

SEAFARERS LOG



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The Need To Close The Inland Waterways' Safety Loophole

The lack of uniformity in safety regulations is a threat to the crewmembers aboard tugs and tows.

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Wisconsin, Iowa, Missouri, Arkansas, Mississippi, Red River

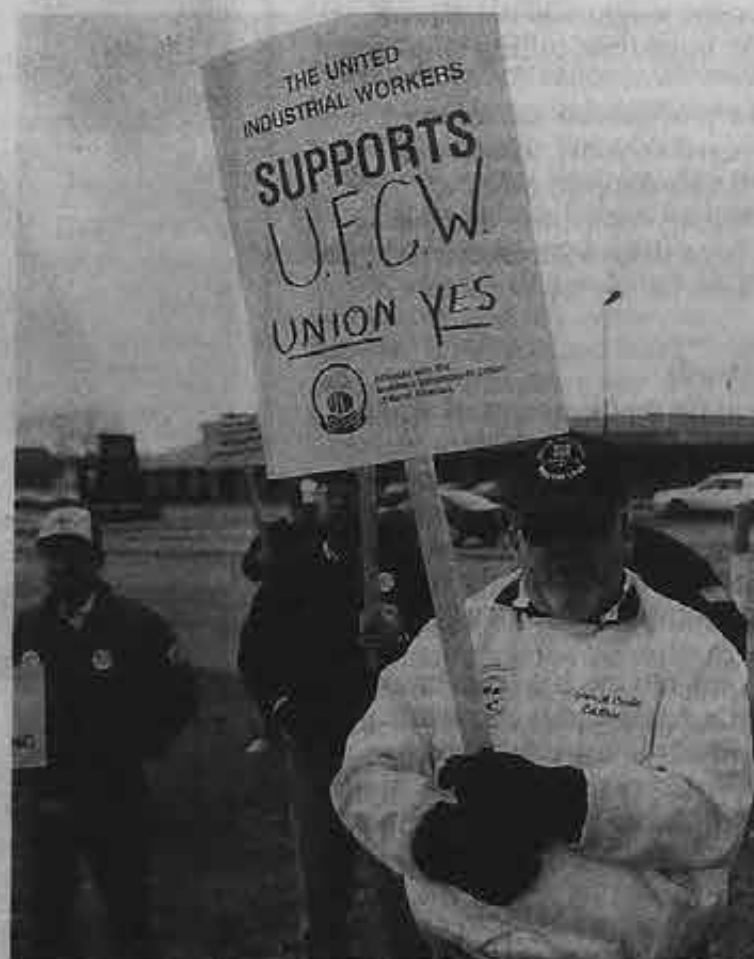
Congress Gets Bill To Nix Seaman Tax

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Gulf Coast Boatmen Establish Monthly Meetings

Pat Thomas, who sails as a captain for Moran Towing of Texas, hits the deck at the SIU membership meeting for the inland division held in Port Arthur last month. Page 5.



Showing Fraternal Support

The SIU's United Industrial Workers participated in a rally held by the United Food and Commercial Workers Union, which is in the midst of a super-market organizing drive. Page 3.

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President's Report

Making Labor Relations Fair

In the next few months, the halls of Congress will be filled with the hired guns of the wealthiest Americans and their corporations doing their best to kill a piece of legislation that would help working men and women put back the word "fair" in the context of collective bargaining.



Michael Sacco

Due for consideration by the Senate this spring is a bill that would prohibit a company from hiring a scab to permanently replace a worker who has been out on strike. The legislation, which passed the House last year by a 247 to 182 margin, is called the Workplace Fairness Bill.

Corporate America is exhibiting characteristic hysteria about this proposed legislation, acting as if the bill takes away all the privileges that are management's "divine right."

But in reality, the legislation, if enacted, would do two things. First, it would restore practices in labor-management relations that were in effect until the Reagan administration took office in the early 1980s — and one can hardly say those practices were excessively damaging to business. In fact, the labor laws of this country have always been far more favorable to companies opposed to unions and unionism than are similar laws in other industrialized countries. Second, it would strike a blow to the pattern of corporate irresponsibility that has been a hallmark of the 1980s.

Phenomenon of the '80s

Prior to the 1980s, in a strike situation, a company would try to hire people to temporarily take the jobs of its striking workers. The strikers could put up picket lines and urge those temporarily hired individuals not to cross the line. The key word here is "temporary."

The Reagan administration, however, decided to turn the nation's labor law up on its head. In 1981, during his first year in office, the president took it upon himself to re-interpret labor-management relations and the collective bargaining process. Reagan fired the nation's striking air traffic controllers. He said they were to be permanently replaced.

Taking their cue from the president, hundreds of companies saw their chance to replace union employees with workers who would be practically enslaved by the employer. The companies and their lawyers began to cite an obscure 1938 court case called the NLRB vs. Mackay Co. This, in effect, was a judicially created loophole in the law that allows for striking workers to be permanently replaced. The Mackay decision is a loophole because it is contradictory to the nation's labor laws and negates their intent. Both the National Labor Relations Act and the Railway Labor Act state that workers have the right to strike without being subjected to employer retaliation, discipline or discharge.

Workers Lose, Lawyers Make Millions

Utilizing the loophole which was effectively sanctioned by Reagan during the air traffic controllers' strike, high-priced lawyers and so-called consultants began to peddle union-busting schemes to companies. Their pitch was something like this: Provoke a strike, hire permanent replacements, get rid of all the union employees, then hold a vote and get rid of the union completely, keep wages down and stop worrying about working conditions. These modern-day union busters are partly responsible for the biggest transfer of wealth this country has witnessed in a long time — they helped companies reduce the wages and benefits of their workers and then helped themselves to huge fees, billing employers for millions of dollars.

This is the same kind of logic that for the past decade has allowed companies to engage in irresponsible leveraged buyouts, massive accumulation of other businesses and quick-fix bankruptcy schemes. Whether it was busting unions or swallowing up companies and taking on debt of immense proportions, it has all been done with an eye to huge short term profits and get-rich-quick packages for the top corporate dogs and their lawyers.

A Fight to the Death

The ability of employers to permanently hire replacements of striking workers has made labor relations more unstable and more bitter. Strikes are no longer a mechanism for arriving at an agreement. They have become fights to the death. The replacement worker management strategy of the '80s has provoked all-out wars in which neither side could claim victory — Eastern Air Lines, Greyhound, the New York Daily News, International Paper, Ravenswood Aluminum Company are but a few of the casualties.

No worker looks for a strike. It is now, and always has been, a tactic of last resort. Workers understand that while a strike puts economic pressure on a company, it also means the individuals involved will bear economic losses and hardships. Certainly, workers recognize that at the very minimum, in a strike situation, there will be no paychecks. But the ultimate goal of a strike is to resolve a dispute, to assist labor and management to reach an agreement.

The Seafarers will be working with all of organized labor to ensure that the bill banning the loophole that allows the permanent replacement of strikers passes the Senate. Enactment of the measure will restore the strike to its original purpose as a key component in the balance of power in employee-employer relations and eliminate its use as a scheme to enrich a few individuals at the top of the ladder while imposing substandard wages and substandard conditions on hundreds of people whose interest is making a decent living for themselves and their families.

Keep Wire Rope Products In World Steel Deal, Says SIU

The Seafarers International Union has called on the Bush administration to ensure that wire rope products are part of any world trade deal covering the steel industry.

In a communication from SIU President Michael Sacco to U.S. Trade Representative Carla Hills, the union urged the American negotiating team to include steel wire rope on the agenda of the Multilateral Steel Agreement (MSA) talks currently taking place in Geneva between the world's 29 largest steel-producing nations.

The Seafarers interest in the matter stems from the fact that it represents hundreds of men and women employed by Paulsen Wire Rope Corporation, one of a handful of remaining steel rope manufacturers in the United States. Additionally, Seafarers working aboard deep sea ships, Great Lakes vessels and tug and towboats use wire rope in many of their daily operations.

At press time, officials from the steel-producing nations were nearing the final stages of negotiations which aim to create a level playing field for all steel manufacturers, regardless of nationality. Reports indicate that the United States is supporting inclusion of the wire rope industry in the pact, but opposition has been raised by Japan and South Korea.

The MSA, in seeking creation of fair rules to govern the \$110 billion a year of world trade in steel and steel products, has addressed such issues as government subsidies to steel companies (a practice of many foreign nations) and tariffs on imported steel.

Key Ingredient for Defense

Sacco cited the need to promote a domestic wire rope manufacturing capability because the product "is a key ingredient in defense-oriented equipment" and because "the industry provides hundreds of American citizens with decent jobs that pay wages that can sustain families and communities."

