Foreign Shipowners Share U.S. Industry's Concern

The SIU and the rest of the American maritime industry have been arguing that waterborne transportation, already regulated by a host of international, multi-national and bilateral agreements, should not be included in GATT, which is subscribed to by 99 countries. At stake in this round of GATT talks, if the U.S. decides to play fast and loose with maritime, are the Jones Act, which protects domestic shipping, what is left of the government's operating differential subsidy program and the nation's cargo preference statutes.

Congressional leaders, including a majority of senators and 156 representatives, are circulating resolutions urging the U.S. trade representative to keep maritime out of the GATT services agreement. Foreign shipowners represented through the Council of European and Japanese National Shipowners' Associations and European Community Shipowners' Associations have urged their respective governments to bar shipping from GATT's bargaining agenda.

What Happened to Bush Campaign Promise?

The administration would do well to remember a presidential campaign pledge of George Bush: "Preservation of the integrity of the U.S. maritime industry shall be a priority in all international trade negotiations, including the General Agreement on Tariffs and Trade. All United States representatives involved in trade negotiations shall be provided with a pre-determined policy statement regarding the U.S. maritime industry."

The administration need only look at the current military operation in the Persian Gulf to see the importance of a strong American-flag fleet, manned by skilled seafarers. You would think the U.S. would exercise great care to protect its national security interests, including sealift capacity, in any kind of world forum—including the GATT talks.

Entering Critical Stage of Negotiations

With GATT now having moved to the front and center, the SIU is pulling out all the stops to keep the administration from bargaining away the government programs that are the underpinnings of the U.S. private shipping fleet. The union's legislative affairs department is working with Congress to ensure that the administration understands any agreement—which must be ratified by the House and Senate—will run into trouble on Capitol Hill if maritime is not excluded.

In addition, we have reached out to our contracted companies, asking the presidents and chief operating officers of those groups to advise the administration of their strong opposition to the use of waterborne transport as a bartering item.

Over the next two months, Seafarers and the American shipping community must remain on a 24-hour watch of our administration's actions in the GATT talks. Constant monitoring and vigilance is critical in this tenuous situation.

Best Wishes to a Great Seafarer

This month Joe DiGiorgio, the SIU's secretary-treasurer for the past 18 years, announced his retirement from the position he so capably has filled. We wish Brother Joe DiGiorgio and his lovely wife, Rita, good health and happiness and a fruitful retirement. Joe, who has been a good friend to many SIU members and retired Seafarers, may be leaving elected office with the union, but we know he will keep in touch and continue to lend a hand when needed.

First Prepositioning Vessel Back from Persian Gulf Run

Seafarers aboard the 1st Lt. Alex Bonnyman, a prepositioning ship stationed in Diego Garcia in the Indian Ocean, were among the first civilian mariners to reach the Persian Gulf area as part of Operation Desert Shield.

Along with the PFC James Anderson and the CPL Louis J. Hauge Jr., the Bonnyman received orders to proceed to Saudi Arabia. Docking in the port of Al'Jabayl, 90

miles south of Kuwait, they were greeted by the Navy ship, the USS LaSalle, the command center for the U.S. operations in the Persian Gulf conflict.

The military's prepositioning fleet of vessels, many of which are managed and operated by private shipping companies and crewed by seafarers, are kept fully operational throughout the year. Loaded

Continued on page 11



AB Wray Sweatt, left, and AB Heley Maino help change the hooks of one of the cranes aboard the 1st Lt. Alex Bonnyman after returning from the Persian Gulf.

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Index to LOG Features

	Page
COBRA Notice	16
Dispatchers' Report/Deep Sea	17
Dispatchers' Report/Inland	18
Dispatchers' Report/Great Lakes	18
Final Departures	25
Know Your Rights	26
Lundeberg School Application	27
Lundeberg School Course Schedule	27
Lundeberg School Graduates	24
Meeting Dates	17
Pensioners	15-16
Personals	17
Ships Minutes	21-23
Summary Annual Report - Seafarers Vacation Fund	26
Union Hall Directory	18

Eyewitness Account from the LNG Aquarius

Emergency Rescue Operation Saves 5 Seamen

In the midst of a simulated fire drill, LNG Aquarius crewmembers were called upon to launch an emergency rescue operation to bring five Indonesian seamen to safety. In an eyewitness report to the Seafarers LOG received earlier this month, Steward Assistant Susan A. Mormando described the teamwork of the entire LNG Aquarius crew that saved the lives of the five men who had been "stranded for three days since their vessel had been overturned by strong winds from a violent squall."

The SIU-crewed liquified natural gas carrier had just left Arun, Indonesia and was sailing toward Japan through the Straits of Malacca that connect the Indian Ocean to the South China Sea on a run in July. While this waterway is heavily travelled, the LNG Aquarius, operated by Energy Transportation Corporation (ETC), was the first ship to attempt a rescue.

The event took place while crewmembers were participating in a simulated fire drill in the lazarette supervised by representatives of the U.S. Coast Guard who were onboard conducting their annual inspection.

Twenty-five minutes into the drill, crewmembers were told to "drop all hoses and gear and immediately proceed to the area of the number one lifeboat on the main deck," reported Mormando. The



Steward Assistant Susan Mormando, who provided the photographs and narrative for this article, entitled the photo above, "Everybody happy, safe and dry." Pictured with the Indonesian men are Chief Steward Frank Robertson, Chief Cook George Taylor, Steward Assistant Susan Mormando, AB Pamela Taylor, AB Anna Buyvid, OS Amir Kasim and QMED Dave Velkamp.

crew was advised that an emergency rescue was to be conducted as a result of AB Pamela Taylor's spotting "a vessel that appeared to be in distress, at a distance of five miles off the starboard bow," Mormando wrote in her chronicle of the operation. Taylor was manning the helm at the time she identified the craft in distress.

Rescue Team Assembled

A rescue team was assembled which included Second Mate Jonathan Kilroy, Third Engineer Steve Leary, QMED John Orr, QMED Dave Velkamp, Ordinary Seamen Hugh McDowell and Amir Kasim and Mormando.

Kasim was to play an important role because, being of Indonesian descent, he was familiar with the language of that country and could serve as an interpreter.

Favorable conditions consisting of smooth seas, four-knot winds and sunny skies helped the rescue operation. The rescue team set out in an LNG Aquarius lifeboat towards the overturned small cargo sailing vessel. The two men in a small dory attached by a line to the half sunken hull were brought aboard the lifeboat first. Next, the rescue team extricated the three Indonesian seamen who were on top of the capsized vessel's gunwale.

The Indonesian craft was abandoned as it was no longer seaworthy, said Mormando.

Once onboard, the five seamen were given medical check-ups and provided with every amenity the crew could offer. Clothing was provided by ETC and crewmembers. Mormando said the steward department "provided every hospitality." In addition, she stressed the importance of Kasim's language skills "as the seamen did not speak one word of English."

Upon arriving in Japan, the rescued seamen were "turned over to the Indonesian Embassy for their return home," Mormando reported. "The Coast Guard Commander (onboard) was impressed with our rescue efforts and complimented the officers and crew very highly for a job well done," concluded Mormando in her narrative provided to the LOG.

Crew Commended

W.T. Foran, ETC's safety director also commended the crew of the LNG Aquarius. In a telex to the vessel's master, Foran said, "Congratulations to you and the crew of the LNG Aquarius for your rescue of the five Indonesian fishermen. Our vessels have a great record of snatching seamen from the clutches of the sea. Sometimes a matter of hours is all that separates a survivor from a corpse. Men of the sea can appreciate that more than anyone else..."

Corgey and Kelley Named to VP Posts

Joseph DiGiorgio Retires, John Fay Becomes Secretary-Treasurer

The executive board of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District announced this month that John Fay, formerly the union's vice president lakes and inland waters, will assume the position of secretary-treasurer of the organization. The post was held for the past 18 years by Joseph DiGiorgio, who announced his retirement at the October membership meeting held in Piney Point, Md.

In other executive board actions, Byron Kelley was designated vice president lakes and inland waters. Brother Kelley had represented that region for the union as an assistant vice president based in Algonac, Mich. Assistant Vice President Gulf Coast Dean Corgey, who works out of the Houston hall, was appointed by the executive board to the position of vice president gulf coast, replacing Thomas Glidewell who resigned as an official of the SIU earlier this month.

The openings of the two assistant vice president positions vacated by Kelley and Corgey also were filled by the executive board. Anthony "Tony" Sacco was named assistant vice president

lakes and inland waters region and David "Dave" Heindel was appointed assistant vice president gulf coast.

In welcoming the new officers, SIU President Michael Sacco said he had confidence in the skills of the men designated by the executive board to assume higher union office. "Brothers Fay, Kelley, Corgey, Sacco and Heindel have been good Seafarers and good union officials. I am sure they will continue to do their best on behalf of the SIU membership and their families."

John Fay has served the SIU in

the positions of patrolman, port agent, headquarters representative and vice president over a span of 33 years. Prior to beginning his work for the union, he sailed on both deep sea vessels and inland waters tugboats. Brother Fay participated in all of the union's major beefs, including the successful but grueling drives to organize Robin Lines and Cities Service.

Since 1978, among his many duties, Fay has represented the interests of Seafarers at international forums. Brother Fay has tracked programs of interest to the SIU in the International Maritime Organization and the International Labor Organization—agencies of the

United Nations—and the International Transport Workers Federation, the world coalition of unions engaged in the transportation modes.

Kelley joined the Tug, Firemen, Linesmen, Oilers and Watchmen's Protective Association, AFL, the predecessor organization of the SIU's Inland Boatmen's Union of the Great Lakes, in 1951. Kelley has been both a patrolman and a port agent for the union, primarily working out of the Algonac hall. Most recently, Kelley has served in the capacity of assistant vice president lakes and inland waters.

As assistant vice president gulf

Continued on page 4



AGLIWD Executive Board members are pictured with officers of the SIUNA. From the left (back row) are Assistant VP Anthony Sacco, VP Gulf Dean Corgey, VP Contracts Angus "Red" Campbell, VP Lakes Byron Kelley, Assistant VP Augie Tellez, VP West Coast George McCartney, Assistant VP Dave Heindel, MFOW President H. "Whitey" Disley, Assistant VP George Ripoll, SUP President Gunnar

Lundeberg, Past Executive VP Ed Turner, VP Government Services Roy "Buck" Mercer, UIW National Director Steve Edney (front row), Canadian Marine Officers Union President Albert Robillard, Secretary-Treasurer John Fay, Canadian SIU President Roman Gralawicz, President Michael Sacco, Past Secretary-Treasurer Joseph DiGiorgio, and Executive VP Joseph Sacco.

Seafarers Join AFL-CIO in Civil Rights March

To one Seafarer, marching in front of the White House and chanting for civil rights brought to mind events of more than a quarter century ago.

"It's a shame we have to remind people every 30 years," said QMED Phil Parent from the port of Honolulu, a veteran of marches and protests during the 1960s. Speaking of the contingent chanting at this month's rally, he said, "This is a pretty solid group, quite a mixture. This is similar to what we were doing back in the '60s."

Parent and more than 20 other SIU members joined with the coalition of trade unionists, civil rights organizations, educators and students to urge President George Bush to sign the 1990 Civil Rights Act earlier this month.

The bill was passed by Congress to strengthen the 1866 and 1964 acts which were weakened by six Supreme Court votes last year. The measure has four major points:

1. To make clear it is illegal to discriminate against women and racial, religious and ethnic minorities in the workplace by harassment, unjust firings or unfair denial of promotions;

2. To place a stronger emphasis on the employer to show job hiring and promotion practices are determined by performance and ability rather than sex, race, religion or

ethnic origin;

3. To make clear it is always illegal for employers to make job decisions on the basis of prejudice; and

4. To guarantee the right to sue for damages to victims of intentional discrimination based on race, religion, sex or ethnic origin.

While the bill has bipartisan, as well as liberal and conservative, support in the House of Representatives and Senate, Bush has announced he would not sign the measure. Opposition to the bill comes primarily from big business. Corporate interests believe the bill will demand fixed quotas in the hiring place, an argument civil rights groups believe does not hold water.

Should Bush veto the measure, he will join Andrew Johnson in 1866 and Ronald Reagan in 1988 as the only presidents to veto civil rights legislation. Both vetoes were overridden.

AB Al Diles from the port of San Francisco was impressed with the size of the crowd in front of the White House. "I knew the demonstration would be good, but I didn't think it would be of this magnitude." Concerning the bill, Diles emphasized, "I believe in this totally without a doubt."

Lorraine Teague, a member of the steward department from the



SIU members, wearing the union's trademark white caps, march by the White House. Pictured are (left to right) John Nelson, Roy Blakenship, Ryan Camardelle, Clarence Green and William May.

port of Honolulu, also was excited about the march. "I had seen it on television and it got me interested, especially because I am a woman."

John Nelson of Brooklyn, N.Y. said he was "happy and proud to come out for this. A great many

need civil rights. It's not over yet."

Bosun Benedict Born from the port of Houston noted, "Money makes you equal in this society so you have to do something about it. Everybody should have the same opportunity to make money."

AFL-CIO Study Says Rich Are Winners Of 1980s Economic and Tax Policies

The current budget crisis is rooted in the past decade of huge tax cuts to the rich, according to an AFL-CIO study distributed to policy-makers last month. The report, prepared by the nation's federation of unions, including the SIU, said the top tax bracket for individuals was reduced from 70 percent to 28 percent, giving the richest fifth of Americans a substantial tax cut.

Corporate taxes were reduced from 46 to 34 percent over the 10-year period. As a result, the gap between rich and poor widened so much in the 1980s that the wealthiest 1 percent of Americans now receive nearly as much of the nation's total after-tax income as the bottom 40 percent, the study concluded. The report also noted:

- The share of income going to middle-class Americans is lower than at any time since the end of

World War II.

- From 1981 to 1989, the net worth of the so-called "Forbes 400" richest Americans nearly tripled, while the incomes of the financial community's dozen largest earners increased tenfold.

- Corporate CEOs, who in 1980 made 40 times the income of the average factory workers, now make 93 times as much.

The union federation urged that new revenues to the government be sought through higher tax rates for the wealthy and corporations.

"The AFL-CIO's position on new taxes is based on two principles—that the fairest tax is an income tax based on ability to pay, and that those who benefited the most from the fiscal policies that created the deficit should be first in line to pay when the bill comes due," the study concluded.

San Francisco SIU Men Back HERE

When Local 2 of the Hotel Employees and Restaurant Employees (HERE) had a beef with some of the fast-food franchisers in the San Francisco area, the union looked to the SIU for assistance manning its picket lines.

San Francisco Port Agent Nick Celona reported to the Seafarers LOG that the SIU members in the area responded enthusiastically to the call to walk with members of the culinary union. "They volunteered quickly, and during the rally the SIU group was the loudest," he noted proudly.



SIU member Harvey Smith leaves no doubt that the Seafarers stand with the local restaurant workers union in the San Francisco area.



Joining the HERE rally were SIU members (from left to right) Nick Celona, who also serves as the union's San Francisco port agent, Mike Baker, Lucilel Agular, Ruben Galleguillos, Nina Hatchl, Steven Barry, John Phillips, T. Swanson and Vince Coss, who also works in the local SIU hall.

SIU Executive Board Announces Changes

Continued from page 3

coast and prior to that port agent and patrolman, Corgey was based in Houston. He became a member of the SIU in 1973. He sailed in the engine department on G&H Towing vessels until 1979 when he came ashore to work for the union.

Heindel joined the SIU in 1972, sailed in the engine department and became a union representative in 1980. Since 1985 he has worked as a port agent in the hall of Philadelphia. Tony Sacco became a Seafarer in 1977 and sailed in the deck department. He last sailed as a third mate, obtaining his license after shipping with the SIU through 1984. In 1988 he became the

union's port agent in St. Louis.

The executive board action appoints Fay, Kelley, Corgey, Heindel and Tony Sacco to complete the terms of their predecessors who were elected by the SIU membership in union-wide balloting in 1988. Elections occur every three years, as outlined in the union's constitution. The next round of balloting for officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters District will take place in 1991.

Corgey is the first graduate of the union's Harry Lundeberg School of Seamanship to become a vice president. Heindel and Tony Sacco are also graduates of the Piney Point, Md. school.

Standard Pacts Ratified By Vessel Crews

With ratification votes held over the past four months on nearly all ships covered by the new three-year standard agreements, the SIU membership has cast a virtually unanimous vote in support of the June 16, 1990 to June 15, 1993 pacts, which have set the pattern for contracts reached between other American shipping unions and U.S.-flag vessel operators.

The vote held aboard SIU-contracted vessels, along with the vote held at special membership meetings in each hall in late June, concludes the ratification process of the membership for the standard freightship and standard tanker agreements.

In the shipboard ratification meetings and the special sessions in the halls, the support for the package has been "overwhelming," said Angus "Red" Campbell, vice president collective bargaining.

"The key issue: there was not one job reduction within the agreement," Campbell noted. "The SIU set the pattern on percentage wage increases and an additional holiday within the industry. We re-established the use of the AB/Maintenance rating and the Second Pumpman/Engine Maintenance rating, as well."

As the SIU was the first maritime union to reach an agreement with its contracted companies, other licensed and unlicensed unions used the Seafarers contract as a model for their own talks.

Among the highlights of the new contract is a 5 percent increase in wages in each year of the agreement. The pay increase is spread across-the-board to overtime, premium pay and off-watch rates and will affect wage-based pensions and vacation pay. The contract also includes a cost-of-living provision to protect pay gains if inflation exceeds the increase in wages. Martin Luther King's birthday has been added as a holiday, and maintenance and cure as well as subsistence and lodging rate parity has been achieved with the licensed officers.

Continued on page 7

Extra Effort and Union's School Help Meet Sealift Manning Demands, SIU Tells Panel

Despite a shrinking merchant fleet, the Seafarers International Union has maintained an effective mechanism to develop a manpower pool in times of increased shipping. Terry Turner, the SIU's director of congressional and government relations, said in a hearing of the subcommittee on merchant marine last month.

Turner advised the congressional panel, chaired by Representative Walter Jones (D-N.C.), "When word first came to us that Ready Reserve Force vessels would be activated, the president of our union, Michael Sacco, immediately placed our hiring hall apparatus on a seven-day-per-week basis, as well as on extended hours." He added the union's "central manpower center also has been operating around-the-clock" since a week or so after Iraq's invasion of Kuwait when word was received that civilian mariners would be needed for sealift activities.

Representative Jones called the hearing to review "our nation's capability to meet sealift require-

ments caused by American deployment to the Persian Gulf." He noted, "The U.S. merchant marine has the responsibility to transport military goods delivered to our port cities to the troops in the field—wherever they may be."

To meet the surge in shipping required by that responsibility, Turner outlined to subcommittee members the SIU's extraordinary efforts to ensure that all vessels engaged in Operation Desert Shield sealift activities would be crewed by qualified seafarers. The SIU "combed our records to identify potential crewmembers that were not already registered" and asked "inactive members and physically-fit pensioners to register" for employment, Turner said.

Seafarers Volunteer for Duty

"In a canvass of all of our union halls from around the country, our officials report that in many cases our members, upon hearing of the military's engagement in the Middle East, simply called in to sign on. Some of our members had just

gotten off a vessel, but called in nonetheless," Turner reported.

Turner stressed the important role the union's school played in ensuring the availability of skilled mariners. "Our training facility—the Seafarers Harry Lundeberg School of Seamanship, which is governed by a board of trustees made up jointly of shipowner representatives and union officials—also has geared up for the surge. The number of participants in our entry level program has been increased and the school is now running back-to-back classes for key ratings in the engine and deck departments," he said.

While the subcommittee is examining mechanisms to ensure that the United States has sufficient sealift capacity, in light of lessons learned from Operation Desert Shield, Turner stressed the importance of being able to meet the military's logistical needs with American resources.

Count on Americans

"In closing, I want to let you know that our membership and port officials and manpower staff have responded enthusiastically to

Continued on page 7

3-Year Labor Pact with ETC Posts Wage Gains, New Holiday

SIU members sailing aboard the liquefied natural gas (LNG) carriers operated by Energy Transportation Corporation (ETC) are in the process of ratifying a new labor agreement that increases wage rates by 5 percent each year, retroactive to July 1, 1990 through 1993. In addition, under the terms of the agreement, unlicensed crew manning scales will remain at existing levels.

The new pact reached by the SIU contracts department and representatives of ETC is similar to the recently negotiated standard freightship and tanker agreements ratified by the membership.

Among the new contractual items LNG unlicensed crewmembers will receive are:

- A 5 percent increase in wages, overtime, premium pay and off-watch rates which will result in higher vacation pay benefits and wage-related pensions. In the second and third years of the contract

a cost-of-living-adjustment will kick in if the nation's inflation rate is more than 5 percent.

- Martin Luther King's birthday will be added as a holiday, bringing the number of holidays in the contract to 10.

- Maintenance and cure rates will be in parity with what licensed officers receive. Subsistence and lodging rates also will be paid at the same level as called for in the licensed officer agreements.

- Health care benefits will be maintained at the current levels offered by the Seafarers Welfare Plan even though medical costs are skyrocketing around the country and more and more employers are attempting to pass the buck for such expenses to their employees.

The pact was reached after negotiating sessions were held over a course of many months. The company sought significant reductions in manning. The union's negotiating committee rejected management's proposal for unlicensed crew reductions as not being in the best interests of Seafarers or the maritime industry.

The union's bargaining strategy was based on recommendations made by rank-and-file members over the past three years in shipboard meetings and in suggestions provided to the SIU's contracts department.

Seafarers on all eight of ETC's LNG vessels, which carry liquefied gas from Indonesia to Japan in the only foreign-to-foreign trade shipping operation under the U.S.-flag today, will have an opportunity to go over the contract with Carl Peth, headquarters representative, who will meet each of the vessels over the next month as they call on ports in Japan. Ratification votes will be held on each vessel.

SIU, Sheridan Sign Pact Covering Wages on 6 ITBs

The SIU and Sheridan Transportation have signed a new contract to continue operation of six integrated tug/barges (ITBs) owned by the Hess Oil Company.

The new agreement generally follows the standard tanker agreement, including a 5 percent per year wage increase for the next three years, a cost of living adjustment should inflation exceed 5 percent and an additional holiday. One major change aboard the ITBs is District 2-MEBA will provide the officers who previously had been supplied by District 1-MEBA.

The vessels involved include the ITB New York, ITB Jacksonville, ITB Baltimore, ITB Groton, ITB Mobile and ITB Philadelphia. They load at the Hess Oil terminal in St. Croix and sail up the east coast. The vessels lighter some of their load at Stapleton Anchorage in New York, then proceed discharging at the Hess terminal in Port Reading, N.J.

The ITBs were built in 1982 and 1983. They are 691 feet long and have a dead weight tonnage of 47,247. The vessels can carry up to 320,000 barrels of oil.

Two of the ITBs, the New York and Jacksonville, returned to sea this month after extensive repair and refurbishing. They were refitted with new gangways, automation systems and cherry pickers. The two were damaged by Hurricane Hugo last year and had been in drydock since.



Matson Adds Two Vessels for Hawaii Trade

The SS Kainalu (foreground) and SS Kaimoku recently were modified in a San Francisco shipyard for service by Matson Navigation Company between Hawaii and the U.S. West Coast. The ships join six other company vessels already carrying containers, automobiles and trailers in the market. The SIU's Pacific District Unions consisting of the Sailors Union of the Pacific for the deck department, the Marine Firemen, Oilers and Watertenders Union for the engine group and the SIU, Atlantic, Gulf, Lakes and Inland Waters District for the galley gang represent Matson's unlicensed crewmembers.

*Cited for Contribution to Community***Deborah Foundation Recognizes Work of SIU's Ed Pulver**

Jersey City Port Agent Edward Pulver recently received the third annual Big-Heart Award from the Deborah Hospital Foundation.

Pulver, who also serves as the secretary-treasurer for the New Jersey AFL-CIO, was cited by the not-for-profit foundation for all of his work within the community.

"He has done so much," said Steven C. Grossman, special events coordinator with Deborah. "If you look at what he has done in general, you can't find a more caring individual."

The award is given each year to a person in New Jersey whom the foundation considers "a true humanitarian and who benefits all the lives he or she touches."

Pulver started working with the SIU in 1959 when the tugboat fleet he had organized in New York harbor during the '40s elected to sail with the Inland Boatman's Union of the Seafarers. He has been instrumental in organizing for both the SIU and its industrial division, the United Industrial Workers.

As a union official, Pulver also has served as a national regional COPE director for the AFL-CIO, president of the Hudson County Central Labor Council and vice president of the New Jersey State AFL-CIO. In 1976 he was elected the state AFL-CIO's secretary-treasurer and has held the post since.

Among his accomplishments in the community has been conducting food drives for striking union members. During the Christmas season, he dresses as Santa Claus and delivers toys to Jersey City public schools. He serves on the New Jersey State Board on Alcoholism, was co-founder of both the Labor Council for Latin American Advancement and A. Philip Ran-



With Ed Pulver when he received the Big-Heart Award are (left to right) Richard Jouanea; Michele Jouanea; Jack Critchley, previous award winner; Charles H. Marcianite, New Jersey State AFL-CIO President; Pulver; Ashley Jouanea, a pediatric patient at Deborah Hospital; Jeffrey Gloss, Deborah Foundation chairman of the board; Assemblyman Tom Foy; Ronald W. Jones Jr., award founder; and Steve Grossman, foundation special events coordinator.

dolph Institute and acts as chairman of the Rudy D'Angelo Foundation for cancer research. He has received many honors from both the community and labor during his career.

One drive that Pulver remembers fondly was in 1978 when he was collecting food and clothes to aid the United Farm Workers (UFW). More than 40,000 union members responded to the call and the items were stored on the second floor of the union hall while plans were being made on how to ship them to California. "One morning, we came in and found the second floor had caved in from the excess weight of the goods," he recalled. "I turned to Cesar Chavez (UFW president) and said at least now we don't have to carry it down."

The Deborah Hospital is located in Browns Mills, N.J. It was founded in 1922 as a tuberculosis sanitarium. As TB began to disappear in the '50s, the hospital wanted to maintain its work with chest diseases. Today, it is recognized as one of the world's premier chest and lung specialty hospital centers.

The Deborah center does not charge patients for any medical treatment received. Last year, it cared for more than 28,000 people. Recently, the hospital sent doctors to Soviet Georgia to treat 19 children. It has helped patients and

trained doctors from 60 nations.

Previous winners of the award include U.S. Senator Frank Lautenberg and Jack Critchley, president of the New Jersey Building and Construction Trades.

Retired Steward Harris Helps Union

Even though Recertified Steward J.B. Harris (pictured on the right) has started receiving his SIU pension checks, the 65-year-old member has not left the service of the union.

"He still comes in to help behind the counter when we are shorthanded," said Mike Paladino, the union's Norfolk port agent.

Harris began his union career in 1943 aboard the *Tabitha Brown*. He signed off his final vessel earlier this year. In between, he has helped the Seafarers in a variety of activities at sea, in the halls and on

the campaign trails. In fact, his wife, Millie, was the secretary at the SIU's old hall on Banks Street in Norfolk. The couple resides in nearby Virginia Beach.

"I trust J.B. Harris behind the counter on those few times when a union official is not available," Paladino added.



J.B. Harris (right), one of the union's top-of-the-line stewards, retired recently. He is pictured above with Norfolk Port Agent Mike Paladino.

Turner Named Head of SIU's Department Of Congressional and Gov't Relations

The Seafarers International Union has named Terry Turner, 43, as the director of the union's Department of Congressional and Government Relations.

The San Diego native will supervise a staff responsible for tracking legislation of importance to the union in Congress and handling relations with government agencies involved in maritime business.

Turner became a Washington representative for the department

earlier this year. His primary activity was to track maritime and labor legislative affairs in the Senate. Prior to that, he had an extensive background in maritime matters, having been the field representative for Kentucky since 1981.

He graduated from the University of Missouri in 1970. Before his career with the Seafarers, he had worked in the Carter White House and several political campaigns around the country.

Terry Turner (left) meets with Karen Hoover of D2-MEBA and U.S. Senator Frank R. Lautenberg (D-N.J.) to discuss maritime issues.

**Reviewing Applications for Piney Point**

Recertified Stewards (left to right) Jerome Jordan of Jacksonville, Victor Harper of Philadelphia and Roscoe Williams of San Francisco work with Headquarters Representative Frank Paladino (standing) to study and recommend upgraders for the 1991 steward recertification classes at the Harry Lundeberg School of Seamanship. The next class will begin January 28.

SIU Challenges MarAd OK of Lykes/FABC Deal

The SIU charged in federal district court that the Maritime Administration's decision to allow Lykes Brothers Steamship Company to transfer its government subsidy monies to a troubled District 1 Marine Engineers Beneficial Association Pension Fund-owned shipping company was "entered into without observance of procedures required by law and regulation, are arbitrary, capricious, an abuse of discretion and contrary to law and regulation."

In the lawsuit filed this month, the union also accused MarAd, the government agency responsible for approving operating differential subsidies (ODS) to U.S.-flag shipping companies that meet certain requirements dictated by law and regulation, of conjecture and pulling facts from thin air. Taking taxpayer monies originally allocated to Lykes and bestowing them to First American Bulk Carriers (FABC) Corporation, an unsubsidized shipping company, is an act "based on findings which have no basis in the record and lack explanation," the union said in its complaint.

Furthermore, the union believes MarAd's decision to sanction the deal "contains no explanation" for its findings, "merely repeats" the words in the law, "refused to address" the SIU's concerns and "failed to provide a statement of reasons supporting" its approval of

switching Lykes' subsidy to the two FABC ships, which have been the subject of a Labor Department investigation and have been chartered at one time or another to two companies that went into bankruptcy.

Deal Hurts Sea-Land, SIU

The Maritime Administration determination, reached in late August and upheld in September by the Department of Transportation secretary, permits Lykes to time charter the two FABC container vessels, transfer its operating differential subsidy to the Delaware Bay and Chesapeake Bay and put the two ships into service on trade route 21 between U.S. Gulf ports, ports in the United Kingdom and on the continent of Europe.

The SIU's beef with the decision stems from the fact that one of the union's contracted companies, Sea-Land, operates unsubsidized U.S.-flag vessels, crewed by Seafarers, on the same trade route. The introduction of subsidized U.S.-flag vessels competing head-to-head with unsubsidized ones operated by Sea-Land jeopardizes the job opportunities of Seafarers.

In addition, the SIU has pointed out that MarAd's action is a radical departure from the government's policy of not granting subsidies to new shipping companies or waterborne transportation operations

that have not received ODS in the past.

Contrary to Current Practice

When Lykes first sought government approval of the subsidy deal, the SIU, Sea-Land, Farrell Lines and the International Organization of Masters, Mates and Pilots lodged vigorous protests to the proposal with the Maritime Administration. Michael Sacco, president of the SIU, strongly objected to the use of taxpayer monies being used to subsidize an operation that would compete with the unsubsidized, U.S.-flag and SIU-crewed Sea-Land vessels.

The union also took exception to Lykes Brothers' use of a time charter when the industry practice in such circumstances is to bareboat charter vessels. The union pointed out that the transfer of part of Lykes' ODS contract to FABC not only contravened the letter and spirit of the Merchant Marine Act of 1936 as amended, but also violated Lykes' ODS contract and MarAd's own rules. Urging a full hearing on the matter, Sacco charged the Lykes request as "the vaguest and flimsiest application for subsidy ever received by MarAd."

Over the course of the next few months, the union expects the district court based in Washington, DC to schedule preliminary hear-

ings on the case. As the complaint is directed against the government and the heads of the Department of Transportation and the Maritime Administration, the U.S. Justice Department will attempt to defend the administration's actions.

3-Year Pacts Ratified

Continued from page 5

Copies of both the standard freightship and standard tanker agreements are available at any union hall or by writing to the SIU's contracts department at 5201 Auth Way, Camp Springs, MD 20746.

The standard agreements do not apply to those vessels acquired through awards from the Military Sealift Command as a result of successful bids by SIU contracted employers. Nor do the pacts cover ships operated by Matson and APL which have labor contracts with the SIU's Pacific District Unions—Sailors' Union of the Pacific representing unlicensed deck seamen, Marine Firemen, Oilers and Watertenders Union for the unlicensed engine department and the Atlantic, Gulf, Lakes and Inland Waters District for the steward department.



SIU Meets Sealift Manning Demands

Continued from page 5

their role as the fourth arm of defense.

Unlike the Japanese seamen that we read about in a Washington Post article, who were reluctant to go to the troubled area, American seafarers have not hesitated or wavered when it came to crewing ships destined for the Persian Gulf. Whatever solutions this Congress, the administration or the industry look at in the future, it should be remembered that the United States should have the capability to go at it alone," Turner concluded.

Other witnesses who testified on sealift and the Persian Gulf mobilization at the hearing held over two days in September included Robert Moore, director for transportation policy, office of the assistant secretary of defense for production and logistics; Vice Admiral Paul Butcher, deputy commander-in-chief, U.S. Transportation Command; Maritime Administrator Warren Leback; Vice Admiral Francis Donovan Jr., the head of the Military Sealift Command; John Stocker, president, Shipbuilders Council of America, and representatives of three other maritime unions.



Feinstein Receives Seafarers Support

SIU members from the port of San Francisco take time from their schedule to attend a lunchtime rally for California Democratic gubernatorial candidate Dianne Feinstein. Volunteers include, from left to right (kneeling) Ramose Egidio, Jasper Jackson Jr., Port Representative Vince Coss, (back row) Roscoe Williams, Port Agent Nick Celona, an unidentified ILWU member, Mike Wells, Janet Price, Jose Bayani, Jay Sanders and Bill Wroten. The photo was provided by a longtime SIU friend, Charles Farruggia.

CORRECTION

On page 28 of the September 1990 issue of the Seafarers LOG, the wrong photograph was placed with the caption of Bosun Jack Edwards displaying the commendation he received from the Maritime Administration for his part in a 1987 rescue aboard the Beaver State. The person in the photograph was MarAd official Robert A. Bryan. Pictured at right is Edwards.

The Seafarers LOG apologizes to Bosun Edwards and his family for any problems and confusion this may have caused.



SIU Men Help Borski Campaign

The re-election campaign for Congressman Robert Borski (D-Pa.) has been aided by the volunteer work of members from the Philadelphia hall. Those who have been very involved include (left to right) Cook/Baker Terrance Stowall, AB "Diamond Jim" Brady, DEU John Phillips, DEU Ray Rever and QMED Ray Crane. Not pictured, but also active, are AB Bill Ashman, QMED John Cronan and QMED Frank Jaworski, said Field Representative Mark Federici.

STRIKE PICKET CARD
 Seafarers' International Union of No. America
 Affiliated with the **NEW YORK**
 Date **SEP 4 - 1946** Port
 Name **Joseph D. Georgio**
 F. Bk. No. **7524** Pro No. Trip
 Ship's Name **Nona**
 Company
 Chairman
 To Be Issued To



Joseph DiGiorgio as he was pictured as a young sailor (left) and in a recent photograph taken in his office (below).

Joe and Rita DiGiorgio enjoy a night on the town in New York with their longtime friends Wilma and Ed Mooney.



An Interview with Joseph DiGiorgio

Years of Union Activity.

Daily Record
 DATE **SEP 6 1946**
 DATE **SEP 7 1946**

Date **7/29/48**
SIU-SUP Support of UFE WALL STREET STRIKE PICKET CARD
 Name **Joseph DiGiorgio**
 CITIES SERVICE OIL COMPANY (PA.) (INCORPORATED)
JOSEPH DI GIORGIO
 20 Pass Representing **SEAFARERS INTERNATIONAL UNION (Port of New York and Vicinity)**
 to the current calendar year, unless otherwise ordered, subject to the regulations of the United States Customs Service and further to the conditions set forth on the reverse side of this pass.
 VALID ONLY WHEN COUNTERSIGNED BY R. H. BRANDON OR H. A. DESHLER CITIES SERVICE OIL COMPANY (PA.)
R. H. Brandon



In his fiftieth year of membership in the Seafarers International Union, Joseph "Joe" DiGiorgio announced his retirement as secretary-treasurer of the organization. The 72-year-old union official announced his intention to retire at this month's membership meetings. Brother DiGiorgio also resigned as an employee trustee on the various trust funds, including the welfare, pension and vacation plans, that are jointly administered by the SIU and its contracted operators.

Replacing Joe DiGiorgio as secretary-treasurer and assuming his positions on the trust fund boards is John Fay, who previously served the union as vice president lakes and inland waters and who represented the SIU at all international forums since the late '70s. Fay assumed the secretary-treasurer's duties this month after the union's executive board designated him to fill the vacancy created by DiGiorgio's retirement.

In advising the union's membership of his leave-taking, DiGiorgio, who assumed the duties of the secretary-treasurer in 1972 when Al Kerr died suddenly, said, "I want to thank all of you for your assistance and cooperation over the years, but most of all for giving me the opportunity to serve you."

Union Became a Way of Life

Looking back over his 50 years in the union, 40 of which were spent in the elected positions of patrolman, port agent and secretary-treasurer, DiGiorgio reminisced, "The union gave me a decent way of life, it gave me a home . . . In the early days, as a young man trying to make a living at sea, the union gave me the right not live under the thumb of the boss . . . Later, as an official, the SIU gave me a way of life."

"I say, 'gave me a way of life' instead of a way to make a living because this union means so much to me," DiGiorgio added. "I never had to use an alarm clock to come to work. I waited to come to work. In fact, sometimes I was afraid to go to bed because I might miss something exciting."

Known for his open door policy, Brother DiGiorgio was equally concerned for the SIU member, the pensioner and the industry's representatives. "There was nothing about this union, its members or the maritime industry that I found boring. I was always interested in whatever anyone associated with this union or industry had to say," DiGiorgio said. "It is a fascinating and challenging industry."

Began Shipping in 1941

Born in 1918, Joe DiGiorgio entered the Hope Haven orphanage, located outside of New Orleans, Louisiana, at the age of five. The institution, known to DiGiorgio and fellow-resident Buck Stevens as "the zoo," was run by Charles Logan, who later joined the Roosevelt administration in the capacity of regional director for the then-newly-created National Labor Relations Board. Logan helped the young DiGiorgio and Stevens begin their careers in the maritime industry — careers which for both men led to positions as elected officials in the SIU.

Recalling his first jobs outside of the orphanage, DiGiorgio said, "When I was old enough to leave Hope Haven and earn a living, I went to see Logan and he sent me over to the Mandeville banana docks. That would have been in 1938. While I became a longshoreman, Buck began sailing. After working on the docks, I began a job on the ferries that ran between New Orleans and Algiers."

"Then, in 1941, with the help of Buck Stevens, I began to ship. My first berth was on the SS Del Valle, a Mississippi Steamship Company vessel," remembered DiGiorgio.

His first shipboard job was as a messman, but after a few trips as part of the galley crew, DiGiorgio switched to the black gang. After a few months of shipping, DiGiorgio found himself in the midst of World War II. His ship, the SS Afoundria, a Waterman Steamship Company vessel bound for Puerto Rico, was torpedoed and sank in the Windward passage in May of 1942. DiGiorgio was issued a rare discharge.

Joe DiGiorgio was involved in some of the union's most famous beefs including the 1948 Wall Street Strike and the SIU's efforts to organize Cities Service tankers.

Isthmian Steamship Company
 71 BROADWAY
 NEW YORK 6, N. Y.
 Pass No. **2369**
 Mr. **Joseph DiGiorgio**
 A/c **The Seafarers International Union**
 To **All Piers & Steamers**
 Unless otherwise ordered.
 Valid when countersigned by
 CITIES SERVICE OIL COMPANY (PA.) (INCORPORATED)
JOSEPH DI GIORGIO
 17 Pass Representing **Seafarers International Union (Port of New York & Vicinity)**
 to the current calendar year, unless otherwise ordered, subject to the regulations of the United States Customs Service and further to the conditions set forth on the reverse side of this pass.
 VALID ONLY WHEN COUNTERSIGNED BY R. H. BRANDON OR H. A. DESHLER CITIES SERVICE OIL COMPANY (PA.)
1954
 33379 REGISTRATION NO. 2207491 325 12 0339 SOCIAL SECURITY NO.
WATERFRONT COMMISSION of NEW YORK HARBOR LONGSHOREMAN REGISTRATION
JOSEPH DI GIORGIO
 563 CROSS STREET WESTWOOD N. J.
 EFFECTIVE DATE **JUNE 14 1954**
William L. Ryan SECRETARY

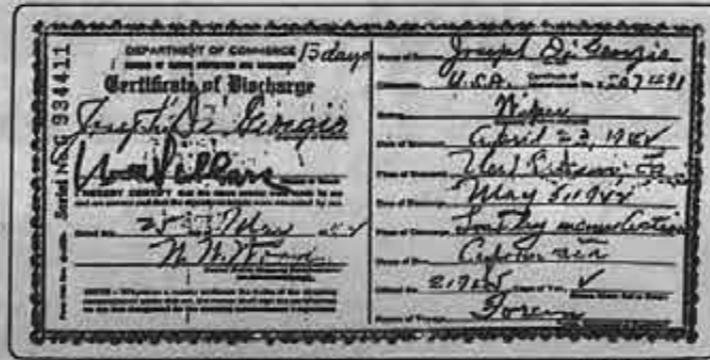
one that read on the line that gave the port of disembarkation, "lost to enemy action."

DiGiorgio explains the strange language: "It was early in the war and the U.S. Coast Guard was putting down 'lost to enemy action' if your vessel was sunk. But they didn't do it for very long, because a few months after the Afoundria went down, the government would put on your discharge the port you came into on whatever vessel had rescued you."

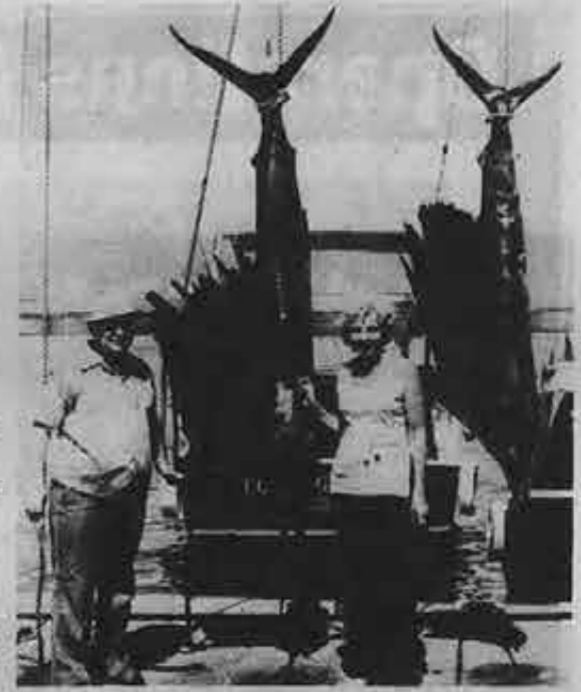
Shipped in WWII Combat Zones

A month after being torpedoed and rescued, DiGiorgio was on another merchant vessel. As a watertender on the Robert E. Lee, he sailed from New Orleans to the islands in the lesser Antilles, assisting in the rescue of survivors of ships that had been lost at sea as a result of war activity.

During WWII, DiGiorgio also sailed on runs to Europe and Northern Africa. He was on a vessel that provided supplies for the invasion of Palermo and the invasion of the mainland of Italy. He shuttled between Italy and Tunisia for many months and also sailed back and forth in the



One of DiGiorgio's favorite ways to relax is fishing. Here he and his wife, Rita, proudly display the sailfish the couple caught during a fishing trip off the coast of Mexico.



the SIU's Secretary-Treasurer Retires

Mediterranean to the European theater until the end of the war.

Looking back on his experiences in the combat zones of WWII, DiGiorgio recalled, "I never really gave death any thought. . . . When we were shuttling from Tunisia to Naples, there were bombings every night. Mount Vesuvius used to light up the sky and every night about seven o'clock you could look forward to the Germans coming. All they had to do is follow the light in the sky and they would bomb Naples. On the ship we would wait and wait. Every night it was a horrible feeling. But I always headed for the engine room. For some reason, I felt secure in the engine room."

Brother DiGiorgio continued to sail after the war, participating in many of the union's strikes and other major beefs. In 1951, Paul Hall, who was heading the SIU's Atlantic and Gulf District at that time, assigned DiGiorgio to solidify the union's inroads in the passenger line trades. In 1952, DiGiorgio was elected to his first full-time position in the union — Baltimore patrolman.

In the '50s, DiGiorgio helped open the Sea Chest, the union's vehicle for providing high quality personal effects to seafarers at a reasonable cost. In 1960, DiGiorgio served as one of the joint patrolmen in New York and in the balloting of 1964 was elected to the position of New York port agent.

Assumes Duties of Secretary-Treasurer

When Al Kerr died in January of 1972, Paul Hall, then president of the Atlantic, Gulf, Lakes and Inland Waters District and in the same position in SIU of North America, appointed Joe DiGiorgio to execute the constitutional duties of the secretary-treasurer. In the union's next round of elections a few years later, DiGiorgio was elected to the position of secretary-treasurer by the union's membership.