The SIU official also noted that American wire rope producers still are "reeling from loopholes in the 1984 Voluntary Restraint Arrangements (VRA), which preceded today's MSA talks and allowed smaller producers like Taiwan, China, Argentina, Mexico, India and Thailand to dump their products in our markets." For the past decade, the U.S. wire rope industry, along with the American steel industry, has sought to eliminate unfair competition from foreign companies subsidized by their governments.

If a new Multilateral Steel Agreement is reached, it will replace the VRA, which expired March 31.



One of the few remaining successful and efficient of America's industrial resources is Paulsen Wire Rope Corporation, whose workers are members of the SIU. Operations are marked by careful inspection of the product, as demonstrated by a union quality control worker in photo above.

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Congress Gets Bill to Repeal Work Tax



After the hearing in which the SIU presented its case against the marine license and document fee, Congressman Billy Tauzin (D-La.) shakes hands with FOWT Timothy Perkins while Cook/Baker Donna Takahashi (center) and Chief Steward Gina Lightfoot observe. Rep. Tauzin introduced the bill to repeal the work tax.

The fight to repeal a work tax on seamen and boatmen moved to Congress this month as two bills were introduced in the House of Representatives to repeal the proposed fees

for Coast Guard-issued marine licenses and documents. Congressmen W.J. "Billy" Tauzin (D-La.) and Herbert Bateman (R-Va.), both of whom heard the testimony of the SIU and other maritime unions last month outlining the unfairness of the measure, each introduced legislation designed to repeal the scheme which amounts to a work tax on seamen and boatmen.

In the meantime, the federal judge hearing the SIU's legal case against the seaman tax determined that the union's lawsuit only could come before the court once the implementation of the scheme was imminent. No ruling was made by the court on the substance of the SIU's position that a fee to be paid by seamen and boatmen for their Coast Guard licenses and documents is in essence an employment tax, and thus unconstitutional.

SIU Fights on Every Front

The scheme to charge a so-called user fee for the issuance of marine licenses, documents and certificates of registry came as a

result of a budget bill passed by Congress and signed into law by the president in 1990. The Coast Guard was mandated by the 1990 Budget Act to collect fees for the various marine licenses and documents it issued to mariners. As presented in the *Federal Register*, the Coast Guard intends to charge in the area of \$135 for an AB or QMED endorsed document and \$330 for an upper level license.

The SIU has vigorously opposed the work tax plan. Last year, after the scheme was made public by the Coast Guard in the *Federal Register*, the union lodged a strong protest with the agency, noting the plan was flawed. The SIU argued that user fees only can be charged to direct beneficiaries of a service. The regulation and supervision of mariner's skills and proficiency is done in the public interest, the SIU said in a communication filed with the Coast Guard during a period of public comment.

In February, the union presented its opposition to the work fee to the House Subcommittee-

Continued on page 10

Seafarers UIW Unit Backs Clerks' Organizing Drive

In a demonstration of union solidarity, the Seafarers' industrial workers union, the UIW, urged the employees of Ohio-based Big Bear grocery stores to select representation by the United Food and Commercial Workers Union (UFCW) instead of staying non-union.

UIW Assistant Vice President Joseph Huber reports that Big Bear workers who currently are represented by unions—including the warehouse workers in the UIW, the truckers who are in the Teamsters and the bakers in the Bakery & Confectionery Workers Union—have been assisting the UFCW get its message to the company's non-union store employees.

UIW Vice President William Dobbins, who also serves as president of the Franklin County (Ohio) AFL-CIO Central Labor Council, said Big Bear should remain neutral so employees would be able to choose whether or not they want representation in an atmosphere free of misleading anti-union propaganda.

Dobbins, who addressed a



Seafarers official William Dobbins urges the company to remember the value of a union paycheck as its own store employees begin a drive for union representation.

rally of Columbus, Ohio area unionists and Big Bear employees, said many of the grocery stores' patrons are union workers. UFCW Local 1059 President Becky Broyrer, whose union is spearheading the drive, said that Big Bear should not welcome union members as shoppers while at the same time discouraging store employees from joining a union.



Columbus, Ohio-based Seafarers are helping the UFCW organize Big Bear grocery stores. Pictured at a support rally are UIW member Homer Cordle (left) and UIW Assistant Vice President Joseph Huber (second from left).

SIU Urges House to Close Safety Loophole on Rivers

A loophole in maritime safety standards of the nation's rivers and lakes endangers the lives and working conditions of crewmembers aboard tugs and towboats, and Congress should enact legislation to rectify the situation, the SIU told a congressional panel last month.

"There is lack of uniformity between the requirements that must be met by individuals employed on various vessels," said SIU Vice President Joseph Sacco in testimony before the House Subcommittee on Coast Guard and Navigation.

Sacco noted that on the one hand, individuals working aboard deep sea ships and Great Lakes vessels must carry a Coast Guard document and, in some cases, a license. On the other hand, Sacco said, crewmembers on tugs and towboats plying the 25,777 miles that make up the nation's inland waterways and on boats under 100 gross tons in coastal waters are not required to hold Coast Guard documents. On these vessels, if they are more than 26 feet in length, the Coast Guard only requires the operator of the vessel to hold a license. All other workers on these vessels are not obligated to hold a Coast Guard document or license.

From the SIU's standpoint, Sacco said, every individual working aboard any vessel must have confidence in his fellow crewmembers and their ability to handle the vessel in any situation, including emergencies that may arise. The men and women who work on the 3,300 tugs that ply the nation's river systems do not have easy jobs, pointed out Sacco. Navigat-

ing on rivers and in coastal areas can be tricky—it takes skill and the efforts of all hands. He noted that currents, traffic, submerged objects, as well as weather conditions, all have an impact on the safe navigation of a tug or towboat.

The SIU official urged Congress to enact the Merchant Mariner Document Expansion Bill (H.R. 4394) which would extend the Coast Guard documentation process to all individuals employed on towing vessels of more than five gross tons. The bill was introduced by Merchant Marine and Fisheries Committee Chairman Walter B. Jones (D-N.C.) and is co-sponsored by 31 House members.

The Case for Closing The Rivers' Loophole

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Also testifying in favor of H.R. 4394 were representatives of the International Organization of Masters, Mates & Pilots (MM&P) and Crowley Maritime.

Opposition to the measure was expressed by a representative of the American Waterways Operators (AWO), a group representing companies and their interests. The AWO's position is that documenting all individuals working on vessels in the rivers and lakes is unnecessary because the companies are careful in who they hire. The Coast Guard testified, but did not take a position on the bill, urging that the matter be studied.

D1 PCD Independence and National MEBA Convention Signal The End of Shoreside Worker Dominance of Seagoing Members

The fight to eliminate outside domination of seamen by shoreside worker units is well on its way to being won as a result of recent actions taken by the membership and elected officials of

deals while turning control of a seaman's union over to shoreside workers—mostly cafeteria employees at military bases.

District No. 1 - PCD, MEBA has been operating effectively



Addressing the 102nd convention of National MEBA, SIU President Michael Sacco said American seamen, through training and education, are the best mariners in the world.

District No. 1, Pacific Coast District, Marine Engineers Beneficial Association (MEBA) and by National MEBA, the federated structure comprised of three autonomous MEBA districts.

The first step to keeping MEBA a union of working professional seafaring people able to direct and influence their own affairs took place when the marine officers voted on January 15 in a special membership meeting to dissolve the 1988 merger between their union and the National Maritime Union, representing unlicensed seamen and shoreside workers and revert back to their pre-merger status as District No. 1-PCD, MEBA.

The resolution calling for the dissolution noted that the merger had created, under the guise of a combined union called District No. 1—MEBA/NMU, a structure in which officials defeated in elections could maintain control and take millions of dollars from the union treasury in "severance pay"

since its independence vote — maintaining shipping and servicing from its halls, representing its membership in the halls of Congress.

In March, the National Marine Engineers Beneficial Association was scheduled to hold a convention. The three presidents of the MEBA districts—Gordon M. Ward of District No. 1-PCD, MEBA, Raymond T. McKay, of District 2 MEBA-AMO and Lewis Smith of District 3 - Radio Officers Union—determined that the officers of the defunct District No. 1-MEBA/NMU had no claim to National MEBA as they had been repudiated by their membership and their organization dissolved after the membership determined the fraudulent nature of the merger. The three presidents, in a joint resolution, dedicated themselves to restoring National MEBA to its status as "the nation's foremost association of maritime officers."