In every election since that time, the rank-and-file has returned DiGiorgio to the post, which he has held under the administrations of

York. I couldn't wait to have a child born in that fantastic city. It was a great feeling when it happened."

Together, Joe and Rita DiGiorgio have enjoyed raising a family. "I am very proud of my family," DiGiorgio said. "Besides my family and the union, I had very few other interests, although my wife and I do like boating and fishing."

Reflections on the Future

In leaving the post he has held for the past 18 years, DiGiorgio said he felt "sad in some ways and happy in other ways. I am sad because this is a new era for the maritime industry and I see enormous growth potential and the union has young, progressive officials at the helm, starting with Mike Sacco as president. With this kind of leadership and fresh ideas, tremendous things can happen and I feel sad I won't be a part of this change and growth pattern." "But on the other hand, I have been at this for the last 40 years and I am happy that I will have some more free time."

"I am also looking forward to the time when I will see my grandson enter the Harry Lundeberg School of Seamanship as a trainee. I think the school is one of the union's and the industry's greatest accomplishments. When I think back to what Charles Logan did with Hope Haven and its vocational programs, I can see how the Lundeberg School has taken Logan's dreams and put them to work," DiGiorgio added.

In retirement, Brother DiGiorgio expects to increase his boating and fishing activities. But completely severing his relationship with the union is out of the question. "I will never really retire from the union. Certainly, I am retiring from the position of secretary-treasurer. But I will never retire from the people I have spent the last 40 years working and living with.

"I will always be available to serve the interests of the union that has treated me in my lifetime so well," Brother DiGiorgio concluded.



Joe DiGiorgio served with three SIU presidents. When he assumed the office of secretary-treasurer, the union's chief officer was Paul Hall (on the right in the first photograph with former SUP President Morris Welsberger). When Hall died in 1980 and Frank Drozak succeeded him, DiGiorgio continued as secretary-treasurer. (Drozak



is on the left in the center photograph.) Michael Sacco (in the third photograph), who has been at the union's helm since 1988 was the third SIU president to work with DiGiorgio in his capacity of secretary-treasurer.



the SIU's three presidents — Paul Hall, the union's chief executive officer until his death in 1980; Frank Drozak, who served until cancer claimed his life in 1988, and Michael Sacco, who leads the union today.

Looking back upon his work as a union official, DiGiorgio said he was most proud of the role he played in bettering the lives of seamen. "I remember convincing the owner of Falcon Carriers in the late '60s to build his ships with private rooms for the unlicensed crew at a time when this was unheard of in the American tramp fleet."

Raising a Family

Brother DiGiorgio met his wife, Rita, during the war at a time when he was sailing in and out of New York. At the age of 28, Joe DiGiorgio married Rita Shepard.

The DiGiorgio's have two children, one born in New Jersey, the other in New York City. DiGiorgio reminisced about the decision he and his wife made to have one of their children born in New York City. "I thought New York was the greatest city in the world. Everything I never knew existed as a backwoods Louisiana boy was in New



Port Agent DiGiorgio gives SIU member Frank Travis his third engineer's license in 1970.

DiGiorgio and Mooney, who also served as an SIU official, swap some sea stories when Mooney recently visited headquarters.

Operations Are Non-Stop Aboard American Republic



Clockwise, from the left: 1) AB Wheelsman Rick Roussin catches up on the latest news in the Seafarers LOG. 2) Bosun Terry Henratta discusses the day's activities with the crew. 3) Gateman C. "Scratchy" Kracht reflects on his activities aboard the American Republic. 4) Deckhand Matthew "Bigfoot" Smith gets ready to go back to work. 5) AB Wheelsman Brendan Murphy handles the aft-wrencher during loading operations. 6) AB Ron Vandercook oversees hatch crane operations.

Nighttime operations are nothing new and unusual for the men and women who sail aboard SIU-crewed merchant vessels. For the crew of the American Republic, it is almost a daily ritual.

The American Steamship Company self-unloader runs along the southern shore of Lake Erie carrying taconite ore from Lorain, Ohio to Cleveland for LTV Steel. During the Great Lakes shipping season, it makes the round trip almost every day.

"There is not much difference between loading during the day or night," said Bosun Terry Henratta. "You just have to be more careful at night."

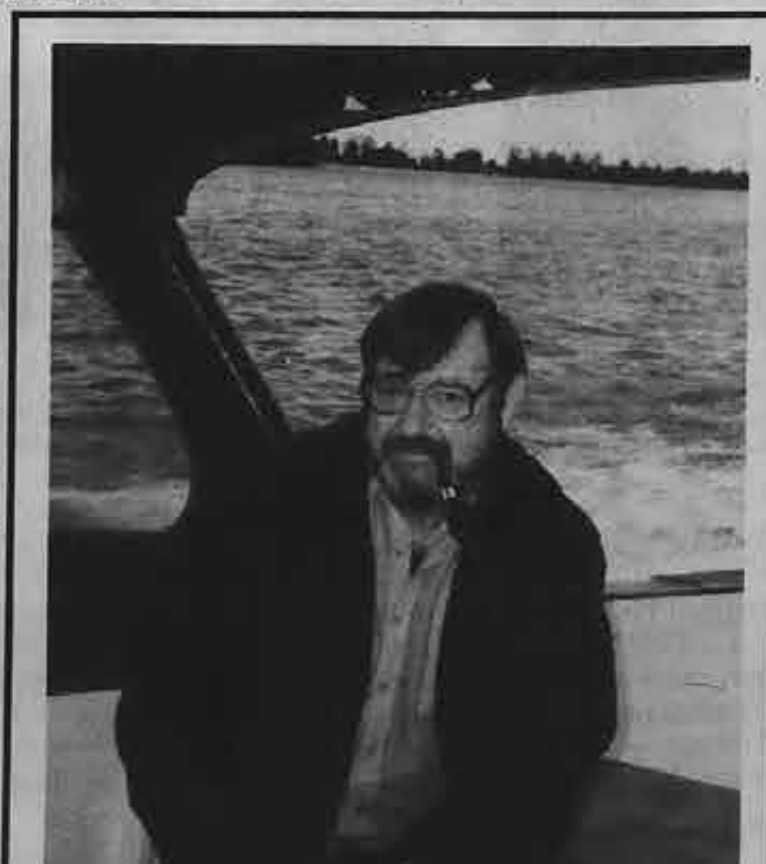
The docking area is lit so heavily that parts of the ship appear to be drenched in daylight rather than covered by darkness. Crewmembers adjust their personal habits to catch sleep whenever they can because of the continual loading and unloading.

The American Republic, named after the old Republic Steel Company, is one of the smaller vessels in the ASC fleet. It was built specifically to carry the ore through the Cuyahoga River with all of its twists and turns to the steel mill up river from downtown Cleveland. The 635-foot ship has bow and stern thrusters as well as eight rudders for the river's sharp turns. The pilot house is located on the stern so the pilot can handle the ship going backward as well as forward.

Crewmembers told a LOG reporter that they like sailing aboard the American Republic because it is one of the first vessels to fit out and one of the last to lay up each year because of its run along the lower part of the Great Lakes.



From left to right, Milan Milkovichi, Cheryl Stamper, Fred Kearns and Scott May are part of the crew keeping the Bob-Lo vessels running on the Detroit River. Deckhand Doug Shearer and Captain Bill Kamperl oversee work in the shipyard on the launch Friendship used by Bob-Lo.



Algonac Launch Takes Member to Tug
SIU crewmembers are flown to many parts of the world to replace brothers and sisters who must sign off vessels because of emergencies. However, in an emergency on the Great Lakes, members don't have that far to go. SIU launches, like the one above taking AB Tankerman Patrick Matthes to the tugboat Mary E. Hannah, are used to keep vessels moving in the Algonac, Mich. area.

Although September officially is listed on the calendar as the final month of summer, it marks the onset of winter for SIU crews aboard two Great Lakes vessels.

The Columbia and St. Clair are passenger steamships that carry up to 3,000 passengers at a time to Bob-Lo Island amusement park in the Detroit River during summer. According to Algonac Port Agent Jack Allen, the pair is believed to be the last major passenger ships still plying the Great Lakes regularly.

Both ships, along with several smaller launches used by the company, laid up last month at the end of the four-month season for the park. The last of the crewmembers needed for layup signed off earlier this month. Some of them make themselves available for relief work on Great Lakes vessels while others go home until they are called back in April, Allen said.

The Columbia and St. Clair are known as "up-downers" because of their engines which "work like sewing

machines, going up and down, when they are running," Allen said. Both are former coal-burners but have been converted to use oil for fuel. They average between 16 and 18 miles per hour.

During the season, the two operate approximately 12 hours daily shuttling tourists from a dock just south of downtown Detroit to the island about 14 miles south on the Canadian side of the river, which flows between Lake St. Clair to the north and Lake Erie to the south. Launches are used to supplement the two ships when crowds are large and for late evening return trips.

On certain summer weekends, the two passenger vessels offer night excursions with live music.

Crewmembers generally work three to four weeks to get the vessels ready each spring and stay onboard another three to four weeks in the fall to prepare them for layup.



1st Lt. Alex Bonnyman Returns from Persian Gulf

Continued from page 2

with cargo that includes everything from tanks and ammunition to food and medical supplies, the prepositioning vessels are a vital part of the military's strategy to quickly get equipment to an area of potential conflict.

The prepositioning vessels became an integral part of the nation's defense arsenal after the Iranian hostage crisis in the late '70s when the United States learned the value of having military resources stationed close to trouble areas. For the current Persian Gulf military activation, the prepositioning ships based in Diego Garcia were the first SIU-crewed vessels to arrive in the Middle East, and were also some of the first ships to reach the area with supplies.

Bosun **Tom Anderson**, a retired Navy veteran from St. Louis who is still in the reserves, had spent nine years sailing around Vietnam. He stated he was happy not to be on active duty, but looked forward to this assignment because sailing was more interesting duty than being at anchor. Anderson believes the prepositioning ships like the Bonnyman can play a vital role in the nation's forward deployment defense strategy. Because the vessels are maintained in a constant state of readiness and are stationed near the world's hot spots, the prepositioning ships can get to any critical area quickly, as they recently did during Operation Desert Shield. Anderson stated that the Bonnyman's crew "handled the job well, and the professionalism they showed was exemplary."

All onboard the Bonnyman said their first trip to the Gulf had been a tense one. It had taken place in the early days of the activation and there was not much information available on the situation in the Gulf. Rumors swept through the vessel that the Persian Gulf had been mined. **AB Wray Sweatt**, who sails out of the port of Jacksonville, admitted he was a bit uneasy when he found out where the ship was going—not only because of mines, but also about the possibility of chemical or gas warfare.

Chief Electrician **Charlie Chancey** also felt the apprehension. "There were a few marines already there, but we were one of

the first ships, and we didn't have much cover. It was pretty touchy not knowing what was going on. We were sitting still, always wondering what was going on."

When the vessel arrived in Saudi Arabia, **AB Heley Maino**, who comes from Mobile, was injured aboard ship, and was allowed into town (by ambulance) to get help. He said the whole situation in town was very tense. The Iraqis were so close. Fortunately, the AB's injury was not major and he was able to continue working aboard ship.

The SIU crewmembers saw a lot of empty tankers outside the Gulf. And from time to time the ship was buzzed by unidentified aircraft. To help ease the concern, extra lookouts were posted and two Saudi frigates sailed as the Bonnyman's escorts.

After unloading their cargo in Saudi Arabia, the Bonnyman was ordered to Bahrain as a possible evacuation ship for Americans stuck in the region, but after nine days returned to the United States—to the port of Jacksonville.

Good Cooperation

When interviewed in Jacksonville by a staff member of the Seafarers LOG, SIU members all agreed there was good cooperation between the officers and crew aboard the vessel. Everyone looked out for each other. Every member of the crew pitched in. Seafarers aboard the Bonnyman also gave high marks to Captain **Dan Goff**, the vessel's master. Captain Goff provided the crew with information—what little he had—and set a good example by keeping calm, the hard-working members reported.

The steward department also rallied. With only 12 hours to prepare to leave Diego Garcia, no arrangements had been made to provide stores for a possible operation. The steward tried to get as much as possible before sailing. And though stores were limited, Chief Cook **William Hare** did an exceptional job feeding the men. Seafarers onboard told the LOG. Steward **Bernard Tyler**, who sails out of Algonac, both deep sea and Great Lakes, estimated that with the cooperation of the military, the Bonnyman's galley gang prepared and served more than 7,000 meals.

The steward department worked hard to provide good and plentiful food, taking into account that many U.S. soldiers already stationed in the area would come aboard for some home cooking.

Adjusting to the Heat

The heat was especially difficult to adjust to for many crewmembers. The climate in the Persian Gulf is not a dry heat like the crewmembers were used to in Diego Garcia, but a very humid one. **AB Maino** said the heat was so stifling that when a person stepped out of the house it was "like walking into a concrete wall." Another AB said the humidity was so high that he was drenched in sweat within five minutes, breathing and perspiring heavily.

This high heat and humidity led to a drain on the air conditioning system, but the engine crew did a great job in trying to eliminate the strain caused by the excessive heat, fellow Seafarers reported. **Tyler** noted that in Saudi Arabia, the conditions at the dock were scorching, and soldiers stationed there would come onboard just to get cool. Chief Electrician **Chancey** said things went smoothly in the engine room, however the big concern was for the rising temperatures, especially of the water going through the air conditioning system. Ships like the Bonnyman, he noted, were built for cold water sailing.

Steward Assistant **Thomas Maley** from the port of New York stated that "ice water was at a premium," and that the heat particularly affected the deck department and those who had to work outside.

He was also quite emotional in talking about the military chaplains on shore who wanted no special treatment like coming aboard ship for a good meal or to get cooled off. The chaplains would bring U.S. soldiers suffering from heat or malnutrition onboard, but had to be heavily persuaded to stay themselves for a short respite.

Nick Kratsas, port agent in Baltimore, met the ship in Jacksonville upon its return. He said the Bonnyman had a great crew. "They really pulled together during some very scary times," Kratsas said. "The team spirit amongst the crew was clearly evident when I held a union meeting," the SIU official noted.



Slicing the bacon for a dinner specialty is Michael K. "Stew Burner" Bernard whose motto is, "When It's Smoking, It's Cooking; When It's Burning, It's Ready!"



SA John Huyett of St. Louis, left, sets the table while SA Amos Myers of Mobile fills the fruit bowl. Myers is a graduate of Piney Point class #431.



Bosun Tom Anderson of St. Louis, seated, and Steward/Baker Bernard Tyler of Algonac are happy to be back.



Chief Electrician Charlie Chancey was kept busy this trip making sure the air conditioning was working.



Jacksonville Patrolman Tony McQuay, left, goes over some paperwork with DEU David Powers of Brooklyn, N.Y.



Baltimore Port Agent Nick Kratsas, left, met the Bonnyman in Jacksonville. With him are AB Heley Maino of Mobile (seated) and AB Tom Olive of Jacksonville.



AB Larry Cochrane of Jacksonville participates in the meeting.

A Sea Story

In 1952 I was on a freighter running down to the islands and the north coast of South America. One trip we went into Dutch Guiana and went on up the Surinam River to a bauxite mine way up in the jungle. We were the first ship of that size to go up there, and it was some trip. The river twisted and turned and was quite narrow, so we had to have a tug at each end to get us around the bends. Monkeys were jumping on and off the ship all the way up. Like I said, it was quite a trip.

We docked at the mine just before supper and were told we'd be leaving first thing in the morning with the high tide after taking half a load of bauxite. Well, my watch partner, who was a strong, silent type with a build like Tarzan and an adventurous nature, wanted to go up the river that night and catch a crocodile for his brother in the States who had just opened a pet shop, thinking the croc would bring a little publicity.

So after supper we hired an old native to take us up the river in his dugout canoe. We only had to pay him about six bars of soap and two tin cans (large ones for cooking), so his work came cheap. Well, we started on up the river, and immediately we heard drums beating away. This was head-hunter country, and the natives were passing the word that we were on the way up river into their territory. We had prepared for this by bringing along some extra soap and cans, which we planned to take to the head-hunter chief. So that was our first stop. We went to the main village of the head-hunters in that area to see this most powerful chief and pow-wowed with him, assuring him that we were only looking for crocodiles, not natives. We gave him our paltry tribute, and he signalled his drummers to pass the word that we were not to be harmed, which the drummers took care of promptly.

We left the village and continued on up the river, which was an adventure filled with huge snakes and so forth; but to get to the point, I'll simply say that we did catch a crocodile, a mean one about six feet long. We tied him up in the canoe and went back to the ship, arriving at about five in the morning. We were tired and knew we'd be getting up soon to undock the ship, so we made a quick plan to get a few minutes' shuteye before the callout. We had to stash the croc and didn't want to waste any time doing it, so we put it into the Chief Steward's shower and pulled the curtain. Well, it wasn't long before we were awakened by a lot of shouting and running. The Chief Steward was out in the passageway stark naked hollering, "Agg-g-h!!! There's a crocodile in my shower!!! Agg-g-g-h!!! Well, we had to get up and stash the croc somewhere else right away. Who

could guess the Steward was going to take a shower that morning?

We got back to the States in a few days and went into Mobile to unload. The big question was how we were going to get the croc past Customs and into the country. My idea was to tie a heaving line around the croc's neck and just hang it over the side in the water until after the ship was cleared, but my partner wanted to do it differently. He tied a six-foot piece of line around the croc's neck and tied the other end to an empty five-gallon kerosene can to act as a marker buoy. Of course this method required waiting until the last minute to throw the croc overboard so he wouldn't get too far away. That's what my partner wanted to do, and that's what he did. But he did it in a damn fool way.

When you come into Mobile the river goes right by the downtown area before you get to the docks. Well, my partner waits until we're in that area and throws the croc over right across from the building where the U.S. Customs was housed. He threw it off on the off-shore side; that is, on the side away from the building, but when he did a Customs man saw him. They always watch for the ships to go by and then start out on their way to the docks to meet them. Well, when that agent saw my partner throw what he thought was a big bundle over the side he alerted his boss, who immediately notified all enforcement agencies in the area to be on the lookout for a big drug caper. He also ordered all available Customs agents to meet our ship and go over it like a bunch of inquisitive ants. So when we docked, what happens? We're swarmed by a whole squad of Customs men who tear the ship apart and make an investigation. But nobody knows anything about drugs, just about a crocodile. And the Customs isn't going for that story. They think the whole ship is in on a conspiracy and a cover-up and they decide to keep a 24-hour watch on the ship until they uncover the plot. In addition, their boss gets the yen for a little hot publicity and releases the news to the papers, who come out with the headline, "HUGE HEROIN HAUL HINTED" in the evening papers.

While all of that was going on my partner, who had sneaked off the ship immediately after docking, was missing, and the Customs knew of that from taking a rollcall on the ship. When my partner turned up missing all enforcement agencies were again alerted, and the Coast Guard got on the scent and searched the harbor. Who do they find but my partner in a rented speedboat looking for the crocodile. So they hail him down, holding a machine gun on him, and bring him back to the ship, claiming they've captured the ring-

MEMOIRS OF A SEAMAN BY SIU MEMBER FREDERIC CARPENTER

leader. They grill him and then turn him loose for lack of evidence, but they are convinced something funny is going on and refuse to give up the investigation. After all, who in heck would go to all this trouble to bring a crocodile into the country?

Well, Customs continued to maintain a 'round-the-clock watch on us. They had one man lurking around on the dock sidling in and out of the warehouses, one man at the head of the gangway, one man constantly patrolling the midship house, and a man on each end of the ship watching so no one skulked off the ship by climbing down the mooring lines. They acted like they were in on the biggest drug bust in the history of Mobile and took their jobs very seriously. Among other things, they checked every man who came and went on the gangway. This went on for a couple of days until Friday, when one of the country boys from North Alabama figured he'd go fishing for the weekend and spend the night in the woods. He rounded up a blanket, a frying pan, and all that stuff, as well as some food from the cook, who gave him a big jar of flour mixed with cornmeal to fry his fish.

Well, when he went off the gangway the nitwit Customs man searched him and whooped with delight, hollering, "I got 'im! I got 'im! The pickup man! This is it! Look at all this heroin!" meaning the jar of flour. So they arrest the kid and send the jar to the lab for analysis. The boss of Customs is so excited he calls the newspapers again and releases a story, which the papers headline, "BAD BOYS BUSTED ON BOAT," which creates quite a stir in the community. That night a lot of people come down to the docks to look over this notorious ship with its nefarious crew.

Well, imagine the consternation the next day when it's learned from the lab that the flour is really flour. Naturally, the papers had stayed on top of the story, and when this happened they decided to do an in-depth story about the whole thing. So they came down to the ship with a reporter and a photographer and interviewed everybody. They got the whole story and took pictures of me and my partner, and the next morning they have a feature article entitled "CROC-CATCHERS CONFOUND CUSTOMS."

As you can imagine, my partner and I are celebrities, and all kinds of people come down to the ship that afternoon saying, "Right on, men! That's showin' 'em!" and all like that. A lot of those people were wearing beads and feathers and all, and I think they were just tickled that somebody had put something over on the U.S. Customs.

We never did find that crocodile.



1958 Scholarship Winner Enjoys Writing Career



Frederic Carpenter

A 1958 union scholarship provided Brother Frederic Carpenter with an opportunity to further his book-learning and expand his career opportunities. Throughout his life, Carpenter has continued to write about the sea and the adventures of his brother seafarers.

Carpenter joined the SIU at age 16 to see the world and live a life of adventure. He worked as a dishwasher for a few months and then switched to the deck gang. He sailed as an ordinary seaman, then as an able bodied seaman and in deck maintenance. He also served as ship's bosun a couple of times. While sailing, he decided to pursue additional education.

The scholarship program, started in 1953, gives SIU members the opportunity to continue their schooling. In Carpenter's case, he was awarded the SIU scholarship at age 29 and went to Louisiana State University where he double majored in psychology and sociology while continuing to ship. He graduated at age 35 and earned his third mate's license, sailing in that capacity for five years before giving up sea life for good. He became a successful technical writer and vice president of a communications firm in New Orleans for a while and presently works for the federal government's Occupational Safety and Health Administration.

But his fondest memories are of the sea. In 1985 the Clearwater, Fla. resident resumed writing fiction and has produced a couple of novellas, several short stories and a major portion of a long sea novel based upon his sailing days. The story on this page is an excerpt from that book.

Carpenter, now 61 years old, has been published nine times in various quarterlies and has applied for a grant to finish the novel, enjoying the vicarious reliving of "the thunder and the sunshine" of his sea years.