During the National MEBA

convention, held March 16 - 17 in Fort Lauderdale, Fla., the marine officers recognized the independence of the NMU, noting in a resolution that it was, since its founding, a strong and militant voice for unlicensed seamen and that the NMU mariner deserves democratic trade unionism. Additionally, the National MEBA delegates adopted resolutions calling for the strengthening and defense of the Jones Act, advancing oil exploration and development in the Arctic National Wildlife Refuge, opposing second registry schemes, supporting a national health care program and a bill to prohibit the hiring of so-called permanent replacement workers in jobs of strikers.

SIU President Michael Sacco was invited to address the convention. Commending the delegates for their courage to restore MEBA to a union of marine officers, Sacco said it was time to move forward to build a strong U.S.-flag fleet and vital, vibrant maritime unions. He noted that there would be hurdles and said, "You have to be united. You have to work together . . . Don't let anyone see a crack in that fist."

He said American marine unions must "put out the best engineers, the best mates and the best unlicensed seamen in the world. That's how we're going to compete."

"We will survive, and the way we will survive is through training and education and safety. That's the thing that is going to make us the number one unions and the number one labor movement in the world. Better than anyone else can produce. The United States of America seamen will be the best," he said.

Sacco also noted that much had been made by opponents of District No. 1-PCD, MEBA of a \$500,000 loan made by the SIU to

that union. The SIU president noted that the loan agreement had been approved by the membership of both organizations. "I did not lend this man this money to take his union over or to tell this man what to do with his union," Sacco said. "I lent him this money because it was the right thing to do."

The SIU official closed by pledging the support of the Seafarers and its members to the marine officers. He reported that the SIU membership had overwhelmingly approved the loan. "That goes to show you the attitude of this membership toward this new organization. They believe in you. They want to work with you and they want to help you. And they will be there; money, marbles and chalk . . ."

The forces District No. 1-PCD, MEBA has been battling claimed to hold a National MEBA convention. However, this meeting was dominated by representatives of shoreside workers from cafeterias and airports. Also in attendance were representatives of unlicensed seamen in the NMU. The few marine officers in attendance were individuals who had lost their elected posts when the members voted them out of office.

This group, now headed by A.C. Cullison, a man defeated in the 1990 MEBA licensed officer elections for the post of MEBA Houston branch agent, has been attempting, through its lawyers and public relations consultants, to find ways to take back control of the marine officers dues and stature. This group was headed by Gene DeFries, who recently resigned suddenly from all of his positions with the union. However, the DeFries/Cullison moves have been unsuccessful and District No. 1-PCD, MEBA and National MEBA continue to operate effectively in behalf of the marine officers they represent.

DOT Official Announces Policy 'in the Works' to Save U.S.-Flag Fleet

A Bush administration official announced last month the White House plans to formulate a policy to save the U.S.-flag merchant marine.

James B. Busey, deputy secretary of transportation, told the Connecticut Maritime Association that the "administration intends to put forward sound policy proposals to rejuvenate the U.S. maritime industry."

Busey noted since Andrew Card took over as U.S. Secretary of Transportation, "we have had in the last month more meetings—policy meetings and informational briefings—on maritime policy at the top level of the Department of Transportation than they probably had conducted in the last several years."

The formal Navy admiral who spent the previous three years with the Federal Aviation Administration repeated the administration's support for the Jones Act, a 1920

law which limits commerce travelling within the United States to be carried only on U.S.-flag bottoms.

He warned those in the audience that unless something is done soon, "There will be no U.S. fleet in the 21st Century. If this happens, the national security implications will be unacceptable."

In presenting alternatives to save the U.S. flag on the high seas, Busey rejected the premise that American carriers cannot survive unless they are protected from international competition. "The U.S. maritime industry can compete in world markets if we develop policies that permit that to happen."

He proposed, "Any program must meet the national security need in the most cost-effective manner. This is the philosophy upon which we will build a new maritime program."

Among programs Busey cited for change are the need that vessels

to carry cargo preference materials must be built in American shipyards, the federal laws and regulations subsidized carriers must follow to operate and the numerous restrictions on business in foreign ports for U.S.-flag ships.

The former admiral pointed to the subsidies received by foreign-flag fleets. "At the same time we press to free our industry from the shackles that have bound it to government for all these years, we are painfully aware that the real world—the world in which our carriers must compete—is by no means itself free of foreign government restrictions. We all know that foreign carriers enjoy full, unfettered freedom to operate in our international commercial trades. But U.S.-flag carriers in the liner trades continue to face foreign restrictions on their access to cargo and their ability to do business in foreign markets."

The Department of Transporta-



Admiral James B. Busey

tion official said, "It is obvious that the federal government cannot wait for a consensus to form before taking further action. This administration intends to rise above the fray and put forward sound policy proposals to rejuvenate the U.S. maritime industry."

Boatmen Gather in Port Arthur to Target Tug Issues

SIU boatmen from three towing companies returned to their vessels along the Texas coast of the Gulf of Mexico with a renewed faith to work together following a special union meeting in Port Arthur, Texas last month.

"We need to have a positive attitude," Moran Captain Pat Thomas told the March 4 gathering of more than 50 members from Louisiana and Texas. "We can do it if we do it with them (pointing to representatives of the union who were present).

"Our image among ourselves went down over the years," Thomas added. "Now is the time to bring it up. We've got the best."

While Thomas, who joined the SIU in 1965, noted he along with several others in the room were nearing the ends of their careers, "I see a whole lot of people with a long way to go. This is the future right here. Now is the time to draw together."

As the tugboat captain finished, he drew a long round of cheers from the others.

SIU Executive Vice President Joseph Sacco followed by informing the members, "You guys are professionals, but you're not being accorded that by the companies. You are the best trained boatmen out there."

Sacco then spoke about the problems associated with non-union companies on the waterways. "All of you are tested for drugs," he pointed out. "All of you are tested for alcohol. But they don't check to see if persons are qualified to operate (their vessels.)"

The executive vice president updated members on the fight against Coast Guard-imposed user fees.

Moran AB Gary Denton asked Sacco, "Why do we keep paying over and over and over for what we've already got? What are we using?"

Sacco told the group he testified on behalf of the union at a congressional hearing in February called to look into the matter. At the end of the hearing, U.S. Representatives Billy Tauzin (D-La.) and Herb Bateman (R-Va.), the subcommittee chairman and a ranking minority member, respectively, informed Sacco the fees, also known as a worker tax, should be repealed.

"The user fee was the initial spark to what we're doing," Sacco told the boatmen. "We are reaching out to you with the information that we have. We are not going to sit still."

"I know what we can do if we all stick together. I know what we can do—like what (Higman Captain) Tony Primeaux did. We've got to do more of this. That's how you're heard."

(Primeaux organized a petition drive among union and non-union boatmen to repeal the work tax. A total of 438 people signed the petition which Sacco hand delivered to the congressmen during the hearing.)

Sacco and Gulf Coast Vice President Dean Corgey also spoke to the members about inland news from other parts of the country, local political information and contract updates. Members asked



Moran Captain Pat Thomas urges the membership to stand together to keep the union strong.



Hitting the deck with his union book in hand is AB Ed Quinn who sails for Moran Towing.

that meetings be held monthly in Port Arthur so those sailing would be able to get union information firsthand. The tentative date for future meetings in Port Arthur is the first Wednesday of each month.

Six-year Sabine AB James McNeil said the meeting "answered all my questions." He stated he would return to his tugboat to pass the word to others.

Moran AB Ed Quinn hit the floor holding his union book for all to see. "I've been a union man all my life," he told the others. "The best thing that has happened to me was to get the letter (about the meeting). It reminded me of what the union is for."

"It is important for all of us to get together, know each other and hear each other's problems," said Kenneth Moore, AB delegate for Sabine Towing.



Asking a question during the meeting is AB Gary Denton from Moran Towing.



Reviewing materials relating to the inland industry is Deckhand Greg Rideaux who sails for Sabine.



Preparing to enter the Port Arthur meeting are Captain Frank Jewell (left) and AB Kenneth Moore, both of whom work for Sabine.



Captain Richard Montalvo (left) and Assistant Engineer Andrew Chisholm from Sabine take part in the meeting.



Engineer John J. Biegalski waits his turn while AB Kerry Caillouet signs the meeting register. Both sail for Sabine.



SIU Executive Vice President Joseph Sacco updated the boatmen on the status of the proposed work tax on seamen. Gulf Coast Vice President Dean Corgey (center) and Houston Port Agent Jim McGee also gave reports on inland activities to the members.



Moran Cook Pat Caldwell addresses his brother Seafarers attending the first of what will be regular monthly meetings for the SIU's inland division.

Leon Hall, Retired VP and Popular Union Brother, Dies at 72

Leon Hall, retired vice president of the Seafarers International Union and a charter member of the union, died of natural causes on March 26. He was 72.



Leon Hall, in photo above from the early '80s, gives his vice president's report to a meeting of the SIU executive board.

Always an extremely popular union brother, Hall had considerable experience as a seaman and

union representative through his long career.

Appropriately, Brother Hall was laid to rest at the Seafarers burial grounds in Valley Lee, Md., which is located on the St. George's Creek across from the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

In his remarks to the membership on Hall's death, SIU President Michael Sacco said, "We all loved Leon Hall. He had an even disposition and was always good humored in his dealings with his union brothers."

"Whatever Leon's job was, he did it with all his heart and he did it well. He will be missed," Sacco said.

Hall, who was a devout believer in seamen's unionism, joined the union in 1939 in the port of Mobile, Ala. He worked in every shipboard job in the galley, becoming a chief steward.

In the early 1960s, he came ashore to work with the union's Maritime Advancement Program, the SIU's early upgrading and refresher training operation. Many



Shown in one of his familiar activities—dealing with the membership—Brother Hall, who was a headquarters representative at the time this photo was taken, writes a dues receipt for a Seafarer aboard an SIU-contracted vessel.

active and retired members honed their culinary skills under Brother Hall's food plan program.

From there, Leon Hall went on to serve the membership in a variety of union posts—including Philadelphia patrolman, San Francisco port agent in 1964, New York port agent in 1965 and headquarters representative. In 1979 he became Atlantic Coast vice president, a position to which he was re-elected in every union election, until his retirement in 1985.

Affectionately nicknamed "Radio" by his union brothers because he was never short of conversation, Hall is survived by his wife Charlotte Hall.

He served in the Army from 1942 to 1946.

Funeral services were held on April 2 at St. George's Episcopal Church in Valley Lee, followed by the interment. During the services, Hall's niece, Dorothy Ealey, sang the spiritual "His Eye Is on the Sparrow."

Sequa Sells Sabine Towing To Houston's Kirby Corp.

Kirby Corporation, owner of several tugboat companies including SIU-contracted Dixie Carriers, has purchased Sabine Towing and Transportation Company from Sequa Corporation, its parent company.

The \$36.9 million sale affects approximately 150 SIU members who work for Sabine on coastal and inland tugs and barges.

While the SIU continues to represent the workers on the tugs and barges, Kirby has claimed the union contract with Sequa-owned Sabine does not follow the sale. The SIU contends that it does and is taking Sabine Towing and Transportation Company to arbitration for not making the purchaser assume the labor contract as a condition of the sale.

During this period of time, the union urges all Sabine Seafarers to contact the union should any question arise. The union is staying in close touch with all Sabine members and is holding regular meetings in the Port Arthur, Texas, area where the Sabine fleet is based.

Through the purchase of Sabine, Kirby added 33 owned and five leased inland tank barges, 11 owned and four leased towboats, three bowboats and eight owned tugboats to its inland operation.

Kirby is a multi-faceted corporation based in Houston with interests in marine transportation, diesel repair and property and casualty insurance. Its primary business is marine transportation through Dixie Carriers which operates tugs and barges in the Mississippi River system, along the Gulf of Mexico, in the Caribbean Basin and on the Atlantic and Pacific coasts.

According to Kirby's 1990 annual report, Dixie Carriers produced a pretax earning of \$12.3 million for that year and \$6.4 million in 1989.

Overall Kirby revenues were listed as \$175.8 million for 1990 and \$141.3 million in 1989. The corporation employs approximately 950 people.

FMC's Quartel Resigns; MTD Sought His Removal

Robert Quartel, the FMC commissioner who the AFL-CIO Maritime Trades Department (MTD) sought to have removed from his government post, has announced that he will leave his job with the federal agency this month. From his position as a shipping industry regulator, Quartel has contended the United States does not need a privately-owned commercial fleet. Quartel intends to seek the Republican Party's nomination to run against U.S. Senator Bob Graham (D-Fla.) in this year's election.

Before Quartel made his announcement, acting on the MTD's resolution which calls for removal of Rob Quartel from his job as one of five members of the Federal Maritime Commission, MTD President Michael Sacco last month sent to President Bush a formal request for such action.

Sacco, who also is president of the SIU, wrote on behalf of the MTD, which consists of 42 unions representing 8.5 million American workers. The MTD disputes Quartel's contention that the United States does not need a privately-owned fleet operating under the American flag.

The letter to Bush dated March 5 reads in part: "Since his appointment as a Commissioner, whose job it is to enforce non-discriminatory rates and practices in

ocean shipping, Mr. Quartel has been using the position as a platform to continually denounce American maritime workers, and to urge American companies to haul down the Stars and Stripes from their ships and replace them with foreign flags and foreign labor.

"We firmly believe that Quartel's use of taxpayer funds to crisscross the nation urging dissolution of American-flag shipping is an unethical, unjustified abuse of the process that should be discontinued at once. . . ."

The MTD, in its resolution passed at the February executive board meeting calling for Quartel's ouster, pointed out that the government appointee opposed the very policies of the government in regard to U.S.-flag shipping—such as the Jones Act and cargo preference.

Quartel, who joined the FMC in 1990, previously failed in an attempt to gain a House seat in 1984. Upon learning of Quartel's plans to run for the Senate, Sacco said that if the reports are true, "then maritime's gain is Florida's loss."

"The position of U.S. senator requires maturity, a dedication to American interests and the commitment to the preservation of vital American institutions," Sacco said. "As a member of the FMC, Quartel has failed to meet these requirements."



SIU officials discuss the takeover of Sabine Towing by Kirby aboard the tugboat *Marathon*. From the left are SIU Executive Vice President Joseph Sacco, Pilot Nelson Plaisance, Tankerman William T. Winstead, Houston Port Agent Jim McGee, Pilot Jimmy Marks, Gulf Coast Vice President Dean Corgey and Patrolman Bobby Milan.

Pride of Texas: 1st U.S. Ship to Enter Lithuania Since 1939



A huge banner in English greets the crew of the Pride of Texas upon arrival in port.

The SIU-crewed Pride of Texas became a part of Lithuanian history on February 18 when the Seahawk Management vessel delivered the first shipload of American grain sent by the U.S. government to the newly independent country.

"The people were so grateful," Recertified Steward Ernie Hoitt told the Seafarers LOG. "All of us were really proud to be a part of history."

With the delivery to the port city of Klaipeda on the Baltic Sea, the Pride of Texas became the first U.S.-flag ship to enter a Lithuanian port since Nazi Germany occupied the land in 1939 at the start of World War II.

Among the surprises prepared for the crew was a welcoming reception when the ship docked. "Captain Wayne Stolz had to go to the dock and make a speech which was carried on international television," recalled Hoitt, who sailed as the chief steward.

The seamen's club in the town of 200,000 hosted the crew three of the six nights that the ship was

docked. The club provided performances by folk singers and dancers in national ceremonial costumes, an opera singer and plenty of food.

The ship, led by the galley gang of Hoitt, Chief Cook Billy Mitchell and Steward Assistant Clarence Evans, returned the favor February 20. Among the items prepared were macaroni salad, potato salad, fresh fruit compote and finger sandwiches. The U.S. ambassador to Lithuania joined in the celebration.

Hoitt, an SIU member since 1965, joined several other crewmembers in a visit to the town. "They all said thank you for bringing the grain," he recalled. "Most everybody spoke English. I believe they were taught it in school. Everybody who went ashore enjoyed it."

"The engine cadet went to one of the schools where he was treated like a movie star. Kids there kept asking for his autograph."

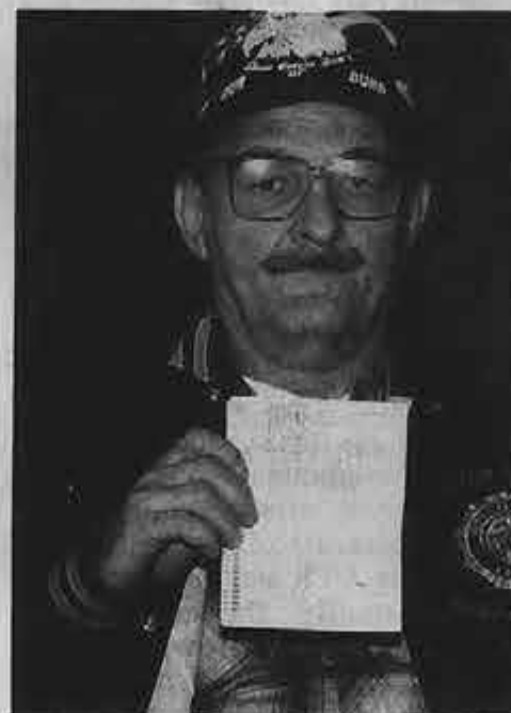
The steward, who provided the LOG with photographs, saw firsthand that stories about people having little or nothing to eat were

true. "What you see on the news is no lie. The shops still are bare."