The Galley Corner

SIU STEWARDS Nick Andrews, Kimberly Allen Carter and Joseph S. Smith consistently put forth exciting and tasty meals for their shipmates. The three steward department members keep in touch with the Seafarers LOG, providing the union's publication with the photographs appearing on this page.

With the combined skills of Chief Cook Michael Utin and Steward Assistant Sandra Martinez and Carter, the USNS Contender's galley gang gives the ship a reputation as a "good feeder."

Stewards at Sea Offer Tempting Treats



Steward Baker Joseph S. Smith has gained some fame among his fellow Seafarers for his out-of-the-ordinary barbecues. Smith, who joined the union in 1963 at the New York union hall, believes "a barbecue at sea is a morale booster and it helps break up the monotony of shipboard life." The steward department on the USNS Contender works as a team, reports Steward Baker Kimberly Allen Carter.

Carter said Martinez, a recent graduate of the Seafarers Harry Lundeberg School in Piney Point, Maryland, and Utin made up an "A-team." Carter also is a graduate of the union's training center, continually upgrading in the steward department and adding to her endorsements. She received a commendation from F.E. Clark, master of the USNS Contender, in which he stated, "I will match your galley with any other galley afloat for cleanliness; your galley will excel, without question."

Chief Steward Nick Andrews, who recently sailed on the Sea-Land Expedition, takes pride in the meals served on his ship. Andrews, who was born in Greece and joined the union in 1979 in Seattle, is constantly refining his recipes. He is known as a perfectionist who insists on balanced menus of high quality food that can meet any taste test.



Sea-Land Expedition Captain J. Slier, left, samples one of Chief Steward Nick Andrews' famous sauces. In the background is Steward/Baker Joseph S. Smith, displaying some of his barbecued specialties prepared for the crew of the Sea-Land Pacific. Above, the USNS Contender's galley "A-team" consists of, from the left, Chief Cook Michael Utin (in circle), Steward/Baker Kimberly Allen Carter and Steward Assistant Sandra Martinez.

Shipboard Holiday Menus by Executive Chef Lupinacci

Holiday meals should serve "out-of-the-ordinary" fare, says Executive Chef Romeo Lupinacci who is charged with training SIU members in the steward department. "A great meal is an important part of any joyous occasion," adds the culinary expert, who is based at the Seafarers Harry Lundeberg School of Seamanship.

On this page are two holiday menus and corresponding recipes planned by Executive Chef Lupinacci. "Of course, depending on stores and where the vessel is located, some aspects of the menus may not be possible to create," says Lupinacci. "However, I know our stewards and chief cooks will do a fantastic job with the ingredients they have available," Lupinacci concluded.

Thanksgiving Dinner

- Maryland Crab Harvest Bisque
- Shrimp Scampi Flamingo
- Stuffed Pennsylvania Style Capon with Natural Sauce and Apple Sausage Stuffing
- Whipped Potatoes Fresh Baked Honey Acorn Squash
- Romaine, Red Onion and Tomato Salad
- Hot Assorted Biscuits and Croissants with Unsalted Whipped Butter
- Old Maryland Ham, Camembert with Fresh Seedless White Grapes
- Sacher Chocolate Tort
- Rich Fresh Colombian Coffee

December Holiday Dinner

- Beef Consomme Printaneir
- Baked Pompano Stuffed with Crabmeat
- Roast Prime Beef
- Yorkshire Pudding
- Fresh Green String Beans with Buttered Mushrooms
- Boiled Young New Red Potatoes
- Fresh Vegetable Crudites with Dip
- Mixed Salted Nuts and Candied Chocolates
- Deep Dish Apple Pie with Cheddar Cheese
- Egg Nog Coffee

Pompano with Crabmeat

- Pompano filets 2 lbs.
- Diced green onions 3
- Chopped mushrooms 3 oz.
- Butter 1 tbsp.
- Flour 1 tbsp.
- Stock 2 cups
- Salt to taste
- Pepper to taste
- White wine 1 tbsp.
- Slightly beaten egg yolk 1
- Crabmeat 1 cup
- Butter 4 tbsp.
- Salt 1/2 tsp.
- Sliced lemon 1
- Parsley sprig

Brown onions and mushrooms lightly in butter. Mix in flour and stock. Season with salt and pepper to taste and boil for 5 minutes. Add wine, butter, salt and slightly beaten egg yolk to crabmeat. Cook until thickened, stirring constantly. Place some of crabmeat mixture on half of each fillet. Fold other half on top. Cover with sauce. Place on buttered (or oiled) sheet. Cover with aluminum foil and seal. Bake in hot oven (400 degrees F.) for 10 minutes. Garnish with lemon slices and parsley.

Maryland Crab Bisque

- Crab meat (boneless & shellless) 2 lbs.
- Stock strained from crab shells
- Minced onion 1 cup
- Minced celery 1 cup
- Minced carrots 1 cup
- Butter 2 tbsp.
- Chicken broth 2 tsp.
- Heavy cream 1 pint
- Worcestershire sauce 2 dashes
- Louisiana hot sauce 2 dashes
- Old Bay seasoning 1/2 tsp.
- Salt to taste

To get 2 lbs. of crabmeat, boil and peel 24 large (Maryland) crabs. Save liquid. Sauté onions, celery and carrots in butter until onions are glassy. Add the following (in this order): strained stock, chicken broth, crabmeat. Add heavy cream. Let mixture simmer. While simmering, add Worcestershire sauce, hot sauce and Old Bay seasoning. Add salt if necessary. Serves 4 to 6.

Honey Acorn Squash

- Fresh whole squash 3
- Salt
- Butter
- Honey
- Lemon juice

Wash squash thoroughly. Split squash down center lengthwise. Salt and slightly butter complete open face of each side of squash. Place in oiled baking dish. Squeeze lemon juice on squash. Cover squash thoroughly with honey. Bake at 350 degrees F. until squash is tender to fork test. Baste a few times while cooking.

Romaine, Red Onion & Tomato Salad

- Romaine lettuce, cleaned and shredded 1 head
- Red onions, julienned 2
- Tomatoes, large, ripe & firm, cut in sections 4
- Chopped green pepper 1/2 cup
- Chopped fresh celery 1/2 cup
- Olive oil 4 oz.
- Fresh lemon juice 3 oz.
- Cold water 4 oz.
- Minced garlic 2 tsp.
- Soy sauce 1 tsp.
- Basil 2 tsp.
- Salt to taste
- Pepper to taste

Combine romaine lettuce, red onions, tomatoes, green pepper and celery. Combine olive oil and lemon juice. Whip in cold water. Add garlic, soy sauce and basil. Add salt and pepper to taste.

Shrimp Scampi Flamingo

- Green shrimp 2 lbs.
- Sliced fresh mushrooms 1 cup
- Garlic, crushed 3 cloves
- Olive oil 2 oz.
- Sweet basil 1 tsp.
- Chopped fresh parsley 2 tbsp.
- Minced onion 2 tbsp.
- Sweet vermouth 3 oz.
- Salt to taste
- Pepper to taste
- Worcestershire sauce 3 dashes
- Louisiana hot sauce 3 dashes

Peel 21 to 35 large shrimp. Take out the vein, but leave the tail. In hot saute pan add (in this order): olive oil, garlic, onions, shrimp, mushrooms. When shrimp begin to curl, add all remaining ingredients. Serve hot.

Roast Prime Rib of Beef

- Prime rib roast of beef 5-6 lbs.
- Salt to taste
- Pepper to taste

Wipe off meat with a damp cloth sprinkled with salt and pepper. Place on rack in pan and roast uncovered in slow oven 300 degrees F. Allow 35 to 40 minutes per pound. Serves 8.

Yorkshire Pudding

- Sifted flour 1 cup
- Salt 1/4 tsp.
- Eggs 3
- Milk 1 cup

Sift flour and salt together. Beat eggs until light and add sifted ingredients, mixing well. Add milk gradually and beat 2 minutes with rotary egg beater. Prepare pudding in time to pour into pan 30 minutes before beef has finished roasting. Place beef to one side of roasting pan. Pour off all fat except 1/4 cup and pour in pudding to depth of 1/2 inch. Return to hot oven (400 degrees F.) to cook 30 minutes. Cut into squares and serve at once. Yorkshire pudding may be baked separately in oblong pan heated very hot and well greased with beef drippings. Serves 6.

Consomme Printaneir

- Lean beef 2 lbs.
- Beef knuckle 1
- Water 1/2 qt.
- Peppercorns 2
- Basil 1/2 tsp.
- Diced celery 1 tbsp.
- Diced carrot 1 tbsp.
- Diced onion 1 tbsp.
- Parsley sprig
- Salt 1 tsp.

Cut meat into small pieces. Combine all ingredients in a pot. Heat slowly to boiling point. Simmer 3 to 4 hours. Strain consomme through several layers of cheesecloth and cool quickly. When cold, remove fat from top. Heat again, cool quickly and remove remainder of fat. Serve hot. Garnish with julienned slices of thin custard royale on top of cup just before serving.

Roast Capon

- Capon 6 lbs.
- Chopped celery
- Chopped onion
- Chopped carrots
- Salt to taste
- Apple sausage stuffing (see recipe)

Dress and clean capon. Rub inside well with salt. Stuff capon with apple sausage stuffing. Put on rack in pan. Add one inch of water beneath rack in pan. Arrange vegetables around pan. Bake in slow oven 325 degrees for 22 to 30 minutes per pound. While cooking, baste capon frequently. Prepare gravy from drippings.

Apple Sausage Stuffing for Capon

- Soft bread crumbs or cubes 4 cups
- Chopped apples 1 cup
- Salt 3 tsp.
- Pepper 1/4 tsp.
- Sausage 1 1/2 cups

Combine bread crumbs, chopped apples, salt and pepper. Brown sausage slightly and add to bread stuffing. Stuff lightly into capon, allowing room for expansion.



When the Raleigh Bay came into the port of New York for a payoff, the following SIU members were among the crew: AB R. Lugo, AB Jimmy Ocot, AB Doug Craft, Chief Cook S. Morales, AB A. Porcari, Steward/Baker Edgardo Vazquez, AB R. Tuttle and Chief Electrician D. Greiner.



Raymond DeLapaz is a steward assistant aboard the Raleigh Bay.

NEW YORK Payoff

Ships crewed by SIU members often call on the port of New York/New Jersey. Within the last few months, many vessels have loaded and unloaded their cargoes there, among them the Robert E. Lee, the USNS Altair, the Sea-Land Raleigh Bay and the American Eagle.

When docked at piers in the New York/New Jersey area, union representatives from the hall in Brooklyn meet with crewmembers onboard to settle any grievances or beefs that may have arisen during the voyage, and to inform crewmembers of the latest union news that may affect them and their families.

For example, when Pacific Gulf Marine's American Eagle came into port, New York Port Agent Kermet Mangram spoke to Seafarers about union brotherhood and the obligation all members have to keep the SIU strong to maintain job security. Crewmembers also discussed the importance of legislation and government regulations to the maritime industry.

The payoff meeting was also a good time to discuss government regulations regarding the alcohol and drug testing policies aboard ship which have been instituted in accordance with the U.S. Coast Guard.

Aboard Bay Tankers' USNS Altair, there was a discussion about welfare plan benefits. Engineroom Seafarers sailing on Sea-Land's Raleigh Bay with QMED ratings were advised to advance to the next higher classification as called for in a recent Seafarers Appeals Board action. And aboard Waterman Steamship Co.'s Robert E. Lee, some beefs were settled.

The situations vary with each vessel that comes into port, but the experience of the crew with regard to the new drug testing procedures and the need for cooperation and respect for fellow crewmembers is the same on every ship, reports Mangram.



ABOVE Larry Ambrose, bosun aboard the USNS Altair.



Carlton Hall, recertified bosun and chairman aboard the Raleigh Bay.



LEFT Darrin McCabe, wiper aboard the USNS Altair.



At the New York payoff of the American Eagle, the following crewmembers got together for a group photo. From the left, they are AB F.M. Rose, AB James Rush, Bosun Billy Eastwood, AB Spilios J. Kosturos, Electrician Earl Chapel, AB Willie Marsk and Wiper Richard David.



43 States Provide Veterans' Benefits to WWII Mariners

World War II merchant mariners, who finally obtained recognition as veterans from the federal government in 1987, are extended the same consideration by 43 states and the District of Columbia. Seven states—Delaware, Kansas, Massachusetts, Michigan, Ohio, Oklahoma and South Dakota—have not yet credited WWII seamen with veterans' status. Of these seven states, only South Dakota's government apparatus currently is considering legislation that will grant veterans' status to WWII mariners.

Every state in the United States, with the exception of Utah, has an office of veterans' affairs. Each state offers a variety of services to veterans who reside within its jurisdiction. These state veterans' benefits are designed to supplement and add to the ones offered by the federal government.

Fight to Secure Vet Status

The more than 40-year-old battle to obtain justice for American seamen who shipped during WWII was won on a national level in 1988 after the U.S. Department of Defense (DOD) was forced to rethink its opinion that civilian mariners lacked veterans' status.

Chart of State Benefits On Next Two Pages

A court case seeking the same treatment for WWII seamen as other veterans of the WWII armed services receive was decided in favor of the civilian mariners in July of 1987. As a result, the Air Force, which serves as the designated agency for DOD on certain veterans' matters, ruled that WWII seamen would be considered veterans. In January of 1988, when the Air Force announced its decision, federal veterans' benefits became available for WWII mariners in January 1988.

For the past two years and nine months, WWII civilian mariners have been learning the ropes of the federal veterans' benefits system in order to obtain the benefits to which they are entitled. Among the Department of Veterans Affairs (VA) benefits that have become available to WWII mariners are disability compensation, dependency and indemnity compensation, pen-



A merchant ship hits a mine in the above World War II-era photo, while at right, two survivors of a blown-up ship cling to some floating debris while waiting to be rescued.

sions, medical care, dental treatment, home loan guarantees, burial benefits and vocational rehabilitation.

Local Veterans' Benefits

Many states followed the federal government's lead and extended veterans status to WWII mariners who lived in their states.

In the 43 states and the District of Columbia which have recognized WWII merchant mariners as veterans, individuals who shipped during the war are eligible to participate in local welfare programs established by that local government for its citizens.

While state veterans' benefits vary widely, some of the more common state offerings to former combatants are burial allowances, educational assistance, financial help, employment assistance, reduced-cost recreational and business licenses, special license plates, access to state veterans nursing homes, exemption from certain taxes, housing assistance and guardianship services.

States Supplement Benefits

In many cases, the types of benefits available from the state extend and fill in gaps in the VA's programs. For example, in addition to burial flags, allowances and other rights from the VA, some states provide surviving family members of veterans a stipend for the cost of the setting of headstones as well as a space in the state's veterans' cemetery for the merchant seaman and his family. Admittance to a state veterans' nursing home is another benefit from most states.

Many veterans' benefits provided by states, just as with some federal programs, are means-tested or conditioned upon an individual's inability to pay.

A nearly universal state benefit is the issuance of free or low-cost driving, fishing and hunting licenses to disabled veterans.

Tax Breaks in Some States

Certain property tax and income tax exemptions are widely available for disabled veterans. A fair number of states also provide tax breaks on property to all veterans. State income tax breaks on VA pension or disability payments is an advantage extended to veterans by many local governments.

New Jersey and Arizona run special transportation programs for veterans who have a hard time getting around. Similarly, North Carolina makes special arrangements to help veterans get to the polls on election day.

Other states provide low-cost loans for housing and other purposes, such as the Cal-Vet loan program which has provided loans to veterans for repairs in the wake of recent California earthquakes. Sometimes, however, these types of benefits, such as housing and educational loans and grants, are contingent on a veteran having used up his federal benefit. Texas has its Veterans Land Program to help former combatants



purchase at least five acres of land. Maine offers a mortgage insurance program to veterans.

In a handful of states, including New York and South Carolina, merchant seamen of World War II are now qualified to purchase wartime military credits in the public retirement programs for the years they sailed in the merchant marine during WWII.

Minnesota, Illinois Offer Cash

Minnesota offers money to WWII veterans in the form of a war bonus. Illinois also has a bonus program, providing a \$15 a month stipend to WWII veterans who saw foreign service or \$900 to their surviving spouse.

Alaska and Kentucky offer some educational opportunities should the former WWII seamen care to take advantage of such programs.

Veterans' affairs officials in the seven states that do not recognize WWII seamen as veterans did tell the Seafarers LOG that representatives of their offices will provide some assistance to WWII mariners. Specifically, most of the seven states' veterans offices will help the WWII merchant mariner in filing for federal benefits.

Eligibility Varies by State

Each state has unique residency and eligibility requirements for WWII veterans applying for state benefits. Any WWII mariner seeking state veterans' benefits should consult with his state veterans' affairs office.

While the LOG has tried to summarize some of the veterans benefits available in each state on the following two pages, this chart should only be used as an introduction. To find out exactly what eligibility requirements are in each state and what benefits are available to WWII veterans, contact the state offices listed on page four of this supplement.



This old World War II-era photo shows SIU member Bob Little as he leaves the New York hiring hall at 51 Beaver Street to meet the ship to which he has been assigned.

State Veterans' Benefits for WWII Merchant Seamen

The state veterans' affairs office should be contacted for specific information pertaining to eligibility, residency and other requirements. Even if a particular state does not recognize merchant mariners as veterans, an interested individual should still contact his state's veterans' affairs office because certain benefits are available on a case-by-case basis. In addition, there are many other kinds of benefits available from state governments other than the ten listed in this chart. (See following page for addresses and phone numbers of veterans' affairs offices for each state.)

STATES	Are WWII Merchant Mariners Recognized as Veterans?	Burial Allowance/Headstones/State Cemetery	Educational Benefits	Financial Assistance	Employment Benefits	Recreation/Business Licenses	Automobile License Plates	Veterans/Nursing Home	Exemptions from Excise/Income/Property Taxes	Housing/Home Loans	Guardianship	STATES
Alabama	Yes		V-w [†] , d, c		V - w, s	V - d	V - d, r	V	V - r, d, l, w [†]		V	Alabama
Alaska	Yes	V		V - d		d	d		d	V		Alaska
Arizona	Yes	I	V*	V	V - d, w	d, r [†]		V	V - d, w		V	Arizona
Arkansas	Yes				V - w	d	d	V	V - d, w, r			Arkansas
California	Yes				V - d, l	d [†]	d	V*	d	V - d		California
Colorado	Yes	V - l			V - d	d	d	V	V - r	V*	V	Colorado
Connecticut	Yes	V - l	d, d/c	V* - d, w [†] , c [†] , s [†]	V - d, w	V*	d	V - l	V - d, l, w	V	V	Connecticut
Delaware	No											Delaware
District of Columbia	No											District of Columbia
Florida	Yes		d/c			d, w	V - d	V	d	d		Florida
Georgia	Yes					V - d	d	V				Georgia
Hawaii	Yes	V*			V				d, w [†]	d		Hawaii
Idaho	Yes			d, l	V	†	d	V	V* - d			Idaho
Illinois	Yes	V - l	V - c [†]	V - w	V	V* - d	d	V	d	V - d		Illinois
Indiana	Yes	V	d/c		V - s		d		d, w			Indiana
Iowa	Yes	I		V*	V - s, w	d	d	V	V* - d			Iowa
Kansas	No											Kansas
Kentucky	Yes		V - w, c		V - s, w	V*	d	V	V		V	Kentucky
Louisiana	Yes		d, c, w		V - d	d	V, d, r	V				Louisiana
Maine	Yes	V*	d, c, s, w	V - l, c, s	V - s, w	d [†] , †	d	V	V - d, w, c			Maine
Maryland	Yes	V*				d	d	V	d, w			Maryland
Massachusetts	No											Massachusetts
Michigan	No											Michigan
Minnesota	Yes			V - WWII Bonus - l			V	V - l				Minnesota
Mississippi	Yes				V	d	d	V	d, r	V		Mississippi
Missouri	Yes				V - d	d	d	V				Missouri
Montana	Yes	V - s	V		V - d	d	d	V	d			Montana
Nebraska	Yes	V*	d/s, c	I	V	d	d	V	d			Nebraska
Nevada	Yes											Nevada
New Hampshire	Yes	V - l			V - w, d/s	V* - d	d	V	V - w [†] , d	V - l, w	V	New Hampshire
New Jersey	Yes	V	V - d/c	d	V	d	d	V	V - w, d			New Jersey
New Mexico	Yes					d	d	V	V - w [†]		V	New Mexico
New York	Yes	V - l	d/c	V - d, s	d			V	V - d, w	V		New York
North Carolina	Yes		d, d/c		V - w, s, d	d	d		V* - d, r, w [†]			North Carolina
North Dakota	Yes	V	V - d/c	V	V - d, s, w [†]			V	V - r, d	V*	V	North Dakota
Ohio	No											Ohio
Oklahoma	No					V*						Oklahoma
Oregon	Yes	V - l, w, c		V - l, w, c	V - d	d	d		V - r, d, w [†]	V	V	Oregon
Pennsylvania	Yes	V	V - d/c	d, l, s, c, w	V - s, w	d	d	V	d		V	Pennsylvania
Rhode Island	Yes	V - l	d/c, w		V	V* - d	d	V	V - w, d	r, d	V	Rhode Island
South Carolina	Yes				V	d	d	V	V - r, d, w [†]			South Carolina
South Dakota	No [†]											South Dakota
Tennessee	Yes	No State Benefits										Tennessee
Texas	Yes		V* - c		V - w, c	d	d		d, w	V		Texas
Utah	No State V.A.											Utah
Vermont	Yes	V* - l		I, d	V - w [†] , s, d	V* - r, d		V	c, d, w [†]		V	Vermont
Virginia	Yes				V - d	d	d				V	Virginia
Washington	Yes	V - s, c	V*	I				V				Washington
West Virginia	Yes	V*	V*	d, w		d	d	V				West Virginia
Wisconsin	Yes	V	V*	V - l	V - d			V		V - l		Wisconsin
Wyoming	Yes	V*					d	V	d			Wyoming

KEY: V = Benefits are available to all qualified and eligible veterans.
 Benefits either exclusively for, or special benefits for the following groups:
 w = veteran's widow/widower
 c = children of veterans
 d = disabled veterans
 s = spouse
 I = means-tested or low-income benefit
 r = retired veteran
 d/c = children of disabled or deceased veteran
 d/s = spouse of disabled or deceased veteran
 † = Under legislative review for possible change
 ‡ = Certain qualifications apply
 * = Limited benefits

SOURCE: Various state veterans' affairs offices. Information may be incomplete; check with the local veterans' affairs office for further benefits and eligibility requirements.

For More Information, Contact a State Veterans' Affairs Office

Veterans' laws and benefit regulations are changing constantly. While the staff of the Seafarers LOG has tried to include the most up-to-date information provided by all the states (see chart on two previous pages), the first step to obtain exact information is to contact the veterans' affairs office in a state.

A local county office of a state veterans' affairs department often can be found by looking in a phone book or by calling the number listed below. Merchant marine veterans' organizations also can be a helpful source of information and advice.

Most offices are open 8:30 a.m. to 4:30 p.m. Monday through Friday, except national holidays. When calling, be sure to have a VA claimant number handy and any other pertinent documents.

Alabama

Dept. of Veterans Affairs
P.O. Box 1509
Montgomery, AL 36102-1509
(205) 242-5077

Alaska

Dept. of Military & Vet. Affairs
800 Diamond Blvd., Suite 3-450
Anchorage, AK 99515
(907) 249-1523

Arizona

Veterans Service Commission
3225 N. Central Ave., Suite 910
Phoenix, AZ 85012
(602) 255-4713

Arkansas

Dept. of Veterans Affairs
P.O. Box 1280
North Little Rock, AR 72115
(501) 370-3820

California

Dept. of Veterans Affairs
P.O. Box 942895
Sacramento, CA 94295
(800) 952-5626

Colorado

Dept. of Social Security
Div. of Veterans Affairs
1575 Sherman St.
Denver, CO 80203
(303) 866-2494

Connecticut

Dept. of Veteran's Affairs
287 West St.
Rocky Hill, CT 06067
(800) 447-0961

Delaware

Commission of Veterans Affairs
P.O. Box 1401
Old State House, The Green
Dover, DE 19903
(302) 736-2792

District of Columbia

Dept. of Human Services
Office of Veterans' Affairs
941 N. Capitol St., NE, #1211
Washington, DC 20421
(202) 727-0327

Florida

Dept. of Veterans Affairs,
Div. of Veterans Benefits
& Assistance
P.O. Box 1437
St. Petersburg, FL 33731
(813) 898-4443

Georgia

Dept. of Veterans' Service
Floyd Veterans Memorial Bldg.
Atlanta, GA 30334
(404) 656-2300

Hawaii

Office of Veterans Services
426 Queen St.
Honolulu, HI 96813
(808) 548-8149

Idaho

Div. of Veterans Services
550 West Fort St., Box 044
Boise, ID 83724
(208) 334-1245

Illinois

Dept. of Veterans' Affairs
P.O. Box 19432
Springfield, IL 62794
(217) 782-6641

Indiana

Dept. of Veterans' Affairs
707 State Office Bldg.
100 N. Senate Ave.
Indianapolis, IN 46204
(317) 232-3910

Iowa

Dept. of Public Defense
Veterans' Affairs Div.
7700 NW Beaver Dr.
Johnston, IA 50131
(800) 362-2222

Kansas

Commission on Veterans' Affairs
Jayhawk Tower
700 SW Jackson St.,
Suite 701
Topeka, KS 66602
(913) 296-3976

Kentucky

Center for Veterans Affairs
600 Federal Pl., Room 136-J
Louisville, KY 40202
(800) 752-6094

Louisiana

Dept. of Veteran's Affairs
P.O. Box 9409
Capital Station
Baton Rouge, LA 70804-4095
(504) 342-5863

Maine

Bureau of Veterans Services
State Office Bldg.
Station #117
Augusta, ME 04333
(207) 289-4060

Maryland

Maryland Veterans Commission
Federal Bldg.
31 Hopkins Plaza
Baltimore, MD 21201
(301) 333-4425

Massachusetts

Commission of Veterans Services
Saltonstall Bldg., Room 1002
100 Cambridge St.
Boston, MA 02202
(617) 727-3579

Michigan

Mich. Veterans Trust Fund
P.O. Box 30026
Lansing, MI 48909
(517) 373-3130

Minnesota

Dept. of Veterans Affairs
Veterans Service Bldg.

St. Paul, MN 55155-2079
(612) 296-2783

Mississippi

State Veterans Affairs Board
4607 Lindberg
Jackson, MS 39209
(503) 354-7205

Missouri

Div. of Veterans Affairs
911-B Leslie Blvd.
P.O. Drawer 147
Jefferson City, MO 65102-0147
(314) 751-3779

Montana

Veterans Affairs Div.
P.O. Box 5715
Helena, MT 59604
(406) 444-6926

Nebraska

Dept. of Veterans' Affairs
P.O. Box 95083
Lincoln, NE 68509-5083
(402) 471-2458

Nevada

Dept. of Veterans' Affairs
1929 N. Carson St.
Carson City, NV 89701
(702) 687-4560

New Hampshire

State Veterans Council
359 Lincoln St.
Manchester, NH 03103-4901
(800) 622-9230

New Jersey

Dept. of Military
& Veterans' Affairs
143 East State St.
CN 340
Trenton, NJ 08625-0340
(800) 624-0508

New Mexico

Veterans' Service Commission
P.O. Box 2324
Santa Fe, NM 87503
(505) 827-6300

New York

Division of Veterans' Affairs
194 Washington Ave.
Albany, NY 12206
(212) 587-4823

North Carolina

Div. of Veterans' Affairs
222 East Edenton St.
Raleigh, NC 27601
(919) 733-3851

North Dakota

Dept. of Veterans Affairs
15 North Broadway
6th Floor
Fargo, ND 58102
(701) 237-8383

Ohio

Governor's Office of Vet. Affairs
Room 11, State House Annex
Columbus, OH 43266-0605
(614) 466-5453

Oklahoma

Dept. of Veterans Affairs
125 South Main St., Room 1B38
Muskogee, OK 74401
(918) 687-2134

Oregon

Veterans' Services Division
Oregon Veterans' Bldg.
700 Summer St., Suite 150

Salem, OR 97310-1270
(503) 373-2095

Pennsylvania

Dept. of Military Affairs
Bureau for Veterans' Affairs
Fort Indiantown Gap
Annville, PA 17003-5002
(215) 951-5613

Rhode Island

Div. of Veterans' Affairs
Metacom Ave.
Bristol, RI 02809-0689
(401) 277-2488

South Carolina

Dept. of Veterans Affairs
227 Brown State Office Bldg.
1205 Pendleton St.
Columbia, SC 29201
(803) 734-0197

South Dakota

Dept. of Military
& Veterans Affairs
Div. of Veterans Affairs
Foss Bldg., Room 116
Pierce, SD 57501
(605) 773-3269

Tennessee

Dept. of Veterans Affairs
215 8th Ave., North
Nashville, TN 37203
(615) 327-5303

Texas

Texas Veterans Commission
Headquarters Office
P.O. Box 12277
Capitol Station
Austin, TX 78711
(512) 463-5538

Utah

No state office,
Federal VA in Utah:
(801) 524-5960

Vermont

Office of the Adjutant General
State Veterans Affairs
Montpelier, VT 05602
(802) 828-7104

Virginia

Dept. of Veterans' Affairs
210 Franklin Rd., SW
Room 1012
Roanoke, VA 24004
(703) 982-7104

Washington

Dept. of Veterans Affairs
P.O. Box 9778
505 E. Union
Olympia, WA 98504
(800) 562-1311

West Virginia

Dept. of Veterans' Affairs
1321 Plaza East
Suite 101
Charleston, WV 25301-1400
(304) 256-6955

Wisconsin

Dept. of Veterans Affairs
P.O. Box 7843
77 N. Dickinson St.
Madison, WI 53707-7843
(608) 266-1311

Wyoming

Veterans Affairs Commission
613 Denwoody Circle
Riverton, WY 82501
(800) 442-2761

The Seafarers Pension Plan announces the retirement of 30 members of the union this month. A total of 22 members sailed in the deep sea division, six worked on inland vessels and one each shipped in the Great Lakes and railroad marine sections.

Deep sea member James E. Noonan has the distinction of being the oldest member to retire. The galley gang veteran turned 72 this year. He came aboard with the SIU after serving in the Navy during World War II.

Alabama native Author Milne has been an SIU member longer than any of the others who are retiring. Brother Milne, who sailed in the black gang, signed on in May 1942.

Brief biographical sketches of these and the other retiring Seafarers follow:

DEEP SEA



HARRY ABRAHAMS, 65, joined the Seafarers in June 1966 in the port of San Francisco. A native of New York City, he served in the Navy from 1943 to 1946.

Brother Abrahams sailed in the deck department. He calls San Francisco home.

LEON A. ACOSTA, 65, joined the SIU in April 1971 in the port of New Orleans. He served in the navy of his native Columbia before coming to the United States. Brother Acosta shipped in the engine department on several Sealand vessels in the mid '70s. He lives in New Orleans.



DAVID F. BRADLEY JR., 65, joined the union in January 1969 in the port of San Francisco. He was born in Arkansas and served in the Navy from 1943 to 1963. Brother Bradley shipped in the steward department before he retired to Daly City, Calif.

PAUL G. DAILEY, 65, joined the Marine Cooks and Stewards in 1962. A native of St. Clair, Pa., he served in the Army Air Corps from 1945 to 1946. Brother Dailey became a member of the Atlantic, Gulf, Lakes & Inland Waters District in 1978 when the MCS merged with the Seafarers. He resides in Walnut Creek, Calif.



ALEXANDER DANILUK, 57, graduated May 1956 from the Andrew Furuseth Training School in the port of New York. Born in the Bronx, N.Y., he served in the Navy from 1949 to 1951. Brother Daniluk upgraded his deck depart-

**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.

ment ratings several times at the Lundeberg School. He has retired to Gonzales, La.

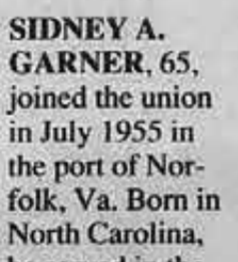
RANDOLPH E. FEREBEE, 65, graduated July 1959 from the Andrew Furuseth Training School in the port of Baltimore. The native of Norfolk, Va. served in the Naval Reserve from 1943 to 1946. Brother Ferebee upgraded his deck department ratings in 1975 and 1976 at the Lundeberg School. He calls Virginia Beach, Va. home.



DONALD D. FLEMING, 65, joined the Seafarers in April 1968 in the port of San Francisco. He was born in Nebraska and served in the Navy from 1942 to 1946. The deck department member's first vessel was the Pan Oceanic Faith. He became a recertified bosun in 1976. Brother Fleming shipped out of the port of Jacksonville, Fla. before retiring to Palatka, Fla.



JOHN J. GALA, 65, joined the SIU in May 1944 in the port of Boston. The Massachusetts native sailed in the black gang. He also was a member of District 2-MEBA. Brother Gala resides in Salem, N.H.



SIDNEY A. GARNER, 65, joined the union in July 1955 in the port of Norfolk, Va. Born in North Carolina, he served in the Navy from 1943 to 1945. Brother Garner shipped in the steward department. He calls Baltimore home.



RICHARD HUFFORD, 65, joined the Seafarers in January 1953 in the port of Baltimore. A native of Pennsylvania, he served in the Army from 1951 to 1953. The galley gang veteran helped the union as an organizer aboard Cities Service tankers and Baltimore-area tugboats. Brother Hufford has retired to Jefferson, La.



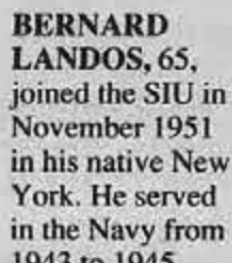
THOMAS GEORGE JONES, 63, joined the SIU in May 1951 in the port of Norfolk, Va. He served in the Navy from 1943 to 1946.

Brother Jones upgraded his deck department rating in 1976 at the Lundeberg School. He was shipping as an able bodied seaman aboard the NATCO dredge, Manhattan Island, prior to retiring to Savannah, Ga.

ROY J. JUSTICE JR., 63, joined the union in June 1952 in his native Houston. He sailed in the engine department. Brother Justice lives in South Houston, Texas.



EDWARD LADIMER, 70, joined the Seafarers in March 1944 in the port of Norfolk, Va. His engine department career was interrupted by a stint in the Army from 1948 to 1952. He resides in his native Ford's, N.J.



BERNARD LANDOS, 65, joined the SIU in November 1951 in his native New York. He served in the Navy from 1943 to 1945. Brother Landos shipped in the deck department before he retired to Norfolk, Va.



AUTHOR G. MILNE, 65, joined the union in May 1942 in his native Mobile, Ala. He upgraded his engine department rating to QMED in 1973 at the Lundeberg School. Brother Milne calls Theodore, Ala. home.



ROSINDA MORA, 65, joined the Seafarers in December 1956 in the port of New York. Born in Gonzales, Texas, Brother Mora sailed in the galley gang and upgraded to recertified steward in 1988 at the union's Lundeberg School. He shipped out of the Jacksonville, Fla. hall before retiring to Spring Hill, Fla.



JAMES E. NOONAN, 72, joined the SIU in April 1947 in his native New Orleans. He served in the Army from 1942 to 1945. Brother Noonan sailed in the steward department. He lives in Harvey, La.



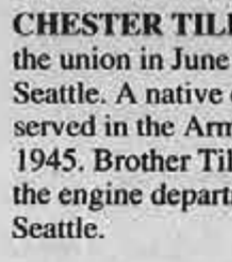
ALLEN P. RAYMOND, 55, joined the union in October 1952 in the port of Baltimore. The Vandergrift, Pa. native had his SIU career interrupted twice by stints in the Army, from 1957 to 1959 and in 1961 as a

reservist during the Berlin Wall crisis. He sailed in the deck department and worked his way up to the rating of bosun before becoming a patrolman in Baltimore in 1979. In 1981, Brother Raymond was named the port agent there, a position he held until he retired except for 18 months in 1987 and 1988 when he was port agent at Piney Point. He assisted the Seafarers in several organizing drives. Raymond calls Baltimore home.

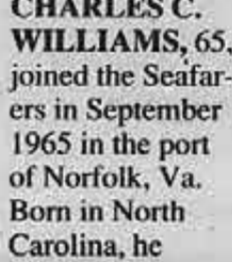
RICHARD D. SCHAEFFER, 65, joined the Seafarers in April 1957 in the port of Seattle. Born in West Palm Beach, Fla., he served in the Army from 1942 to 1945 and 1947 to 1948. He was wounded in combat during WWII in Germany. Brother Schaeffer shipped in the deck department. He resides in Casselberry, Fla.



CURTIS L. SOUTHWICK, 65, joined the SIU in August 1944 in the port of New York. He was born in Torpedo, Pa. Brother Southwick's deck department career included a stint in the Great Lakes division. He has retired to Jamestown, N.Y.



CHESTER TILLMAN, 66, joined the union in June 1968 in the port of Seattle. A native of Elvins, Mo., he served in the Army from 1942 to 1945. Brother Tillman shipped in the engine department. He lives in Seattle.

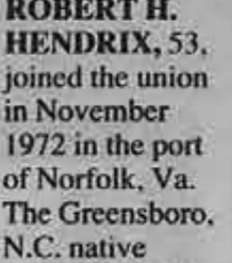


CHARLES C. WILLIAMS, 65, joined the Seafarers in September 1965 in the port of Norfolk, Va. Born in North Carolina, he served in the Navy from 1943 to 1963. Brother Williams sailed in the steward department. He calls Norfolk home.

INLAND



STEVE D. HENDERSON, 48, joined the SIU in December 1976 in the port of Houston. He was born in Charleston, S.C. and served in the Navy from 1959 to 1963. Boatman Henderson sailed in the deck department as a captain. He resides in Mount Pleasant, S.C.



ROBERT H. HENDRIX, 53, joined the union in November 1972 in the port of Norfolk, Va. The Greensboro, N.C. native served in the Army from 1955 to 1958. Boatman Hendrix shipped in the steward department as a cook. He has retired to Portsmouth, Va.

Continued on page 16

SIU Pensioners

Continued from page 15

CHARLES J. HERBERT, 62, joined the Seafarers in September 1972 in his native Baltimore. He served in the Army from 1950 to 1953. Boatman Herbert sailed as a captain. He lives in Pasadena, Md.



GIDEON L. NEEDHAM, 61, joined the SIU in January 1957 in the port of Philadelphia. Born in Old Trap, N.C., he served in the Army from 1948 to 1952. Boatman Needham shipped in the deck department. He calls Powells Point, N.C. home.

JAMES E. NORWOOD, 65, joined the union in April 1973 in the port of Mobile, Ala. The native of Evergreen, Ala. served in the Navy from 1947 to 1956. Boatman Norwood sailed as an engineer on Radcliff Materials vessels. He resides in Atmore, Ala.



ELLIOTT H. STEVENS, 58, joined the Seafarers in September 1966 in the port of Norfolk, Va. He was born in False Cape, Va. and served in the Army from 1950 to 1956. Boatman Stevens served as a launch operator for the Association of Maryland Pilots. He has retired to Virginia Beach, Va.

GREAT LAKES

DONALD J. GORDON, 62, joined the SIU in June 1961 in the port of Cleveland. A native of Ohio, he served in the Army from 1951 to 1953. Brother Gordon sailed as a lineman for Great Lakes Towing before retiring to Cleveland.



RAILROAD MARINE

HARVEY T. WILLIAMS, 56, joined the union in July 1959 in his native Norfolk, Va. He served in the Marines from 1951 to 1954. Brother Williams shipped in the deck department for the Chesapeake and Ohio Railway. He lives in Hampton, Va.

CORRECTION

In the August 1990 issue of the Seafarers LOG, Frank Rodriguez was listed in the Pensioners column with an incorrect biography. Rodriguez, 58, sailed in the deck department. The New York City native upgraded to recertified bosun in 1975 at the Lundeberg School. Brother Rodriguez was active in many union activities. The LOG staff apologizes for any confusion that may have been caused by last month's story.

Time flies even at sea



If you or your children are thinking of college, apply now for the SIU's scholarship opportunities. The submission deadline is April 15, 1991.

The scholarships for dependents of union members awarded in 1991 will be in the amount of \$15,000, payable over four years in four installments of \$3,750. Two SIU members will be awarded \$6,000, paid in two equal amounts over two years.

Since its inception in 1952, most scholarship winners credit the help of the SIU program with providing them an opportunity to pursue their education.

The scholarship materials are available at any SIU union hall. Prospective applicants also may request a copy by filling in the request form below.

Applications must be postmarked on or before April 15, 1991. An impartial committee of professional educators from colleges and universities will review the applications and accompanying documentation and select the 1991 scholarship awardees.

Mail the completed form to:
SIU Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

The results of the committee's selection process will be announced in May.

Please send me the 1991 SIU Scholarship Program booklet which contains eligibility information procedures for applying and the application form.

NAME _____

BOOK NUMBER _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER _____

This application is for (check one):

(self) (dependent)

Seafarers Welfare Plan Notice: COBRA

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

To obtain more information about this program, Seafarers may call the membership services office at:

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

or may write to:
**COBRA Program,
Seafarers Welfare Plan,
5201 Auth Way,
Camp Springs, MD 20746**
(The April 1989 edition of the LOG contains a complete description of the COBRA program.)

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



The Brooks Range anchored at Arco Dock No. 121 in Long Beach earlier this year. Bosun M.G. Gutierrez reported that the automated supertanker would be on a steady run between Valdez and southern California. Other Seafarers said the Interocean Management vessel had one of the best video libraries in the U.S.-flag fleet.

All crewmembers extended a hearty congratulations to QMED Rick Cavender for passing the U.S. Coast Guard examination to obtain his third engineer's license. Cavender, who worked on a Crowley boat in Valdez during the oil spill last year, will be sailing with District 2 Marine Engineers Beneficial Association.

The steward department, under the watchful eye of Joe Pitetta, was doing a great job, the Brooks Range Seafarers reported.

The union representative meeting the vessel, Wilmington Port Agent Don Anderson, was joined by Dennis H. Lundy, a former SIU official, who photographed the SIU members pictured with this article. Anderson held a union meeting with Brooks Range crewmembers. No beefs or disputed overtime were reported.

AUTOMATED
with an SIU crew that makes it work

1 QMED Rick Cavender is pictured by the engine room's consoles. Four crewmembers from the Brooks Range: ABs 2 Moshin Ali and 3 Abdulla Awaseem, 4 GSU Ernesto R. Avila and 5 Steward Joe Pitetta. 6 Bosun M.G. "Bhoj" Gutierrez at work on the Brooks Range.

Dispatchers' Report for Deep Sea

SEPTEMBER 1-30, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	9	11	30	7	5	10	47	10	10
Philadelphia	2	2	2	2	1	0	0	1	1	2
Baltimore	8	8	3	1	7	3	1	13	4	0
Norfolk	12	5	4	9	6	4	2	18	4	2
Mobile	6	6	17	2	2	10	1	12	12	12
New Orleans	36	8	11	21	8	7	2	48	8	8
Jacksonville	25	5	12	23	5	9	3	30	8	8
San Francisco	24	11	12	24	10	10	3	43	16	10
Wilmington	13	2	12	10	0	6	3	26	7	11
Seattle	23	4	9	18	5	8	1	39	4	4
Puerto Rico	6	2	0	9	1	0	1	13	2	0
Honolulu	5	10	4	4	5	4	0	9	11	2
Houston	43	11	26	30	7	22	7	47	10	14
St. Louis	0	1	0	1	1	0	0	0	0	1
Piney Point	1	4	2	0	3	3	2	1	4	3
Totals	230	88	125	184	68	91	36	347	101	87
ENGINE DEPARTMENT										
New York	20	8	4	13	5	1	3	33	10	3
Philadelphia	2	3	1	1	4	2	0	3	1	0
Baltimore	2	0	2	3	1	0	0	9	3	2
Norfolk	1	1	1	3	2	1	0	4	2	0
Mobile	9	7	4	4	4	5	1	13	4	1
New Orleans	15	8	3	18	7	1	2	19	5	5
Jacksonville	11	2	6	11	3	5	1	13	3	3
San Francisco	14	10	7	16	6	5	1	25	9	5
Wilmington	6	4	4	6	3	2	3	15	2	3
Seattle	15	6	8	10	7	4	2	23	4	6
Puerto Rico	6	1	1	3	0	1	0	7	1	0
Honolulu	2	7	10	3	10	8	0	2	4	3
Houston	23	4	7	19	5	6	5	19	0	3
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	15	3	1	10	1	0	2	10	2
Totals	129	76	61	111	67	42	18	187	58	36
STEWARD DEPARTMENT										
New York	16	3	4	11	3	4	4	24	6	2
Philadelphia	0	1	0	0	1	0	0	2	1	0
Baltimore	3	1	0	1	0	0	0	6	1	0
Norfolk	6	2	0	4	2	0	0	6	2	0
Mobile	7	1	1	4	0	0	2	8	1	2
New Orleans	15	6	4	10	2	3	3	16	6	1
Jacksonville	7	2	2	9	3	0	0	9	2	2
San Francisco	40	8	4	35	5	4	5	69	15	2
Wilmington	11	1	2	5	1	1	3	24	4	1
Seattle	21	4	2	21	3	1	0	26	8	4
Puerto Rico	5	1	0	3	1	0	0	5	1	0
Honolulu	7	32	25	3	18	26	93	7	38	24
Houston	17	3	5	13	1	2	2	21	2	4
St. Louis	0	0	0	0	0	0	0	2	0	0
Piney Point	3	4	0	2	5	0	0	3	6	1
Totals	158	69	49	121	45	41	112	228	93	43
ENTRY DEPARTMENT										
New York	10	21	13	7	17	12	0	22	23	10
Philadelphia	0	6	1	0	3	0	0	1	6	4
Baltimore	1	8	0	3	4	0	0	3	10	1
Norfolk	2	3	0	3	3	3	0	5	4	2
Mobile	1	10	13	1	6	5	0	4	19	15
New Orleans	10	10	22	9	3	10	0	12	19	30
Jacksonville	5	11	8	4	4	6	0	5	17	12
San Francisco	16	15	34	14	16	23	0	30	20	40
Wilmington	7	2	8	2	4	2	0	11	6	9
Seattle	5	11	10	7	7	1	0	13	8	18
Puerto Rico	4	5	1	2	6	1	0	7	12	1
Honolulu	4	46	169	1	38	170	0	5	56	142
Houston	12	23	21	8	15	8	0	10	18	26
St. Louis	1	1	0	0	0	0	0	1	1	0
Piney Point	1	39	1	0	18	0	0	1	37	1
Totals	79	211	301	61	144	241	0	130	256	311
Totals All Departments	596	444	536	477	324	415	166	892	508	477

***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 September was down from the month of August. A total of 1,382 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,382 jobs shipped, 477 jobs or about 35 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 166 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,043 jobs have been shipped.