For Hoitt, the voyage marked the second time he sailed on the Pride of Texas when it became the first U.S.-flag vessel to deliver American goods to a formerly communist country. A year ago, he was on board when the ship docked in Bulgaria. The only difference he saw was Bulgarians had more items stocked on their shelves.

Since 1945 until last year when it declared its independence, Lithuania had been associated with the Soviet Union. Hoitt recalled sailing into the old USSR at the port of Odessa many years ago.

"Even under communist rule, I had no trouble ashore at all. I took some country music tapes and my tape recorder with me. No one would talk with me then: they were afraid. But they were all listening."



Chief Steward Ernie Hoitt, who supplied the photographs on this page to the LOG, shows off the Lithuanian and Bulgarian stamps in his passport.



Taking part in a union meeting aboard the Pride of Texas are (left to right) AB James Adaire, Chief Cook Billy Mitchell, DEU J. Butler and Bosun Eugene Grantham.



ABs James Colwell (left) and Arthur Machado await notification of payoff in Norfolk.



Native Lithuanians in ceremonial dress entertain crewmembers with local folk songs.



Ready to hit the beach are (seated) AB Arthur Machado, (standing, left to right) QMED Nelson Lazo, QMED Frank Berner and AB Anibal Plata.



Chief Cook Billy Mitchell ladles out a bowl of soup for a crewmember.



Steward Assistant Clarence Evans helps serve during the reception.

11 Stewards Reach Top of Culinary Ladder

Eleven SIU members recently completed the steward recertification course at the Seafarers Harry Lundeberg School of Seamanship, thereby finishing the highest curriculum available to Seafarers sailing in the steward department. Recognized during the March membership meeting at Piney Point, Md., the recertified stewards completed the five-week course during which they received advanced training in menu planning, computer operation, and leadership and communications skills. They also took refresher courses in food preparation as well as firefighting, CPR and First Aid.

Additionally, the group attended classes reviewing the union's medical and pension programs. Members learned about the SIU political and legislative operations and met with SIU officials. (This part of the curriculum is designed to help the steward in his or her job as ship's secretary.)

Several of the recertified stewards said a highlight of their schedule took place when they saw their union's political and legislative action program at work. On February 25, the day they visited SIU headquarters, the stewards travelled to Washington, D.C. and witnessed SIU Executive Vice President Joseph Sacco testifying before a House subcommittee in regard to the work tax the Coast Guard is seeking to impose on American seamen and boatmen. After listening Sacco's presentation, three congressmen at the hearing voiced support for repealing the tax.

"When one of the congressmen told Joe Sacco that the SIU probably can get more done with our lawsuit (against the Coast Guard) than the subcommittee could get done . . . well, I was impressed," said Rick Sanderson, 35.

"I'm thankful for the opportunity we had to get politically involved," added Dana Cunningham, who was in the audience when the subcommittee chairman asked all merchant mariners present to stand and be recognized.

Cohesive Group

In their graduation speeches and in interviews with the Seafarers LOG, the recertified stewards reflected on their most recent ex-



The 11 SIU members completing the recertified steward program are (front row, left to right) Jill Prescott, Kenneth Jones (second row) Curtis Phillips, Ruben Dollar, Richard Sanderson, Dana Cunningham, Hans Schmuck, Sivasa Laupati (back row) Cheryl Burgess (computer operations instructor), Mose Peacock Jr., George Quinn and Francis Ostendarp.

perience at the Lundeberg School. The cohesiveness among the galley gang members was evident, and several noted that it helped the group in its schooling.

"This was a good group," said Jill Prescott, who joined the union nine years ago in San Francisco. "I thought the schedule flowed smoothly and at a good pace. Everyone made us feel very welcome."

Kenneth Jones described the training as "excellent. You never stop learning. . . . If you want to achieve, the opportunities are here." Jones, 35, signed on five years ago in the port of New York. He added that the Lundeberg School instructors do an outstanding job, and that the experience in Congress has inspired him to vote.

George Quinn said he especially enjoyed the computer training, which covers word processing, windows and spreadsheet and disk operations systems. "I always thought I was a pretty good steward, but there's no doubt this course will make me better on the ships," said the 50-year-old Quinn, who joined the Seafarers 32 years ago in New Orleans. "I enjoyed the whole thing, and I found the program well-rounded."

Ruben Dollar, at 54 the oldest of the new recertified stewards, said he was impressed by the facilities. He added that the Lundeberg School's picturesque, rural location is a boon to successful

studying. "I also thought the firefighting course was great," said Dollar, who began sailing with the Marine Cooks and Stewards in 1962 (15 years before its merger with the AGLIWD).

Another former MCS member, Curtis Phillips, brought his wife and child to the Lundeberg School. "I recommend bringing your family," said Phillips, 36, who was upgrading for the fifth time. "It's great for morale, and there's a lot for them to do."

He also said the course was "very beneficial. I particularly liked (galley instructor) Ed White's classes. . . . This school represents an excellent opportunity to enhance your career and your education."



CPR and first aid are part of the course requirements for completion of the recertified steward program. Getting ready to give CPR to the classroom dummy are George Quinn (left) and Mose Peacock Jr.

Cunningham, 29, echoed those sentiments. "I've been treated more than fairly and received a good education in the eight years I have been coming here. You need to come back here if you want a future as a Seafarer."

Francis Ostendarp, 32, who graduated from the Lundeberg School as a trainee in 1983, thanked the group members for their cooperation. "That's a big part of it. Everyone got along well."

Thirty-one-year-old Hans Schmuck, an 11-year Seafarer, summarized his time at the school as "a great learning experience."

Sivasa Laupati appeared almost overwhelmed. "You can't find another place like this," said Laupati, 46. "I have learned so many things . . . Our union officials are doing a great job."

Mose Peacock, Jr., tempered his enthusiasm with an advisory note for future students in the recertified stewards program. "Make sure you're ready to work, because each class gets tougher," said Peacock, also a former MCS member. "This is a competitive industry, and nothing is going to get any easier."

Several of the stewards commended the food handling and galley sanitation classes presented by SIU member Jim Mann, Sea-Land Service's fleet commissary manager and a Lundeberg School graduate. Several others noted how much they gained from instructor Kate Richardson's communications and computer classes.



Recertified Steward Jill Prescott enhances the appeal of a cake with flowers made of icing.



Computer operations is another skill learned by Ruben Dollar at the Lundeberg School during the five-week recertified steward course.



The family of Curtis Phillips, pictured with SIU President Michael Sacco, joined the chief steward during his five-week course at the Lundeberg School.

Andrew K Crew Saves Two

Four Seafarers who crew the tugboat Andrew K reacted quickly and efficiently and saved the lives of two men stranded in a flat-bottomed skiff in the Houston Ship Channel late last year. The SIU members—Captain **Kenny Wall**, Chief Engineer **Tig Turner**, AB **Danny Mixon** and Engine Utilityman **Richard Guerra**—pulled the helpless men from the path of a large, fully loaded tanker whose crew apparently did not see the small boat.

"The guys in the johnboat didn't have any oars, lines or life jackets," Wall, 44, recently told the Seafarers LOG. "All they had was a small motor which had failed. The tanker had a full head of steam, and there's no way [the men in the disabled fishing boat] would have survived if they had been hit."

"We had just been dispatched to a job when we saw those guys in the middle of the channel," Turner said. "We tried to make radio contact with the tanker, but for some reason they didn't respond."

"The guys in the johnboat seemed pretty worried. They basically were in a mess."

Turner, 30, estimated no more than five minutes elapsed from the

time the Seafarers sighted danger until they executed the rescue. By then, the tanker was within one-eighth of a mile. "The wind was blowing hard, but we were pretty confident," Turner said. "We had enough rope, and Kenny's a good boat handler, so there was no problem there."

"It was close, but we saved them," said the 30-year-old Guerra. "We were right there next to them. They were a little on the drunk side, but they knew what was happening."

Wall and his crew of veteran Seafarers, all of whom ship out of the port of Houston, did not stick around to chat with the relieved fishermen. "We didn't want to be late for our job," said Wall, who joined the union 20 years ago.

The president of G&H Towing Co., which owns the Andrew K, commended Wall, Turner, Mixon and Guerra in a letter. He noted the crew's "exemplary performance in expeditiously coming to the aid of the disabled craft and towing it out of danger."

Wall and his crew also helped the Andrew K earn G&H Towing's 1990-91 first place award as the fleet's "safest tug."