November Membership Meetings; Deep Sea, Lakes, Inland Waters

- Piney Point
Monday, November 5
 - New York
Tuesday, November 6
 - Philadelphia
Wednesday, November 7
 - Baltimore
Thursday, November 8
 - Norfolk
Thursday, November 8
 - Jacksonville
Thursday, November 8
 - Algonac
Friday, November 9
 - Houston
Tuesday, November 13
 - New Orleans
Tuesday, November 13
 - Mobile
Wednesday, November 14
 - San Francisco
Thursday, November 15
 - Wilmington
Monday, November 19
 - Seattle
Friday, November 23
 - San Juan
Thursday, November 8
 - St. Louis
Friday, November 16
 - Honolulu
Friday, November 16
 - Duluth
Wednesday, November 14
 - Jersey City
Wednesday, November 21
 - New Bedford
Tuesday, November 20
- Each port's meeting starts at 10:30 a.m.*

Personals

FRANCISCO "PANTHO" POLEEDO

Your old friend from New York, Clinton Rogers, would like to hear from you. You may write him at 151 Tremont Street, Apt. 27N, Boston, MA 02111.

JAMES DRISCOLL

Please contact your daughter at (607) 647-5294.

DAVID THOMAS GREEN

Please contact your mother or sister immediately. Call (804) 340-5247 or (713) 222-8918.

EDMOND FREDRICK "DUTCH" PERO

Anyone with information concerning Edmond Fredrick "Dutch" Pero, born in Toledo, Ohio in October 1892, please contact the Seafarers LOG.

CONTRIBUTE TO SPAD FOR JOB SECURITY

Dispatchers' Report for Great Lakes

CL—Company/Lakes L—Lakes NP—Non Priority
 SEPT. 1-30, 1990

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	23	10	0	32	5	0	18	11
ENGINE DEPARTMENT									
Algonac	0	10	4	0	6	5	0	5	2
STEWARD DEPARTMENT									
Algonac	0	7	0	0	8	2	0	3	1
ENTRY DEPARTMENT									
Algonac	0	27	27	0	0	0	0	28	41
Totals All Departments	0	67	41	0	46	12	0	54	55

***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

SEPTEMBER 1-30, 1990

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	0	0	2	0	0	68	8	6
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	3	1	1	2	1	2	2	3
Jacksonville	2	1	0	0	0	0	4	1	6
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	2	0	0	2	2	3	18
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	0	6	1	0	1	4	0	3
Algonac	13	6	0	7	5	0	36	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	30	11	9	11	7	4	116	38	36
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	1	0	0	10	5	3
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	1	0	0	0	0	0
Houston	0	0	2	1	0	0	0	0	1
Algonac	15	11	0	9	6	0	29	28	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	11	2	12	6	0	39	33	4
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	3	1	0	2	0	0	8	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	1	0
Jacksonville	0	1	0	0	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	2	0	0	1	0	0	2
Algonac	5	3	0	1	0	0	22	13	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	8	5	2	3	0	1	32	18	3

Totals All Departments 56 27 13 26 13 5 187 89 43
 ***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 Atlantic Coast
 Jack Caffey
 Vice President Gulf Coast
 Dean Corgoy
 Vice President West Coast
 George McCartney
 Vice President Lakes and Inland Waters
 Byron Kelley
 Vice President Government Services
 Roy A. "Buck" Mercer

HEADQUARTERS
 5201 Auth Way
 Camp Springs, MD 20746
 (301) 899-0675

ALGONAC
 520 St. Clair River Dr.
 Algonac, MI 48001
 (313) 794-4988

BALTIMORE
 1216 E. Baltimore St.
 Baltimore, MD 21202
 (301) 327-4900

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

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

HOUSTON
 1221 Pierce St.
 Houston, TX 77002
 (713) 659-5152

JACKSONVILLE
 3315 Liberty St.
 Jacksonville, FL 32206
 (904) 353-0987

JERSEY CITY
 99 Montgomery St.
 Jersey City, NJ 07302
 (201) 435-9424

MOBILE
 1640 Dauphin Island Pkwy.
 Mobile, AL 36605
 (205) 478-0916

NEW BEDFORD
 50 Union St.
 New Bedford, MA 02740
 (508) 997-5404

NEW ORLEANS
 630 Jackson Ave.
 New Orleans, LA 70130
 (504) 529-7546

NEW YORK
 675 Fourth Ave.
 Brooklyn, NY 11232
 (718) 499-6600

NORFOLK
 115 Third St.
 Norfolk, VA 23510
 (804) 622-1892

PHILADELPHIA
 2604 S. 4 St.
 Philadelphia, PA 19148
 (215) 336-3818

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

SAN FRANCISCO
 350 Fremont St.
 San Francisco, CA 94105
 (415) 543-5855
 Government Services Division
 (415) 861-3400

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

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

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

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



QMED John Rockhill (left) and his son join AB Kevin Hamilton (right) and his wife, Susan, and two-year-old daughter, Michelle, inside the Seafarers' building in Mobile.

Assistant Cook Don Johnson and son, Don Junior, and wife, Brenda, make a family event out of an appointment for an annual physical.



Otis Sessions and his grandson, Alex Christopher Martin, explore the grove near the union hall.



Barbara and Chilton "Chick" Hall enjoy the Gulf city's fine weather with a stroll outside the union's Mobile office.



Chief Steward Warren Lombard, holding his daughter, Amanda, and his wife, Jacqueline, are pictured on the Mobile hall's back deck.



Seafarers and their Families are at home in the Mobile Hall

Whether registering for a job, picking up medical forms, taking an annual physical or just dropping by for the latest shipping news, SIU members in the Mobile area have turned responsibilities into family outings and family fun.

Seafarer Otis Sessions, for example, combined a trip to conduct some union business with an impromptu science lesson when he and his grandson, Alex Christopher Martin, found a duck on her nest and eggs in a small grove near the hall. Sessions said the discovery was a "delightful surprise for us both."

The Lombard family also took to the outdoors when coming by the union's hall in the Gulf city. Although Chief Steward Warren Lombard is a talented cook and baker, his wife, Jacqueline, said he rarely has to enter the kitchen when he on the beach. "I like to spoil him when he's home, so I do all the cooking," she said.

Kevin Hamilton, who was shipping as an AB on the OMI Sacramento the day he dropped by the hall, brought his wife, Susan, and daughter, Michelle, with him. "Susan and Michelle needed annual physical exam authorizations so I thought we could do the trip as a family," the Seafarer told the union representative who assisted him.

"Chick" Chilton and his wife, Barbara, like to take advantage of the deck and picnic area behind the hall. "It is a beautiful day for a walk," said the retired Seafarer after strolling the length of the back deck which connects the hiring hall to a small boat house.

Because her husband is away during part of the year sailing on Waterman's military ships, Brenda Johnson likes to spend as much time as possible with Don Johnson when he is home. The couple, along with their son, Don Junior, came together to the Mobile hall when it was time for the Seafarer to have his annual physical.

Recovering from a medical condition, Robert Lambert came by the hall for assistance in recovering transportation expenses. The AB said he has mended well and was anxious to get back to work. His wife, Shiela, joined her husband, Robert, on his trip to the hall.

Recertified Bosun Robert Hagood, while on a break from the Maj. Stephen W. Pless, brought his wife, Angela, to the union's Mobile headquarters. OS Albert D. Hadley also was joined by his wife during his stop by the union hall when he came by to register after leaving the Richard G. Matthiesen. Jenny Hadley carried their son, Albert, who seemed to enjoy the photos in the display on the union's training center.

Taunya and David Simmons proudly introduced their newborn son to other Seafarers at the Mobile hall. Christopher Randolph was born in April and weighed eight pounds and three ounces. David sails as a QMED and Taunya worked as an assistant waiter on the passenger ship, the Constitution, back in 1988.

Two other couples that dropped by the hall were Patricia and William Jemison and Sorro and Charles Durden. The Durdens were joined by their daughter, Jamie. William Jemison sails as an OMU and Charles Durden is a QMED pumpman.

Port Agent Dave Carter said having families come by makes the union hall a lively center of activity. "It's nice to know that our members involve their families in their careers," Carter said.



AB Robert Lambert and his wife, Shiela, go over some paper work.



Angela and her husband, Robert Hagood, a recertified bosun, are pictured on the Mobile hall's back deck.



OS Albert D. Hadley, who came by the Mobile hall to register, poses with his wife, Jenny, and son, Albert, in front of the Lundeberg School exhibit.



William and Patricia Jemison are pictured in the Seafarers' Mobile hall. William sails as an OMU.



Charles Durden, a QMED pumpman, is joined by his wife, Sorro, and daughter, Jamie.



Christopher Randolph is the most recent addition to the Simmons family. QMED David Simmons and his wife, Taunya, bring their newborn with them when dropping by the union hall.

The MV Ranger is pictured as she heads into a typhoon.

Tramp Tanker Crew
Is Never Short of

Excitement

Preparing to complete his work assignments is AB Richard Morris.

AB Oscar Martinez is photographed by fellow able-bodied seaman Robert Hamilton.

AB John Simiari is pictured on the Ranger's deck.

After sailing with the SIU for 13 years, James Strain, left, became an officer. Pak says Strain is the "finest, most experienced tanker mate" in the business.

Chief Steward Jesus Laxaman looks over the day's menu.

Union meetings were held regularly onboard the Ranger.

Recertified Bosun Errol Pak, who contributed this article to the LOG, is pictured at work on the Ranger.

BETWEEN FOLLOWING a typhoon, trying to fend off boarding pirates, laying low in the Strait of Hormuz because of Iraq's invasion of Kuwait and being the first American-flag ship in Yanbu, Saudi Arabia, life aboard the tramp tanker, the MV Ranger, is "certainly never boring," reports Recertified Bosun Errol Pak.

The bosun, who joined the Vulcan Carriers' tanker in Singapore and got off in the Caribbean this summer, reported the ship's adventures to the Seafarers LOG. To round out the article, Pak teamed up with AB Roger Hamilton, who took the photographs appearing on this page.

"Out-of-the-ordinary events are indigenuous to this kind of trumper," said Pak. "You just never know what is going to come next, but it makes the job exciting."



Built in 1976, the Ranger is operated by Vulcan Carriers, an SIU-contracted company.

Pirates in the South China Sea near the Batan Islands are pretty common, reports Pak, who earlier this year completed the union's recertified bosun program at the Seafarers Harry Lundeberg School of Seamanship. "We try to keep the incidents down by maintaining a pirate watch," he said. This trip, however, the pirates successfully got aboard and robbed one of the officers. "They came up the stern, using

grappling hooks and held up the officer at machete point."

Weather conditions also brought some spirited sailing for the crew. "We hit a typhoon on our way to Guam, then we had orders to go to the Philippines. We ended up following the typhoon all the way there," Pak said.

The ship had a lucky streak as well, Pak reports. The Ranger was due in Kuwait on

August 2, the very day Iraq invaded Kuwait and cut off contact and commerce between the Middle East emirate and the



rest of the world. "Because we were running slightly behind schedule, instead of finding ourselves in the midst of a war, we were held up in the Strait of Hormuz for a while and eventually we sailed to Bahrain," Pak reported. The Strait of Hormuz is the body of water that connects the Persian Gulf with the Gulf of Oman.

After providing fuel to part of the U.S. naval fleet, the Ranger moved on to a Red Sea port in Saudi Arabia, becoming the first American-flag vessel to ever call on Yanbu, the seaport of Saudi Arabia's section known as Medina. Among other ports-of-call were two Italian ports and the Azores.

Reflecting on the trip, Pak said, "It was a fairly good ship, fun, back-breaking work, but certainly interesting."

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 BARTLETT (Mar Ship), May 6 — Chairman **Paul Butterworth**, Secretary **J. A. Zurick**, Educational Director **James Williams**, Deck Delegate **Daniel Hecker**, Steward Delegate **Jose Llitera**. Chairman urged members to donate to SPAD. Secretary told crew all union welfare forms are available in his office. Educational director stressed importance of upgrading at Lundeberg School. Deck delegate reported a beef and said department received repair list. No beefs or disputed OT reported by engine or steward delegates. Members asked contracts department to clarify pay scales for crew and to ask company to have checks and cash available at payoffs. Electrician warned crew not to use co-axis jacks for radios because of possible overload. Steward thanked crew for keeping mess hall clean. Crew thanked steward department for good food and clean ship. Next ports: Panama City, Fla. and Gulfport, Miss.

AMERICAN FALCON (American Transport Lines), June 25 — Chairman **Bill Dowzicky**, Secretary **Bob Shafer**, Educational Director **Al Bray**, Engine Delegate **Kevin P. Gordon**. Chairman reported no action had been taken on requests for new television in crew lounge and mattresses and chairs for quarters. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported.

AMBASSADOR (Crowley), July 27 — Chairman **Dave Newman**, Secretary **Bill Berulis**, Educational Director **H. Smith**, Deck Delegate **Jose Tobio**, Engine Delegate **Nathaniel Lamb**, Steward Delegate **Felix Camacho**. Chairman talked with crew about posting of sailing times on board. No beefs or disputed OT reported. Next port: Balboa, Panama.

AMERICAN CORMORANT (Pacific Gulf Marine), July 29 — Chairman **Charlie Davis**, Secretary **Susanne Cake**, Educational Director **R. Grosso**, Deck Delegate **V. Ippolito**, Steward Delegate **Dante Slack**. Educational director reminded members to take advantage of upgrading opportunities at Lundeberg School. Treasurer announced \$65 in ship's emergency fund and \$75 in movie fund. No beefs or disputed OT reported. Crew waiting for details of new contract published in Seafarers LOG. Crew asked contracts department for explanation of no premium OT on weekends. Next port: Diego Garcia.

LNG CAPRICORN (Energy Transportation), July 8 — Chairman **Billy Nuckols**, Secretary **Doyle E. Cornelius**, Educational Director **Rene R. Rosario**, Deck Delegate **James D. Fletcher**, Engine Delegate **Barry L. Harris**, Steward Delegate **Louis A. Gracia**. Chairman said he had heard nothing about new contract or crew replacements. He stressed need to upgrade at Piney Point. Secretary reminded those leaving ship to clean their rooms before leaving and have clean linens available for replacements. Treasurer announced \$670 in ship's fund. No beefs or disputed OT reported. Crew enjoyed 4th of July pool party and thanked steward department for overall job well done.

LNG CAPRICORN (Energy Transportation), July 29 — Chairman **John P. Davis**, Secretary **David A. Pappas**, Educational Director **Barry L. Harris**, Deck Delegate **Anthony M. Heinolt**, Engine Delegate **Kevin W. Conklin**, Steward Delegate **Dana D. Cunningham**. Chairman asked members to be as quiet as possible in order to not disturb those off

watch. He urged members to watch safety tapes aboard ship. He reported of meeting with SIU President Michael Sacco where he was told union is steadfast in no crew cuts and getting wage increases for members. Secretary reminded members to clean up after themselves and keep public areas orderly. Educational director urged crew to read Seafarers LOG and upgrade at Lundeberg School as soon as possible. Treasurer announced \$283 in ship's fund. No beefs or disputed OT reported. Crew told video games have been ordered and should arrive soon. Crew praised Chief Cook **Dana Cunningham** for his fine meals. He also was cursed by those trying to diet.

NEDLOYD HOLLAND (Sea-Land Service), July 30 — Chairman **Richard Darville**, Secretary **K. DeWitt**, Deck Delegate **Herbert Thrower**, Steward Delegate **Francis DiCarlo Jr.** Chairman announced copy of new contract should be available when ship docks in Houston. Educational director reminded members to upgrade at Piney Point. Treasurer reported \$43 in ship's fund. No beefs or disputed OT reported. Crew expressed its delight to negotiating committee for new contract. Next port: Houston.

OMI CHAMPION (OMI Corp.), July 22 — Chairman **Claude Bankston**, Secretary **Pedro Sellan**, Educational Director **P. Coppola**. Chairman said new appliances would be brought onboard upon arrival in Norfolk, Va. He also announced new contract would be available then. Secretary said it was a pleasure to sail with such a great bunch of brothers and excellent steward department. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew told not to play music while in wheelhouse and to dress properly for mess hall. Next port: Norfolk.

PATRIOT (Vulcan Carriers), July 30 — Chairman **Ralph Gibbs**, Secretary **Rudolf Springat**, Deck Delegate **Kent Mortver**, Engine Delegate **Robert Warren**, Steward Delegate **Robert Racklin**. Chairman reported everything was going smoothly. Secretary said he joined vessel in shipyard and it has taken some time to get it clean again. He noted ice machine and salad bar are operating in galley. No beefs or disputed OT reported. Crew requested another washer from company for greasy work clothes. Galley gang thanked for fine food. Next port: Manchester, Wash.

SEALIFT ANTARCTIC (IMC), July 29 — Chairman **R. Saylor**, Secretary **L. Lamphere**, Educational Director **Tracy Hill**, Deck Delegate **Clay Baldwin**, Steward Delegate **G. Loftin**. Chairman noted captain was happy with crew onboard. He reminded members it takes team effort to have good ship. Secretary announced laundry would go ashore in Long Beach and those needing linen should see him. He asked members to keep messroom clean in evenings. He said captain asked that no food be taken to upper decks. Educational director said he would contact Seamen's Church for new books. No beefs or disputed OT. Crew received copy of 1990 farm bill debate from patrolman for members to review and discuss. Crew asked contracts department to revise length of time shipped to 180 days for A seniority, 120 for B and 90 for C. Crew reported stoves, drains, sinks and plumbing in galley are not working properly. Company purchased barbecue for ship. Steward de-

partment thanked for its good work. Next ports: Long Beach, Calif. and Manchester, Wash.

AMERICAN FALCON (American Transport Lines), August 26 — Chairman **Larry Winstead**, Secretary **Paul J. Zilkow**, Engine Delegate **Kevin P. Gordon**. Chairman reported that new television for crew lounge and mattresses and chairs for quarters had not arrived. No beefs or disputed OT reported. Crew asked for new ladders to check reefers for deck department. Crew thanked steward and engine departments for jobs well done. Crew noted decks had been kept orderly and well-maintained on voyage.

CAPE HUDSON (IOM), August 25 — Chairman **Russel Barrack**, Secretary **Rebecca Sleeper**, Educational Director **Kenneth Biddle**, Steward Delegate **John Collins**. Chairman asked crew to keep down noise at all times. Secretary asked ship's chairman be present when members' rooms are searched. Educational director reminded members to upgrade at Lundeberg School. Treasurer announced ship's fund was empty after crew and officers purchased weight lifting equipment. No beefs or disputed OT reported. Crew thanked steward department for its fine work.

CAROLINA (Puerto Rico Marine), August 20 — Chairman **Edwin Ortega**, Secretary **Rafael Maldonado**, Educational Director **John J. Walsh**, Deck Delegate **Timmy LaRue**, Engine Delegate **Elkin Kent**. Chairman reported chief engineer shut off air conditioning compressor at night because it got too cold. He also noted water in showers, crew mess and crew lounge is too hot. No beefs or disputed OT reported. Crew sent letter pertaining to relief and replacement crewmembers. Next ports: Elizabeth, N.J. and Baltimore.

COURIER (Vulcan Carriers), August 17 — Chairman **H. G. Bentz**, Secretary **Dana Zuls**, Educational Director **Jimmie Nicholson**, Deck Delegate **Michael Sutton**, Engine Delegate **Edwin Taylor**, Steward Delegate **E. Ramirez**. Chairman saluted former SIU president, the late Paul Hall, and gave history of Hall's importance to union as Paul Hall holiday approached. Secretary asked for copies of new contract for members. He requested company address be posted in mess hall. He urged members to help keep SIU number one. No beefs or disputed OT reported. Crew asked contracts department for clarification of length of time C seniority seafarers may stay aboard ship. Members were reminded not to slam doors or yell in hallways out of consideration to others. Crew gave a vote of thanks to SIU Secretary-Treasurer Joseph DiGiorgio for new SPAD t-shirts. Crew thanked SIU President Michael Sacco, Vice President for Collective Bargaining Angus "Red" Campbell and all other officials involved in negoti-

ating new contract. Crew also thanked San Francisco Port Agent Nick Celona for job well done. Next port: Singapore.

FRANCES HAMMER (Ocean Shipholding), August 21 — Chairman **Rick Wilson**, Secretary **Kris Hopkins**, Educational Director **Terry Jacobsen**, Engine Delegate **George Demetropoulos**, Steward Delegate **Toyo Gonzales**. Chairman thanked crew for making this good voyage. Secretary reminded members to clean up rooms and turn in linens. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$180 in ship's fund. No beefs or disputed OT reported. Crew mentioned concern for Middle East crisis. Crew wanted to know if air conditioning would be repaired in shipyard. Crew thanked steward department for great food and cookouts.