The four Seafarers credited with saving the lives of two stranded boatmen are (from left) Richard Guerra, Tig Turner, Kenny Wall and Danny Mixon.



The Andrew K earned G&H Towing's 1990-91 first place award as the fleet's "safest tug."



Moran Towing members who attended the week-long training session included (left to right, front row) Rusty Zeander, Randy Cooper, Glen Arnaud, Glen Kennedy, (back row) Ernest Gingles, Mark Burger, Ron Lambert, Doug Crawford, Miles Heath and Lou Barra.

Training School's Course For 10 Moran Boatmen Emphasizes Safety Skills

Ten inland Seafarers from Moran Towing of Texas participated in a special week-long training program at the Harry Lundeberg School of Seamanship in Piney Point, Md. in February.

One of the classes taken by the barge captains and licensed officers was OSHA hazardous waste operations and emergency response training. The boatmen thoroughly reviewed procedures to detect a hazardous spill in its early stages and the steps that can be taken to isolate the area.

Emphasis was placed on practices that prevent spills. Other training for the group included CPR techniques, first aid and safety, communications and stress management, shiphandling simulator practice in parallel indexing and rules of the road and company seminars on policies and procedures.

Moran officials joined the 10 for several of the classes at the school.



Miles Heath applies a splint to Randy Cooper's arm during first aid class.



Instructor K.C. Taylor explains oil spill procedures.



Randy Cooper handles the wheel in practice.

Seaman Tax Repeal Bill Introduced in Congress



While Rep. Gene Taylor (D-Miss.) reviews testimony, Rep. Herbert Bateman (R-Va.) asks a panelist about the worker tax during the House Coast Guard Subcommittee hearing on the issue in February.

Continued from page 3

tee on Coast Guard and Navigation, characterizing it as "discriminatory." At that hearing, Representatives Tauzin, Bateman and Gene Taylor (D-Miss.) pledged to seek a repeal of the user fee for marine licenses and documents.

Last month, Tauzin authored House Resolution 4693 which, if enacted, will repeal the Coast Guard-imposed fees on marine licenses and documents. "HR 4693 prevents the federal government from singling out merchant mariners to pay what is clearly an employment act," Tauzin stated upon filing the bill on March 26.

"Other occupations in transportation industries don't have to pay a federal fee in order to be lawfully employed. Why merchant mariners? The idea of the federal government taxing an individual for the opportunity to work is inherently wrong," the Louisiana congressman told his colleagues.

Tauzin reminded Congress of the role of the U.S.-flag merchant marine during the recent Persian Gulf conflict. "Our national security depends on a strong merchant marine. If anyone doubts this fact, I would only remind them of our merchant mariners' heroic contributions to the largest seafight

in maritime history. Desert Storm was successful because we had a base of qualified, licensed merchant mariners who were ready to respond to the call of duty."

Bateman, who filed his bill prohibiting the federal government from collecting fees for the licensing and documentation of seamen and boatmen on March 20, said in remarks addressed to his fellow House members, "No other sector of the transportation industry is required to pay a fee in order to work, and it is not fair that mariners should be singled out."

Since both the Tauzin and Bateman bills are similar, the two will be consolidated. Tauzin's seaman tax repeal bill will absorb Bateman's legislation and the Virginia congressman will be listed as a co-sponsor. As the LOG was going to press, the bill had the support of Walter B. Jones (D-N.C.), who serves as chairman of the House Merchant Marine and Fisheries Committee, Robert Davis (R-Mich.) and Jack Fields (R-Texas).

The SIU is urging all other members of Congress to co-sponsor the Tauzin bill. A Seafarer should contact his or her member of Congress to urge the elected official to sign on to the seaman tax repeal bill introduced by Tauzin.

Roy Boudreau Dies at 66

Former SIU official Roy Boudreau, a key figure in the union's successful organizing of American Steamship Company, passed away recently due to a heart condition. He was 66.

Boudreau joined the Seafarers in 1943 in his native Detroit. He sailed in the deck department for 15 years before coming ashore to work as an organizer. He represented the SIU in various capacities until forced to retire in 1977 because of heart problems.

Brother Boudreau's positions in the SIU included patrolman in Detroit, Buffalo port agent and assistant secretary-treasurer for the Great Lakes District.

Jack Bluit, former SIU headquarters representative for the Great Lakes district before retiring in 1985, worked closely with Boudreau for about eight years. Bluit, also a former New York patrolman and Detroit port agent, described Boudreau as "very reli-



Roy Boudreau

able. He was a real gentleman, very conscientious. When it came to the Seafarers, he was a dedicated union man."

Brother Boudreau retired to Sun City West, Ariz. He was buried in Resthaven Park Cemetery in Glendale, Ariz. He is survived by his wife, Joan.

Other Transport Employees Are Not Subject to a Work Tax

The domestic waterborne transportation industry must compete with the railroads, air lines and trucking firms. The Seafarers LOG takes a look at what kind of fees the individuals who work in these transportation sectors must pay for their federally-required licenses and certificates.

The conclusion: No one pays like a seaman or boatman will have to pay if the Coast Guard user fees go into full force and effect.

Some brief examples: The Coast Guard wants to charge \$35 for a duplicate seaman's license or document. The FAA currently charges \$2 for the same service to airmen. The Coast Guard proposes to charge anywhere from \$45 to \$70 for evaluating all of the paperwork in processing a license or a document with a rating. The FAA does not charge a penny for evaluating an airman's paperwork. The Coast Guard recommends a \$35 fee for issuing the license or document, the FAA issues certificates to all licensed and certificated air transport workers free of charge. The Coast Guard wants to charge a \$17 fee for an FBI check and it has not yet advised the public what it plans to charge for the OPA 90-mandated check of seamen's records contained in the National Driver Register. Railroad employees pay between \$3 and \$14 for a National Driver Register check.

A seaman, under the Coast Guard's plan, can pay as much as \$135 for each endorsement to his license or document. A truck driver generally pays around \$5 for an endorsement certifying he is qualified to operate special equipment or transport special cargoes.

Airline Workers

All personnel working aboard or with an aircraft are certified by the Federal Aviation Administration (FAA), with the exception of flight attendants. In addition to pilots, the following airline-related job classifications are among those that require FAA certification: control tower operators, aircraft mechanics, repair station mechanics, flight engineers, dispatchers, parachute riggers, navigators.

The FAA Airman Registry, based in Oklahoma City, is the central office of the agency that keeps track of the 3.7 million individuals certified by the agency. Once an airman has tested and compiled all the necessary paperwork, it is sent to the Airman Registry. That office issues the qualifying individual his certificate (i.e., license). There is no charge for processing or issuing the certificate. The agency only charges a fee if it issues a duplicate copy in the event a certificate is lost or mutilated. The fee: \$2.

FAA inspectors conduct ride checks (akin to practical experience tests) and written examinations. The agency does not charge for giving these tests. The FAA also licenses individuals to conduct testing—both written exams and ride checks—in behalf of the agency. These "designated examiners," more often than not private entrepreneurs, are allowed by the agency to set fees for their services. A pilot therefore can choose to pay a designated examiner or test with an FAA examiner and not pay a dime.

Commercial airline companies (including air cargo companies) have designated examiners among their personnel, consequently individuals employed by the major carriers do not pay any fees at all to the FAA for testing and ride checks. The FAA also does not charge an individual for becoming an FAA designated examiner. Nor does the FAA charge for certifying an airline and allowing it to conduct training and testing.

Commercial pilot certificates are usually good for one, two or three years depending on the class of airplane the individual flies.

Railroad Workers

As of January 1, 1992 all operators of trains, known as "locomotive engineers," must be certified, indicating they have met Federal Railroad Administration (FRA) standards. Under the FRA regulations, the railroad companies are responsible for training, testing and issuing licenses. There is no cost to the individual engineers, nor is the FRA involved in issuing any kind of card or license. The agency approves a company's training and licensing plan. The FRA does not charge the company to review its plan or to indicate it meets the agency's guidelines.

The only charge the locomotive engineer faces is the cost of a check of his record with the National Driver Register, the national database compiled from state motor vehicle department records. The cost, depending on the state from which the individual hails, ranges from \$3 to \$14.

Train operators must go through recurrent training sessions that are conducted by their employers. The individual pays no fee for this training.

Other railroad employees—signalmen, switchmen, flagmen, firemen, conductors, dispatchers, car inspectors, brakemen, dispatchers, among others, have no government fees involved in obtaining these positions.

Truck Drivers

While the airlines, the maritime sector and the railroads have for the most part been regulated by the federal government, trucking primarily has been supervised by state government. It is only in 1986 that a comprehensive federal law was enacted that established certain uniform criteria that must be met before a commercial driver's license can be issued. The federal law, however, did not take away the administration of licensing and testing programs from state government.

A commercial truck driver obtains a driver's license through his state and local motor vehicle administration. The cost for the basic commercial driver's license ranges from \$5 to \$75. Some states include the cost of testing in this fee, others establish a separate fee for taking a test. Truck drivers also pay for endorsements to their licenses. Endorsements certify a driver as capable of driving a vehicle outfitted with special equipment or for operating a rig that carries a certain type of cargo. Typical endorsements to a license might be: hazardous materials, air brakes, passengers, combination.

The licenses are usually good for four to five years. Renewal fees are minimal. Most states do not require re-testing once the original license is issued, so the only fee a truck driver most likely will pay, as long as he or she stays in the industry, is a small renewal charge.

Here are some examples of what a commercial driver's license could cost: In Colorado—\$15 for the license, \$40 for the test. In Florida—\$50 for the license, \$5 per endorsement. Louisiana—\$15 for the application for a license, \$40 for the written exam, \$30 for the road test and \$5 per endorsement. Michigan—\$20 basic fee, \$5 per endorsement and \$60 for a road test, Virginia—\$35 basic license, \$5 per endorsement.

As of April 1 of this year all truck drivers will be required to hold a commercial driver's license issued by their local motor vehicle department that complies with federal guidelines. The Department of Transportation's National Highway Traffic Safety Administration now receives the records of all commercial truck drivers and maintains this data in a central data base.

Sources: Federal Aviation Administration — Airman Registry and Dulles Flight Standards District Office, Air Line Pilots Association, Association of Flight Attendants, Brotherhood of Locomotive Engineers, Transportation Communications International Union, International Brotherhood of Teamsters, American Association of Motor Vehicle Administrators.

Green, Healey, Holton Awarded MSCPAC's Top Tribute

Three SIU Government Services Division members have been honored for their outstanding work during 1991 by the Military Sealift Command Pacific Fleet (MSCPAC).

Brothers **Edward C. Green II**, **James J. Healey Jr.** and **Harold W. Holton** received the 1991 Mariner Award of Excellence, MSCPAC's highest tribute. The trio, nominated by fellow MSCPAC mariners and officers, were selected for their "professional, knowledgeable, responsible, intelligent, hard-working and honest" abilities, according to MSCPAC.

Green, 45, serves as chief cook aboard the USNS Diehl. The ship's master, Captain Bill Baldwin, noted in his nomination, "Mr. Green is the soul of congeniality, cheerfulness and friendliness. Almost without fail, he has a cheerful word or greeting for everyone he meets."

The galley gang member began his seafaring career in 1972 as a member of the Marine Cooks and Stewards. He transferred to the Government Services Division in 1982.

Green was praised for his work in feeding 125 guests as well as the ship's crew during Thanksgiving and Christmas, keeping the vessel in top-notch shape during layup and serving as the vessel's equal employment opportunity representative.

Healey, 56, was featured for his abilities over and above his position as an AB/maintenance on the USNS Kawishiwi. "Mr. Healey is a responsible, knowledgeable and highly professional individual who continually produces high quality results, regardless of the task at hand," wrote Captain Bruce Butterfield, former master of the fleet oiler.

The 11-year veteran of the division was lauded for making sure safety signs were in place and creating signs when none were available. He also taught new crewmembers safety procedures on underway replenishment. Healey is known aboard ship as a

skilled carpenter and someone who can splice any type of line or wire.

Holton, 65, sails as a rig bosunmate aboard the USNS Pecos. "It has become a natural reaction for the deckhands to defer to Mr. Holton when an impasse is reached on any given subject," wrote Pecos

Master Michael Murphy. "The regard in which the crew holds him and the stability which he lends to a deck gang are great assets for any ship fortunate enough to have his services."

Among the items for which Holton was singled out were being a selfless worker and keeping his rig

maintained to the highest state of readiness.

Holton signed on with the union in 1976. Murphy proclaimed the bosunmate "an elder statesman in the Western Pacific."

All three members received a plaque, framed certificate and cash reward.

Pesky Zebra Mussels Spread Beyond Lakes

Zebra mussels will continue spreading beyond the Great Lakes, and the costly damage caused by the prolific organisms will get substantially worse before the tiny striped mollusks can be slowed, according to a government researcher.

Believed to have arrived in the Great Lakes in 1986 in the ballast water of a European tanker, zebra mussels have wreaked havoc in that region. The non-edible creatures have disrupted navigation by causing marker buoys to sink; ruined fishing nets and grounds; altered a delicate aquatic ecosystem; fouled beaches with sharp shells; and blocked raw water intake systems of many municipalities, utilities and factories. Additionally, the mollusk has impeded ships by clogging engine cooling water lines, causing increased drag and lowering fuel efficiency.

The spread is "extraordinarily rapid" said Bob Peoples of the U.S. Fish and Wildlife Service. Peoples has conducted finely detailed studies of zebra mussels during the past three years. "Various fish feed on [zebra mussels], but the densities are so enormous, biological controls haven't kicked in. It's a classic case of invasion ecology, and it's going to get worse before it gets better."

Zebra mussels use their sticky, elastic-like secretions to attach themselves in layers to almost any surface, and they do not easily let go. Each zebra mussel grows to a maximum length of slightly less than two inches. But the minuscule mussel is causing serious financial loss; over the next 10 years the infestation will cost users of the

Great Lakes more than \$5 billion, estimates one government agency.

The National Fisheries Research Center (located in Michigan), in cooperation with other federal, state and private agencies, has developed a research program covering all aspects of the zebra mussel invasion. Eventually, the research will be used to predict the mussels' spread across the U.S. and to estimate damages.

Further, millions of dollars are being spent annually by industries and municipalities bordering the Great Lakes in the U.S. and Canada in attempts to control the dangerous, clam-like critters. The primary control method now in use is treatment with chlorine, a costly procedure that may adversely affect the environment. Other methods are under investigation.

The Bush administration recently sought to cut \$1.1 million in research funds in NOAA's proposed 1992 budget. But Merchant Marine Committee member Dennis Hertel (D-Mich.) amended the \$658.5 million budget request

to include the funds for zebra mussel research.

Since being found in Lake St. Clair in the mid 1980s, the mollusks have spread throughout the Great Lakes and surrounding areas including the St. Lawrence, Hudson, Susquehanna, Illinois, Ohio and Mississippi Rivers.

Rapid Spread

The organisms, which live up to five years, congregate in clusters as great as 800,000 per square meter. They are most dense in depths of water to 45 feet but may be found as deep as 300 feet.

For Seafarers, the problem means extra work and extra expenditures. Boats must be carefully cleaned when leaving a contaminated area in preparation for going to uncontaminated waters. To prevent blockage in the boat's water intake system, outboard motors must be thoroughly flushed.

Meanwhile, the epidemic continues. When will spread of zebra mussels finally be halted? As zebra mussel expert Bob Peoples put it, "Nobody knows."

Bush Signs Ship Gambling Bill

The United States-flag passenger ship industry is expected to grow due to passage of an SIU-supported bill which President Bush last month signed into law.

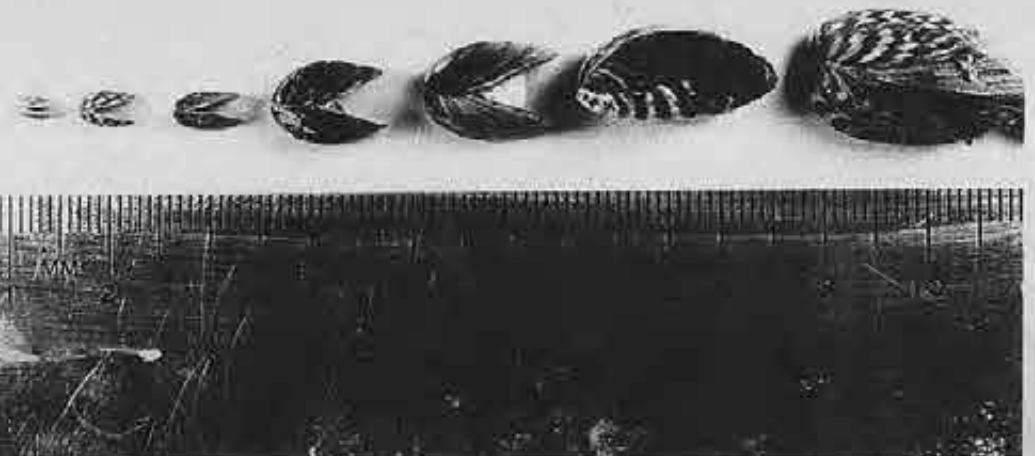
The new law allows U.S.-flag cruise ships to offer regulated gambling on the high seas. (Foreign-flag vessels have been offering gambling for years.) Previously, two outdated laws which discriminated against American passenger ships prevented U.S.-flag vessels from offering gaming. Foreign-flag ships sailing from U.S. ports were not subject to the same regulations.