JULIUS HAMMER (Ocean Carriers), August 12 — Chairman **David B. Zurek**, Secretary **William Perry**. Chairman reported crew took care of repairs and asked for information on reliefs. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew said it had not received any materials from union lately. Crew noted vessel was anchored off coast of Greece for seven days with no launch service. Next port: Jacksonville, Fla.

GOLDEN ENDEAVOR (American Maritime Transport), August 12 — Chairman **Ray E. Todd**, Secretary **Frankie Ross**, Educational Director **E. E. Smith**. Chairman and secretary reported everything was running smoothly. Treasurer announced \$300 in movie fund. No beefs or disputed OT reported.

ITB MOBILE (Apex Marine), August 12 — Chairman **F. Jemsem**, Secretary **James H. Gleaton**, Educational Director **R. Natoli**. Chairman talked with members about new contract. Secretary discussed food preparations and problems with meat box. No beefs or disputed OT reported.

LIBERTY BELLE (Liberty Maritime), August 20 — Chairman **Gifford Hayden**, Secretary **Norman Dube**, Educational Director **S. Scott**. Chairman discussed new contract agreement announced in Seafarers LOG. Treasurer reported \$50 in ship's fund. All delegates reported disputed OT because of lack of launch service to Bangladesh and Sumatra. Crew reported ice machine and VCR broken most of voyage.

LIBERTY SEA (Liberty Maritime), August 12 — Chairman **William Dawson**, Secretary **R. DeBoissiere**, Educational Director **C. Mosley**, Deck Delegate **Ron-**

Continued on page 22



Payoff Aboard the Cove Trader

Gathered around the mess hall table during a payoff in Mobile are, from the left: AB Pat Mathes, OMU Red Jo Dunahoo, Pumpman/Educational Director Richard Gray, AB/Deck Delegate A. Daniluk and Bosun C.E. "Pee Wee" Pryor.

Ships Digests

Continued from page 21

ald D. Noble, Steward Delegate Manny Castro. Chairman thanked members for smooth trip and reminded them to see patrolman during payoff in Norfolk, Va. Educational director told crew it is important to donate to SPAD and upgrade at Piney Point. No beefs or disputed OT. Crew received Seafarers LOG. Crew still waiting for specifics on new contract. Crew asked company for new dryer. A vote of thanks was given to Bosun William Dawson and whole deck gang for making trip smooth. Another vote of thanks was given to Chief Steward R. DeBoissiere and Chief Cook Manny Castro for the best food in SIU and to GSU K. Mayer for top notch work. Still another vote of thanks was given to engine department as best in union. Finally, crew thanked captain and officers for great trip. Next ports: Norfolk, Va. and New Orleans.

LIBERTY SPIRIT (Liberty Maritime), August 19 — Chairman Ray Brown, Secretary T. Hanson, Educational Director W. Smith, Deck Delegate David Garoutte, Engine Delegate Isaac Rowel Jr., Steward Delegate Eric Gray. Chairman reported crew needs another washer as one is not enough. He reiterated what first mate told him that captain considered crew still under June 15, 1987 agreement. Educational director informed crew he has upgrading forms available. Treasurer noted \$20 in movie fund. No beefs or disputed OT reported. Crew asked that Seafarers LOG publish names of companies signing on to new agreements when new pacts are announced. Crew noted shower curtains are not proper for facilities onboard.

LNG TAURUS (ETC), August 12 — Chairman Charles Boyle, Secretary William Christmas, Educational Director Curtis L. Jackson, Deck Delegate Jack Rhodes, Engine Delegate Ralph Gosnell, Steward Delegate Leonard Murray Jr. Chairman told crew he would pass along any information he receives on new agreement. He asked crew to keep noise level down in consideration of others. He discussed some fine points about safety and behavior while ashore in Indonesia. He announced Seafarers LOG received and distributed to members. Secretary reminded members to upgrade at Lundeberg School. Treasurer reported \$670 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for job well done. Bosun Charles Boyle asked for and received special vote of thanks for Chief Steward William Christmas who



Fire Drill in the Indian Ocean
Bosun Jerry Fahey holds the nozzle during a routine fire drill aboard a repositioning ship in Diego Garcia.

is handling his first job as steward. Next port: Tobato, Japan.

MOKU PAHU (Pacific Gulf Marine), August 26 — Chairman T. A. Tolentino, Secretary J. Pratt. Chairman told members if they did not understand changes in shipping rules to see patrolman at payoff in Crockett, Calif. Secretary asked company to supply right parts for engine department to fix ice box and steam table before vessel sails. No beefs or disputed OT reported. Crew received new shipping rules from headquarters. Crew gave galley gang vote of thanks for being good feeder. Next ports: Kahului and Honolulu, Hawaii.

OMI WILLAMETTE (OMI Corp.), August 26 — Chairman C. E. Pryor, Secretary Robert L. Scott, Educational Director James W. Badgett, Deck Delegate D. Brooks, Steward Delegate Wilmer Jack. Chairman asked company to provide draws or payoffs every 15 days and for new television antenna. He noted ship was headed for West Coast. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew reminded to place garbage in proper receptacles for recycling. Steward department thanked for job well done.

PONCE (Puerto Rico Marine), August 26 — Chairman Donald Wagner, Secretary J. Chacon. Chairman announced repairs are being completed with riding crew aboard. He expressed appreciation for fine ship with cooperation between top side and crew. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew thanked steward department for job well done.

RALEIGH BAY (Sea-Land Service), August 12 — Chairman Howard Knox, Secretary E. Vazquez, Educational Director Doug Greiner. Chairman discussed availability of Seafarers ARC facility if needed by members. He reported everything running smoothly aboard vessel. Secretary thanked crew for keeping recreation room clean. Educational director talked with members about upgrading at Lundeberg School. No beefs or disputed OT reported. Crew thanked bosun and steward department for jobs well done. Next port: Elizabeth, N.J.

SEA-LAND CHALLENGER (Sea-Land Service), August 19 — Chairman Roy L. Williams, Secretary H. Scyepes, Educational Director Calvin Langley, Engine Delegate Alexander Day, Steward Delegate Jessie James. Chairman noted ship just came out of yard in Mobile. He said vessel has good crew trying to get everything back to normal. He said announcement of new agreement was posted for all to see. He reported five stowaways found before ship left Dominican Republic. Secretary said everything was running smooth in galley. No beefs or disputed OT reported. Crew reported new VCR needed. Steward department thanked for pig and goat roast. Steward department asked contracts department to consider adding fourth member to galley. Next port: Elizabeth, N.J.

SEA-LAND DEVELOPER (Sea-Land Service), August 30 — Chairman R. Pinkham, Secretary M. Scardino, Educational Director A. Bell, Deck Delegate D. Rayburn, Engine Delegate Mark Lyons, Steward Delegate Diana Nason. Chairman reported new contract was satisfactory. He noted some penalty rates paid by Sea-Land are incorrect. He told crewmembers there will be no reliefs for rotary jobs but they can stay on vessel indefinitely due to current activation. He said those with permanent jobs can get reliefs after 120 days. Secretary announced vessel would pay off September 5 in Tacoma, Wash. Educational director reminded members of importance of upgrading at Piney Point and donating to SPAD. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for job well

done and Chief Cook Diana Nason for barbecues. Next port: Tacoma.

SEA-LAND FREEDOM (Sea-Land Service), August 18 — Chairman G. D. Walker, Secretary G. Sivley, Educational Director R. Chapman, Deck Delegate John Noble. Chairman announced ship due in Tacoma, Wash. on August 19. Treasurer reported \$339 in ship's fund. No beefs or disputed OT reported. Crew asked to recycle trash as much as possible. Steward department thanked for great barbecues and good food. Next port: Tacoma.

SEA-LAND INTEGRITY (Sea-Land Service), August 12 — Chairman C. James, Secretary Pedro Laboy, Steward Delegate James P. O'Reilly. Chairman announced reefers had been installed. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked electrical wires be serviced on deck for safety reasons. Steward department thanked for its good work. Next port: Houston.

SEA-LAND MARINER (Sea-Land Service), August 14 — Chairman L. Lohman, Secretary E. Manley, Educational Director Gene R. Speckman, Deck Delegate R. E. McGonagle, Steward Delegate Dennis Skretta. Chairman announced all publications received had been distributed to members. Secretary thanked crew for keeping lounge and mess hall clean at all times. Educational director reminded crew to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew discussed message about no vacation reliefs and ability to stay aboard after time is up. Crew said new blankets needed as those onboard are short because of over-washing. Next port: Tacoma, Wash.

SEA-LAND NAVIGATOR (Sea-Land Service), August 4 — Chairman Werner Becher, Secretary John J. Alamar, Educational Director Walter C. Stevens. Chairman reported no new VCR and television had been placed aboard so steward volunteered his VCR for crew's use. Secretary said it had been good trip and thanked crew for keeping recreation room and mess hall clean. He called crew best in SIU. Treasurer stated the \$140 in movie fund was spent on 15 new movies. No beefs or disputed OT reported. Crew asked contracts department to make captain order new crewmembers from Manpower rather than unilaterally upgrade ratings onboard ship. Crew also asked contracts department to have company provide prepay slip before payoffs and have SIU member present when another member is being given drug or alcohol test. Next ports: Oakland, Calif., Honolulu and Guam.

SEA-LAND PATRIOT (Sea-Land Service), August 26 — Chairman R. F. Garcia, Secretary Floyd King, Educational Director Sam Kolewicz, Deck Delegate John T. Carnes, Steward Delegate Leonardo Sinisi. Educational director announced 1990 Lundeberg School class schedule was posted for those members wanting to upgrade. No beefs or disputed OT reported. Telex from headquarters posted concerning changes in shipping rules because of Middle East crisis. Bosun thanked crew for keeping ship very clean and picking up after itself. Crew thanked steward department for good care of ship. Next ports: Wilmington and Oakland, Calif.

SEA-LAND PRODUCER (Sea-Land Service), August 12 — Chairman Pat Gallagher, Secretary Jennifer Jim, Educational Director J. B. Dryman. Chairman announced payoff set for August 19 in Long Beach, Calif. Educational director urged crew to upgrade at Lundeberg School. Treasurer stated \$70 in ship's fund. No beefs or disputed OT reported. Steward delegate expressed thanks to Bosun Pat Gallagher for prompt response to repair orders and Electrician Joe Dryman for fixing steam kettle. Crew acknowledged receipt of changes in shipping rules because of Persian Gulf crisis. Crew noted problems with drainage on main deck, vibration in crew

mess, shuttle services in Honolulu and Hong Kong and lack of VCR hookup. Brother Dryman thanked Capt. Alfred Stewart for setting up communications system so Dryman could talk with his wife in Philippines after earthquake there. Steward department thanked for job well done. Crew also thanked radio officer for repairing radio communications to crewmembers' rooms.

SEA-LAND QUALITY (Sea-Land Service), August 19 — Chairman A. C. Harrington, Secretary Alvin P. Robinson, Educational Director John Ashley, Deck Delegate Donald M. Hood, Engine Delegate Gregorio Blanco, Steward Delegate W. Pitt. Chairman announced ship will be on new run. Treasurer reported \$120 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew acknowledged receipt of changes in shipping rules. Steward department thanked for its fine work. Next port: Boston.

SEA-LAND TRADER (Sea-Land Service), August 26 — Chairman J. Schoenstein, Secretary R. Spencer, Educational Director Frank L. Hall, Deck Delegate A. Brooks, Engine Delegate Willie J. Lee Jr., Steward Delegate A. Medeiros. Chairman stated each member needs copy of shipping rules. He said all running well and all hands are doing fine job. He urged members who qualify to upgrade at Lundeberg School. He thanked the galley gang for its fine work. Secretary reminded crew to donate to SPAD. He said he would talk with port steward about replacing mattresses. Educational director reminded crew to practice safety at all times. No beefs or disputed OT reported. Crew asked patrolmen to realize shortness of stay in port and not hold long meetings at payoff. Crew also asked for refrigerator in each room and new television, VCR and toaster for crew mess area.

SEA-LAND VOYAGER (Sea-Land Service), August 26 — Chairman James H. Lewis, Secretary L. Martin, Educational Director B. Ohler, Deck Delegate Rickie Burgess, Engine Delegate Domingo Milla, Steward Delegate A. O. Sharif. Chairman reported payoff set for August 26. Secretary said trip was not too bad but had some questions about extra pay for seven extra people onboard. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew acknowledged receipt of changes in shipping rules.

SENATOR (Crowley), August 18 — Chairman D. L. McCorvey, Secretary L. Pion, Deck Delegate I. Glass, Engine Delegate J. Newhouse, Steward Delegate T. Quammie. Chairman said everything was running smoothly and repair list had been prepared. Engine delegate reported some beefs. No beefs or disputed OT reported by deck and steward delegates. Letter from headquarters regarding crew's refusal to work OT was read and flatly denied by chairman. Repair list made available for patrolman. Crew asked company for more vents to pull air out of galley, new ice machine and repairs to galley range. Crew also asked for granulated fly killer and bottled water.

SGT. WILLIAM R. BUTTON (Amsea), August 17 — Chairman William Gorju, Secretary John Holtschlag, Educational Director James Bates, Deck Delegate C. L. Montgomery, Steward Delegate H. Hollings. Chairman announced letters received concerning EPA adjustments and changes in shipping rules. He said crew performed well during recent exercise near Indian Island, Wash. He urged members to upgrade at Piney Point. He noted Seattle patrolman talked with crew about new contract and to be sure to register when members sign off and keep dues up to date. Secretary stated everyone worked together during exercise helping to make it successful. Treasurer announced

Continued on page 23

Ships Digests

Continued from page 22

\$1,000 in ship's fund. No beefs or disputed OT reported. Galley gang received plaque for its efforts in feeding 137 Marines during operations. Next port: Singapore.

SPIRIT OF TEXAS (Seahawk Management), August 5 — Chairman **Bob Livermore**, Secretary **J. Melendez**, Deck Delegate **Warren**, Engine Delegate **G. Cooper**, Steward Delegate **S. A. Simsuangco**. No beefs or disputed OT reported. Crew suggested steward order extra cigarettes for officials overseas as well as make sure enough are onboard for crew.

ULTRAMAR (American Maritime Transport), August 19 — Chairman **R. Lawrence**, Secretary **Howard G. Williams**, Educational Director **J. G. Arch**, Deck Delegate **Michael Gomes**, Engine Delegate **Richard Rodgers**, Steward Delegate **Gerald Shirley**. No beefs or disputed OT reported. Crew stated need for new washer and microwave oven.

CAPE METEOR (IOM), September 4 — Chairman **Albert Moore**, Secretary **Peter Schulz**, Educational Director **Gregorio Abalos**. Chairman had many questions for contracts department collected from crewmembers about vessel. Some questions included subsistence for overheated cabins, bonuses for war zone and ammunition cargo, problems with radio and television antenna, cots for use in Middle East and repair or replacement of ice machine and washer/dryer. No beefs or disputed OT reported. Crew was advised to upgrade at Lundeberg School at first opportunity.

CAPE MOHICAN (OMI Corp.), September 3 — Chairman **W. Gregory**, Secretary **F. Robertson**, Deck Delegate **D. Goggins**, Engine Delegate **G. Linkous**, Steward Delegate **C. Spencer**. Chairman talked about what will be expected of members onboard. He gave a little history about SIU and informed newcomers union is good way to make living. Secretary also updated crew on union matters. He said they were off to good start and considered crew one of best assembled in such short time. Educational director told newcomers to make most of opportunities and upgrade at Piney Point. No beefs or disputed OT. Crew received copies of Seafarers LOG and contract. Crew asked to keep noise down for sleeping members and help keep ship clean. Steward department thanked for doing good job with small crew.

ITB BALTIMORE (Apex Marine), September 9 — Chairman **Jimmy Rogers**, Secretary **Andrew Hagan**, Educational Director **Spiros Perdakis**, Deck Delegate **Pedro Ramos**, Steward Delegate **Joe Fratini**. Chairman told crew vessel will change companies next month. He said he did not know what changes will be occurring but would keep members informed. He urged members to upgrade at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew asked pension department to review increasing pensions according to number of days worked and instead of having ceiling on it. Crew agreed wages and benefits as written in Seafarers LOG were substantial and are appreciated. Vote of thanks given to steward department. Next ports: Stapleton, N.J. and St. Croix.

LIBERTY STAR (Liberty Maritime), September 2 — Chairman **John Konetes**, Secretary **Samuel Loftin**, Engine Delegate **T. J. Matthews**, Steward Delegate **James Thacker**. No beefs or disputed OT reported. Crew discussed recent messages received from headquarters. Chairman said he would advise crew when more arrive. Steward department asked contracts department to look into increasing number of crewmembers in galley. Crew thanked steward department for job well done. Next port: New Orleans.

OMI COLUMBIA (OMI Corp.), September 15 — Chairman **Ernest Duhon**, Secretary **Chester Moss**, Deck Delegate **J. A. Casugay**, Engine Delegate **Michael D. LeVan**, Steward Delegate **Isidro Santiago**. No beefs or disputed OT reported. Crew asked for non-skid for forward deck. Members asked contracts department for clarification as to effective date of new agreement. All hands are asked to be available for Coast Guard inspection September 18.

OVERSEAS ALASKA (Maritime Overseas), September 2 — Chairman **C. L. Hickenbotam**, Secretary **Janet Price**, Educational Director **Tom Koubek**, Deck Delegate **J. Nixon**, Steward Delegate **John Clark**. Chairman advised crew of changes in shipping rules created by Persian Gulf crisis. Secretary urged members to upgrade at Piney Point. Educational director thanked crew for good job in sorting plastics and cans. No beefs or disputed OT reported. Crew asked welfare plan to consider increasing dental coverage. Crew asked company for television antenna, chairs and trashcans for crew lounge. Crew reminded to keep lounge clean and put away VCR when finished.

OVERSEAS JOYCE (Maritime Overseas), September 12 — Chairman **Richard Bradford**, Secretary **Steve Parker**, Educational Director **Matt Ryan**, Deck Delegate **Duane Stevens**, Steward Delegate **Mari Lasagna-Short**. Chairman announced Lasagna-Schord for Jacksonville, Fla. He said reliefs would be waiting there. He reminded crew to clean rooms before leaving. Secretary thanked crew for smooth trip. No beefs or disputed OT. Crew urged to read Seafarers LOG for union information. Bosun thanked deck department for good trip. Next ports: Jacksonville, Baltimore, Newark, N.J. and Boston.

OVERSEAS WASHINGTON (Maritime Overseas), September 2 — Chairman **Richard Gerald Westphal**, Secretary **J. D. Wilson**, Educational Director **C. Dunden**. Chairman advised crew vessel would pay off in Tampa, Fla. He asked members to clean their rooms before leaving vessel and to register at home ports to reclaim jobs. He reminded members to be sure drug screens are up-to-date. Treasurer reported \$20 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: Tampa.

PATRIOT (Vulcan Carriers), September 4 — Chairman **Ralph Gibbs**, Secretary **Rudolf Springat**, Educational Director **George Lockett**, Deck Delegate **Keith Blowens**, Engine Delegate **Leslie D. Cope**, Steward Delegate **Robert Racklin**. Chairman noted drains not working in galley crew toilets. He said crew liked change in schedule with vessel going to Seattle to pick up good American stores. He believed ship was headed back for Subic Bay, the Philippines, then to Singapore and probably Persian Gulf. He hoped war cooled off before ship went back. Secretary stated everything was running smoothly. No beefs or disputed OT reported. Crew said it needs antenna for television for shoreside channels. Crew thanked galley gang for its fine food. Next port: Subic Bay.

PAUL BUCK (Ocean Shipholding), September 3 — Chairman **Jamison Miller**, Secretary **J. Abernathy**, Deck Delegate **Robert Scheindler**, Engine Delegate **Melvin Grayson**. Chairman stated everything was running smoothly. He said captain has been notified of needed repairs. Secretary noted vessel was in Houston seven days and no repairs were completed. He announced ship took on enough stores to go to Japan. Educational director reminded members to upgrade at Lundeberg School as union needs qualified members. Treasurer reported \$250 in ship's fund. No beefs or disputed OT reported. Crew acknowledged receipt of telex from headquarters regarding changes in shipping rules. Crew welcomed Captain Hockinberry

back and thanked steward department for good work and fine barbecues.

SEA-LAND ENTERPRISE (Sea-Land Service), September 2 — Chairman **David C. Byrd**, Secretary **R. C. Agbulos**, Educational Director **Joseph Ortiz**, Deck Delegate **M. Bevak**, Engine Delegate **J. Collins**, Steward Delegate **R. Casuga**. Secretary stated ship had good crew and it had been good voyage. No beefs or disputed OT reported. Minute of silence held in memory of departed brothers and sisters. Next port: Long Beach, Calif.

SEA-LAND EXPEDITION (Sea-Land Service), September 9 — Chairman **Marvin Zimbro**, Secretary **W. Reid**, Educational Director **David Dukehart**, Steward Delegate **J. Platts**. Secretary and educational director urged members to read Seafarers LOG for latest in union information. No beefs or disputed OT reported. Bosun said he wanted extra men on security watch in Jamaica and Rio Haina. Electrician advised members to check OT for correct rates.

SEA-LAND EXPRESS (Sea-Land Service), September 9 — Chairman **Dennis Brown**, Secretary **Paul Calmier**, Deck Delegate **Mike Ingram**, Engine Delegate **A. Aguiar**, Steward Delegate **Larry Ballard**. Secretary thanked Angus "Red" Campbell, SIU vice president for collective bargaining, and union negotiating team for best three-year contract in recent years. He said the 5 percent raise was more than members expected. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Next port: Tacoma, Wash.

SEA-LAND MARINER (Sea-Land Service), September 22 — Chairman **Leon Lohman**, Secretary **Eric T. Manley**, Deck Delegate **R. E. McGonagle**, Engine Delegate **E. Gooch**, Steward Delegate **Dennis Skretta**. Chairman thanked all hands for jobs well done and keeping ship clean. He said he has applications for upgrading at Lundeberg School. No beefs or disputed OT reported. Crew noted receipt of several communications regarding shipping and Persian Gulf crisis. Crew said it needs new blankets and radio repaired. Next port: Tacoma, Wash.

SEA-LAND NAVIGATOR (Sea-Land Service), September 9 — Chairman **Werner Becher**, Secretary **John J. Alamar**, Educational Director **Walter C. Stevens**. Chairman reported no problems on trip. He advised crewmembers to have books checked by patrolman at payoff in Long Beach, Calif. Secretary also noted good trip and good crew for keeping ship clean. No beefs or disputed OT reported. Deck delegate asked why crew cannot work OT but company hires labor from Kaohsiung, Japan, Taiwan and Hong Kong to clean ship. He said it is taking money out of members' pockets. Crew asked contracts department to see if contractual companies would allow members with abuse problems to get help at Seafarers ARC facility in Valley Lee, Md. before they are reported to Coast Guard. Next ports: Oakland, Calif., Honolulu, Guam and Hong Kong.

SEA-LAND PACIFIC (Sea-Land Service), September 16 — Chairman **L. Freeburn**, Secretary **F. Sison**, Educational Director **S. Bigelow**. Chairman noted ice machine still not fixed. Chairman announced \$56 in ship's fund. No beefs or disputed OT reported. Moment of silence observed for departed brothers and sisters.

SEA-LAND PRODUCER (Sea-Land Service), September 16 — Chairman **Jack Edwards**, Secretary **Jennifer Jim**, Educational Director **Joe Dryman**. Chairman noted safety problems with shuttle services in Hawaii, Guam, Kaohsiung, Japan and Hong Kong are not resolved even after being brought to attention of first mate. He announced payoff scheduled for Long Beach, Calif. on September 24. Crew presented retiring Captain Alfred Stewart with belt buckle as expression of gratitude for his excellent service and wished him well. Treasurer listed \$70 in ship's fund. No beefs or dis-

puted OT reported. Members complained chemicals being used in sand blasting are being carried through air vents when they are not closed causing nose bleeds and skin rashes. Members of the crew and officers wished Capt. Stewart a joyful retirement, may he be carried on the wings of Pegasus as he soars into these new heights, may he experience peaceful comfort, prosperity and good health as he rides the new wave of retirement.

SEALIFT ANTARCTIC (IMC), September 12 — Chairman **R. Saylor**, Secretary **L. Lamphere**, Educational Director **M. Brown**, Deck Delegate **C. Baldwin**, Engine Delegate **T. Hill**, Steward Delegate **G. Loftin**. Chairman announced stove still out of order and has been out since May 24. He said drains in sink still need repairing. Educational director asked for copy of 1991 Lundeberg School schedule for members wanting to upgrade. Deck delegate reported disputed OT. Engine and steward delegates reported no beefs or disputed OT. Letter concerning shipping rules changes posted. Steward department thanked for job well done. Next ports: Long Beach, Calif. and Ferndale, Wash.

SEALIFT CARIBBEAN (IMC), September 9 — Chairman **W. C. Steele**, Secretary **R. Tarantino**, Educational Director **D. Klenke**, Deck Delegate **D. Zealberg**, Engine Delegate **G. Stropich**, Steward Delegate **Darryl Brown**. Chairman talked with members about U.S. intervention in Middle East and importance of U.S. merchant fleet to national defense. He said sea mobility is key to readiness. Secretary explained importance of oil prices and how U.S. is so dependent on oil for everyday living. Educational director urged members to upgrade at Piney Point as soon as possible. He also talked about price gouging by big corporations. Treasurer announced \$41 in movie fund. No beefs or disputed OT reported. Crew made aware of changes in shipping rules caused by Persian Gulf crisis. Crew asked company to forward mail more often and provide more movies. Next port: Norfolk, Va.

SEALIFT PACIFIC (IMC), September 25 — Chairman **Fred Gongora**, Secretary **M. St. George**, Educational Director **Juan Patino**, Deck Delegate **Ron Owens**, Steward Delegate **James Robinson**. Chairman explained to members changes in shipping rules created by Middle East crisis. All delegates reported disputed OT. Chief Cook **James Robinson** thanked for job well done. Crewmembers were asked to be more considerate during night lunch and were reminded to keep crew lounge clean. Crew asked company to furnish movies, washing machine and television as well as forward mail regularly.

USNS CAPELLA (IMC), September 2 — Chairman **Michael Shappo**, Secretary **Herbert Davis**. Chairman will contact headquarters to determine what contract is in place as captain is not sure. Secretary asked company to supply right amount of money for contract draws. No beefs or disputed OT reported. Bosun asked all departments to supply repair lists.

USNS KANE (Mar Ship), September 2 — Chairman **David Lyons**, Secretary **P. Rodriguez**, Educational Director **W. C. Blankenship**, Deck Delegate **James Kash**. Chairman read telex congratulating crew on effort put forth in QA inspection. He reported on new restrictions about company overtime. He noted message on change in shipping rules caused by Persian Gulf crisis. Educational director encouraged members to upgrade at Lundeberg School. Treasurer announced \$10 in ship's fund. No beefs or disputed OT reported. Crew asked chairman to talk with captain about increasing money available for draw and crewmembers' special checks which are arriving late. Crew told new chairs for lounge have been ordered. Crew expressed concern about chains at rail and asked bosun to check them out. Next port: Glasgow, Scotland.

Lundeberg School Graduates Four Classes



Trainee Lifeboat Class 458—Graduating from the trainee lifeboat class 458 are, from the left (front row), Daniel Brotsch, Joe Spell II, Christina Varano, Ben Stanley, John Bounds, (second row) Kevin Doyle, Davis Benjamin, Gilberto Tolentino, Courtney Bryan, Ron Saragusa, instructor Jim Moore, (third row) Casey Stewart, Gloria Rodriguez, William Boyd, Spencer Smith, John Nelson, Roy Blankenship, Scott Burrier, Gordon White, Bryon Jameson, Jody Degen, Scott Kreger, John Dunavant, Denny Harrott, Joe Richardson and Jeff Bull.



Firemen, Oilers, Watertenders—Completing the course of instruction leading to endorsement as an FOWT are, from the left (first row kneeling), Peter Calley, Ralph Bullard, Gregory Stone, Shane Moore, Wilfredo Diaz, (second row) Benjamin Magliano, Denny Burns, Tyrone Bell, Karl Friebel, Jose Rodriguez Jr., Raphael Torres, instructor J.C. Wiegman, Thomas Dunn, Mike Visone and Clarence Scott.



Sealift Operations and Maintenance—The seafarers pictured above learned about underway replenishment; helicopter, crane and forklift operations; damage control, and search and rescue boat operations. From the left are (first row kneeling) Tim FitzGerald, Sofronio Adenio, Blu Awong, instructor Jim Currie, (second row) instructor Jeff Swanson, Jamie Miller, Kenneth L. Simbler, Chris Regan, Carl Laird, Sam Hampshire and Walter Napper. Not pictured is Roberta Blum.



Marine Electrical Maintenance—Completing the eight-week course consisting of classroom and practical shop training are, from the left (front row kneeling), Paul Peterson, John Wong, (second row) Tom Doran, John Smith, Rex Bolin, Laurence Gilley, (third row) Leroy Brown, Charles Betz and Robert Hamil.

Correction



This photo was misidentified in the September LOG. Pictured above are the graduates of a QMED class. They are, from the left (front row), Gary Bernard, Lonnie Harge, Curtis Aragon, Sam Anthony Negron, Kevin Wray, (second row) James Canty, Christopher J. Derra, Troy L. Fleming, Sam Walker, Rick Ramirez, Carmine Barbat, (third row) Devin Glossin, William Romez, Scott Mellinger, Theron Peterson, (back row) William Harris, Carl E. Dyson, Tony Yore and John Copeland.

SUNSET

aboard USNS Bartlett



Jose M. Llitera, steward assistant aboard the USNS Bartlett, provided this beautiful sunset photo to the Seafarers LOG while the vessel was being serviced by Mobile Patrolman Ed Kelly.

Final Departures

DEEP SEA

JAMES ABRAMS



James Abrams, 65, passed away August 24. He was born in Camden,

N.J. and served in the Navy from 1942 to 1946. Brother Abrams joined the Seafarers in April 1956 in the port of Baltimore. Early in his steward department career, he sailed for Ore Navigation. He started collecting his pension in August 1984.

THOMAS M. ALSPAUGH



Thomas M. Alspaugh, 82, died July 28. He joined the Marine Cooks

and Stewards in 1927 and sailed on the steamship Yale. He served in the Army Air Corps during World War II then returned to sea working primarily on the Matson Lines' Lurline and American President Lines' Cleveland and Wilson. Brother Alspaugh retired in 1970 from the MCS, before it merged with the AGLIWD.

OSCAR BIRD



Oscar Bird, 71, passed away August 27. A native of Argentina, he joined the

union in August 1948 in the port of New York. Brother Bird upgraded his engine department rating in 1976 at the Lundeborg School. He began drawing his pension in December 1983.

CHARLES E. BURNS



Charles E. Burns, 75, died September 1. The Macon, Ga. native was a charter

member of the Seafarers, having joined in February 1939 in the port of Jacksonville, Fla. Brother Burns shipped in the engine department. He was active in many union activities. He started to receive his pension in April 1975.

CHARLES CASSARD

Charles Cassard, 80, passed away August 1. After serving in the Navy from 1942 to 1943, he joined the SIU in May 1951 in his native New Orleans. Brother Cassard sailed in the steward department before he retired in December 1978.

LUKE A. CIAMBOLI

Luke A. Ciamboli, 66, died August 29. He was born in West Orange, N.J. and served in the Army Air Force from 1943 to 1945. He joined the union in March 1947 in the port of New York. During his black gang career, Brother Ciamboli sailed in the Vietnam region during that conflict. He started collecting his pension in August 1978.

LLOYD A. CLARK

Lloyd A. Clark, 80, passed away August 13. The Louisiana native served in the Navy from 1942 to 1946. He joined the Seafarers in May 1970 in the port of San Francisco. Brother Clark was a member of the steward department at the time of his death.

RALPH E. FITZPATRICK



Ralph E. Fitzpatrick, 76, died September 19. A native of Covington, Va., he served

in the Army from 1942 to 1945. Brother Fitzpatrick joined the SIU in June 1954 in the port of San Francisco. Early in his galley gang career, he sailed for Waterman vessels. He began collecting his pension in February 1977.

BOBBY FORD

Bobby Ford, 63, passed away July 27. The Arkansas native was a member of the Marine Cooks and Stewards. He joined the SIU-AGLIWD in October 1972. Brother Ford retired in March 1989.

FRED R. HATTAWAY

Fred R. Hattaway, 70, died February 20. He was born in Florida and joined the union in April 1948 in the port of New York. Brother Hattaway sailed in the engine department before he retired.

ALFRED KIRKCONNELL



Alfred Kirkconnell, 80, passed away August 31. A native of Honduras, he joined the

Seafarers in November 1961 in the port of Tampa, Fla. Brother Kirkconnell shipped in the deck department. He began receiving his pension in April 1975.

CLAUDE C. LANIER



Claude C. Lanier, 66, died January 27. Born in Atlanta, he joined the SIU in

August 1942 in the port of Mobile, Ala. Brother Lanier sailed in the deck department and was a member of District 2 MEBA. He started drawing his pension in August 1988.

LYNDON J. MCKAMY



Lyndon J. McKamy, 27, passed away June 18. He was born in Nebraska.

Brother McKamy joined the union in July 1989.

CLIFTON G. McLELLAN

Clifton G. McLellan, 81, died September 6. He was born in Pittsburgh and joined the Seafarers in September 1948 in the port of San Francisco. Brother McLellan retired from the deck department in April 1974.

GUNNAR L. MONSEN



Gunnar L. Monsen, 90, passed away March 1 in a Seattle nursing

center. A native of Norway, he joined the Marine Cooks and Stewards in 1917. Brother Monsen shipped with Alaska Steamship Company before he retired in November 1963. His remains were cremated.

CLARENCE MORSE JR.

Clarence Morse Jr., 71, died September 9. He was a native of Mobile, Ala. and joined the SIU in January 1944 in the port of New York. Brother Morse sailed in the steward department before he started collecting his pension in March 1988.

JOSE REYES



Jose Reyes, 75, passed away August 17. The Puerto Rico native

joined the union in April 1940 in the port of New York. He shipped in the deck department. Brother Reyes began drawing his pension in 1968.

RAUL RIOS



Raul Rios, 76, succumbed to cancer on June 22. He was born in Manati, P.R. and joined the

Marine Cooks and Stewards in 1945. Brother Rios began his galley gang career sailing aboard Grace Lines vessels. He started receiving his pension in March 1970. He is survived by his wife, Ramona.

ERNEST D. SIMS



Ernest D. Sims, 70, died September 16. He was a native of Georgia and joined the Seafar-

ers in May 1947 in the port of Norfolk, Va. Brother Sims earned a safety award for his work aboard the SS Robin Hood during the first half of 1960. He upgraded his steward department rating during 1980. He retired in May 1984.

JOHN SIMONELLI



John Simonelli, 58, passed away September 6. The Brooklyn native served in the Army from 1950 to 1953. He was a January 1960 graduate of the Andrew Furuseth Training School in New York. Brother Simonelli was an active member of the deck department at the time of his death.

JERRY SONICO

Jerry Sonico, 72, died June 25 in a San Francisco hospital. He was born in the Philippines and joined the Marine Cooks and Stewards. Brother Sonico started collecting his pension in August 1972. He was buried June 29 in Holy Cross Cemetery in Colma, Calif. His wife, Emy, survives him.

LORRAINE A. VAUGHT

Lorraine A. Vaught, 73, passed away March 18 of pneumonia in a Davis, Calif. hospital. She joined the Marine Cooks and Stewards and became a member of the AGLIWD when the MCS merged with the District in 1978. Sister Vaught began receiving her pension in February 1984. Her remains were cremated.

FRANK VIVERO



Frank Vivero, 84, died August 30. He was born in Spain and joined the

union in June 1947 in the port of New York. Brother Vivero shipped in the galley gang before he started drawing his pension in July 1966.

LESLIE L. WILSON

Leslie L. Wilson, 65, passed away August 8. The Kentucky native joined the Seafarers in November 1948 in the port of New York. Brother Wilson sailed in the steward department, including many years aboard the Del Mar. He retired in February 1964.

INLAND

GARTH A. BEATTIE



Garth A. Beattie, 34, passed away August 17. A native of Los Angeles,

he graduated from the Lundeborg School in June

1979. Boatman Beattie shipped in the engine department and had sailed in the deep sea division as well as the inland. He was an active member at the time of his death.

WILLIAM J. DIXON



William J. Dixon, 35, died April 27. Born in Norfolk, Va., he joined the SIU in

September 1972 in the port of Philadelphia. Boatman Dixon was an active member of the black gang at the time of his death.

RAY C. GIMBERT

Ray C. Gimbert, 62, passed away August 23. He was born in South Norfolk, Va. and served in the Naval Reserve from 1948 to 1954. Boatman Gimbert joined the union in December 1960. He shipped in the deck department on McAllister Brothers vessels and upgraded his rating in 1977 at the Lundeborg School. He began collecting his pension in March 1988.

JOHN STEELE



John Steele, 83, died August 10. The native of Marlboro, Mass. served in

the Army from 1940 to 1945. He joined the Seafarers in March 1969 in the port of New Orleans. Boatman Steele sailed in the steward department on Red Circle Transport Company vessels. He started receiving his pension in December 1978.

GREAT LAKES

JERRY LaDUKE



Jerry LaDuke, 49, passed away August 31. Born in St. Ignace, Mich., he

served in the Army from 1959 to 1960 and from 1962 to 1965. He joined the SIU in July 1967 in the port of Detroit. Brother LaDuke was an active member of the deck department at the time of his death.

EVERETT NOACK



Everett Noack, 73, died August 12. He was born in Alpena, Mich. and

joined the union in October 1960 in the port of Detroit. Brother Noack shipped in the deck department before he retired in August 1971.

Summary Annual Report Seafarers Vacation Fund

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 for the year ended December 31, 1989. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was a deficit \$(1,936,433) as of December 31, 1989, compared to a deficit of \$(2,277,541) as of January 1, 1989. During the plan year, the plan experienced an increase in its net assets of \$341,108.

During the plan year, the plan had total income of \$32,193,556 including employer contributions of \$31,697,836 and earnings from investments of \$495,720. Plan expenses were \$31,852,448. These expenses included \$3,429,590 in administrative expenses, \$26,440,657 in benefits paid to participants and beneficiaries, and \$1,982,201 in other expenses (payroll taxes on vacation benefits).

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

(1) An accountant's report; (2) Assets held for investment; (3) Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$1.50 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan located at 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.



With crewmembers scurrying from one place to another to get the job done, an accident can occur any time and any place when something spills. When you see something on the deck, don't walk past it because it's not your job or department. Report it, secure it or clean it. It's the job of every SIU member to make sure the ship is a safe place to work. Remember, your five minutes of extra effort can prevent another member's lifetime of pain.

AN SIU SHIP IS A SAFE SHIP
Let's keep it that way!

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 contract rights properly, they should contact the nearest SIU port agent.

EDITORIAL POLICY—THE SEAFARERS LOG. The Seafarers LOG has traditionally 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.

1990-91 UPGRADING COURSE SCHEDULE

The following is the current course schedule for November 1990-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. The courses listed for 1991 are tentative.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	December 10	January 4
	January 21	February 15
	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

November 12	November 23
November 26	December 7
December 10	December 21
January 7	January 18
January 21	February 1
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
December 3	December 14
January 21	February 1
February 18	March 1
March 18	March 29
April 8	April 19
May 6	May 17
June 24	July 5
November 26	November 30
February 4	February 8
March 4	March 8
April 1	April 5
April 22	April 26
May 20	May 24
February 4	May 17
January 28	April 19
January 14	February 1
April 22	May 10

Ship Handling

Radar Observer Unlimited

Third Mate
Inland Deck Licenses
Celestial Navigation

Upon completion, the Sealift Operations course must be taken.

SHLSS College Program Schedule for 1991

FULL 8-week Sessions

January 14	March 8
March 25	May 17
June 3	July 26

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

Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	December 10	December 14
	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.

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 25	May 6
Steward Recertification	January 28	March 4
	June 3	July 8

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	January 21	April 12
Fireman/Watertender and Oiler	November 19	December 7
	December 10	December 28
	December 31	January 18
	January 21	February 8
	February 11	March 1
	March 4	March 22
	March 25	April 12
	April 15	May 3
	May 6	May 24
	May 27	June 14
	June 17	July 5

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

Pumproom Maintenance & Operations

January 21	March 1
April 15	May 24
January 7	March 1
April 1	May 24
February 4	March 15

Marine Electrical Maintenance

Refrigeration Systems Maintenance & Operations

Diesel Engine Technology

Welding

Marine Electronics Technician

March 18

March 18

January 14

April 12

April 12

April 5

April 5

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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, Pines Point, MD. 20674

UPGRADING APPLICATION

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

Address (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

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 _____

SEAFARERS LOG

Volume 82 Number 10

October 1990



Some of the Seafarers aboard the Wright are pictured from left to right: Reefer Electrician John Haller, Wiper Walt Sargent, Chief Electrician Charles Walsh, Steward Assistant Joe Molin, Bosun Mike Wittenburg, AB Pete Lopez, QMED Robert "Beamer" Stancavage, Chief Cook Lauren Oram, AB Ray Moore and OS Robert Thompson.



The SS Wright, one of the military's aviation support vessels, is docked in Bahrain.

Every SS Wright Seafarer Adds an Extra Effort To Make Ship's Deployment to Gulf a Success



QMED Robert "Beamer" Stancavage prepares torch to braze evaporator supply line.

William MacCulloch, a QMED from New Hampshire, and Sergeant Alan Higgins of the Marine Corps, look out toward the sea.



QMED Kenny Pell watches the engineroom automation board.



The insignia on a t-shirt worn by AB Robert "Beamer" Stancavage.

A T-SHIRT emblazoned with the red, white and blue American flag and the slogan "These colors do not run," summed up the sentiments of Seafarers aboard the SS Wright, one of the vessels activated by the military to support Operation Desert Shield, reports QMED Robert Stancavage, better known as the "Beamer." The QMED, who wrote to the Seafarers LOG from Bahrain where the Amsea-operated vessel currently is docked, is keeping a thorough photographic record of Seafarers' participation in the current American military deployment to the Middle East.

Some of the photographs taken by the "Beamer" were brought to the United States by Chief Electrician Charles Walsh, who joined the vessel upon its activation in August and who only recently flew home to Philadelphia. Walsh reported to the LOG that the Wright, usually docked at the Navy yard in Philadelphia, "had a pretty smooth voyage" across the Atlantic Ocean to the Persian Gulf. "The crew was made up of a great bunch of guys," Walsh said. "Everybody worked as a team."

In addition to their normal seafaring duties on the Wright, which operates as a floating warehouse and aviation repair center for the Marine Corps, some of the ship's SIU crewmembers assisted Operation Desert Shield in an extraordinary manner, reported Walsh.

Musicians Aboard

The Chief Electrician told the Seafarers LOG that AB Jerry Stewart, Assistant Cook Rick Holt, AB Nick Worrel and OS Randy Moore formed a roving band that performed religious music. "They played for us during shipboard church services. Then the Navy used them to do church services on a number of other ships," Walsh said.

AB Jerry Stewart is a talented gospel singer, Walsh said. While Stewart sang traditional gospel music during the church services, the AB also sang a couple of hymns that he had written himself. "They were really quite nice," said Walsh referring to the songs Stewart had written.

Walsh also reported that Reefer Electrician John Haller managed to keep 20-year-old reefer box units going on the Wright, which is classified as a T-AVB ship by the military. That was no easy trick, added Walsh. Wiper Walt Sargent was kept busy working on clogged drains.

"Everyone chipped in. If the 'Beamer,' who was standing watch, was needed to help out, he'd be there," said Walsh. With a vessel that hadn't been sailing regularly for quite a few years, there was a lot of extra work for Seafarers in all three departments, he reported. "But our guys really pulled through and it was basically a good trip," concluded the chief electrician.

The T-AVB ship, which under normal conditions is kept on reduced operating status, left the East Coast of the United States in late August carrying more than 300 Marines and mobile facilities. The converted seabridge class ship, one of two T-AVB's in the military's fleet, houses equipment that can be used to repair plane components or manufacture parts that are needed by deployed aircraft.



In the galley, Seafarers prepare a mid-day meal. They are (from left to right) Steward Assistant Allen Hendricas, Steward Assistant Jurio Torres, Assistant Cook Rick Holt and Chief Cook Lauren Oram.



Enjoying an evening meal are (from left to right) AB Nick Worrel, Wiper Walt Sargent and Bosun Mike Wittenburg.



ABs Nick Worrel (left) and Randy Moore lower cargo into the hull of the Wright at the port of Mina Sulman.



AB Jerry Stewart on the Wright's gangway talking with Marines in the background.



Navy Lieutenant J.G. Chris Gallen of Wayne, Pa. instructs the Wright's civilian crewmembers on the proper use of a gas mask and other equipment that would be used in the event of chemical warfare.

Inside the Wright, Marines have space to handle repairs to aviation equipment.