The SIU supported the new law because it could lead to both the investment of dollars in U.S.-flag passenger ship operations and the creation of thousands of jobs for American seafarers.

The bill includes provisions legalizing the use of gambling devices aboard U.S.-flag vessels on the high seas during intrastate and cruise-to-nowhere voyages in states not prohibiting such activity, as well as on interstate and foreign voyages.

The provisions are similar to H.R. 3282, the U.S.-Flag Cruise Ship Competitiveness Act, which passed the House late last year and was added by the Senate to the marine sanctuary bill.

More than 85 percent of all cruise passengers worldwide are Americans. But only two of the more than 120 deep-draft cruise ships in the world fly the U.S. flag (the SIU-crewed Independence and Constitution).



This photo illustrates the stages in growth of the zebra mussel. A ruler (in millimeters) is shown for scale.



The tiny zebra mussels use their sticky secretions to attach themselves in layers to almost any surface, in this case, a larger shell.

Cruise Ship Operation Keeps Deck Gang on the Go



AB/Watch Doug LaLonde changes the anti-skid strips on an outdoor ladder.



OS Mike Ethridge (left) and AB Mark Hriber fold an American flag before night falls on the Independence.



Deck members have to get the job done whether the ship is in port or at sea.



OS Bobby Freer (right) shares some photos he received at mail call with OS Ivan Ingram.

Perhaps the most visible crewmembers aboard the SS Independence outside of those who deal with passengers directly are the men and women of the deck department.

These SIU members can be seen throughout the cruise ship any time of the day or night performing their various duties.

"Don't let anybody tell you our people don't work hard," Bosun Mike Rivera told a reporter for the Seafarers LOG. "Just look around and you find us there."

Most tourists are aware of the deck members only when the vessel enters or leaves a port. The tourists gather wherever they can to witness, photograph or film the operations, seeing it as part of the ship's entertainment.

"Our guys have a job to do," Rivera stated. "Once we start, we aren't even aware we're being watched."

During daylight hours, deck gang members may be painting bulkheads in passenger areas, cleaning the swimming pools, working on lifeboats or assisting passengers on the gangway of the American Hawaii Cruises ship.

"People will just stop and watch while I'm working," noted AB/Watch Doug LaLonde who was changing skid strips on an outdoor ladder. "I've gotten used to it."

After dark, the deck gang stays busy as well. Besides the usual bridge assignments of lookout and navigation, the department's members also handle the fire watch.

"Our goal is to identify fire or possible hot spots before they start," said OS Bobby Freer, one of four people who traverse the whole ship between 10 p.m. and 6 a.m. every day on the patrol. "The safety of the passengers is our prime concern."



AB Luisito F. Balatbat keeps a straight course under the watchful eye of Second Mate Ed White, an SIU hawsepiper.



Keeping the passenger compartments looking bright and fresh is the job of AB/Hotel Painter Rolando Co.



Night fire watch, done by OS Bobby Freer, is an important shipboard safety precaution.



Teamwork is involved in docking and undocking when all hands are called to the deck.



Ready to take part in the weekly lifeboat drill are (from left) AB Greg Potter, OS Mike Ethridge and OS Mike Thomas.



Bosun Mike Rivera (back to camera), along with Junior Engineer and SIU hawsepiper Darrell "Papi" Bass, lead deck gang members on a search and rescue drill in the engine room.

House Panel Blasts Proposed Budget for MarAd as 'Meager'

Members of the House Merchant Marine Subcommittee strongly questioned and, at times, criticized the 1993 fiscal year budget proposed by the Maritime Administration during a hearing last month.

Before the hearing began, Subcommittee Chairman Walter Jones (D-N.C.) introduced a substitute funding bill that would authorize an additional \$189.4 million to the Bush administration's request of \$537.4 million. Jones stated the additional dollars would better maintain the Ready Reserve Force. Three Democratic and two Republican members of the subcommittee immediately signed on as co-sponsors.

Captain Warren Leback, head of the Maritime Administration, presented MarAd's request to the subcommittee. He was joined by General Hansford T. Johnson, commander-in-chief of the U.S. Transportation Command, and Vice Admiral Francis T. Donovan, commander of the Military Sealift Command.

In his opening remarks, Jones listed his reasons why the administration's budget was not adequate.

"Once again, the administration does not include any request for operating-differential subsidy (ODS) reform. Once again, the ad-

ministration provides hardly any funds for research and development, in contrast to certain of our foreign competitors who provide large sums of R&D monies to their shipping industries. Once again, the administration recommends only a dormant Title XI loan guarantee [construction differential] program, even though we could use this program to build new double-hulled tankers in American shipyards."

Jones then said, "Our government has failed to place enough value on the need for a viable maritime industry. I had hoped that the lessons of the Persian Gulf war would have changed that neglectful attitude; but, once again, there is no indication of such a change in this year's budget request."

When the questioning of witnesses began, Jones quoted Leback's testimony during the FY '92 hearings that an ODS reform package would be ready for this hearing and asked where it was. Leback said work on the reforms was delayed because of the recent change in the position of secretary of transportation.

Jones then wanted to know if that meant it would take the Bush administration another four years to propose ODS reform. Leback responded Secretary Andrew Card may announce a maritime program

this summer.

In response to a question from Rep. Norman Lent (R-N.Y.), both Johnson and Donovan said the Defense Department is proceeding with sealift vessel design proposals; a decision is expected in May. Johnson noted the department still intends to rely on the private sector as part of the sealift strategy. He also offered the vessel design program as an example of governmental support that will benefit shipyards, operators and maritime unions.

Reps. Gene Taylor (D-Miss.) and Helen Delich Bentley (R-Md.) wanted to know from Leback why the administration has done little to nothing to help the U.S.-flag merchant marine.

Taylor specifically asked what the administration had done in the last two years to help the fleet. Bentley questioned the government's resolve to enforce cargo preference laws.

Within their prepared testimony, both Johnson and Donovan urged Congress to appropriate funding for 20 roll-on/roll-off vessels to be in the fleet by the end of the decade for use as prepositioning and fast sealift vessels. They also requested an additional 19 RO/ROs for the RRF.

The subcommittee is expected to mark-up, the process of preparing legislation for the full committee and Congress, the appropriations bill this spring.

Culinary Pioneer Reyes Dies

Felipe "Phil" Reyes, one of the original planners for the SIU's steward department upgrading program, passed away November 10 due to natural causes. He was 85.

Brother Reyes, whom friends described as a tireless, productive and humane leader, joined the SIU in 1943 in the port of Mobile, Ala. Two years later, the ambitious Seafarer sailed as a chief steward.

Reyes came ashore in 1971 to work in Oakland, Calif. as a port steward for Sea-Land. He later served in a similar capacity for various other companies.

A native of the Philippines, Reyes in 1967 purchased 12 burial plots in League City, Texas, for SIU members who did not qualify for burial benefits. "I wanted to make sure that SIU members knew they would be taken care of when they died," Reyes told the Seafarers LOG in a 1990 interview. "That's what 'Brotherhood of the Sea' is all about."

Also nicknamed "Pop," Reyes retired to the Mobile area and in 1985 established the Association of Retired Merchant Seamen (ARMS), an organization for former Seafarers and other ex-mariners. That group, which has hundreds of members, keeps abreast of union and maritime affairs and has been active in Veterans Day celebrations in the Alabama port city. The group traditionally lays a floating wreath in honor of fallen brothers and sisters during the annual National Maritime Day observance in Mobile harbor.

Four years ago, Reyes' efforts led to construction of a monument in Mobile which honors merchant mariners who perished during World War II. It was that type of civic-minded activity which once helped Reyes win Mobile's Man of the Year Award.

Lee de Parlier, retired SIU member and current president of ARMS, called Reyes "a great fellow and an asset to the Seafarers. I first met Phil in Houston in 1964, when he was with the Maritime Advancement Program.

"That program was a forerunner to Piney Point, so in a sense he was a founder (of the Lundeberg School)."

De Parlier said Reyes, a former



Felipe "Phil" Reyes

food plan adviser for the SIU, was "well respected locally" and belonged to "every organization you can think of."

Retired SIU official Pete Drewes recalled Reyes was well-organized and enthusiastic. He said of an ARMS cookout two years ago, "Phil organized the whole thing and 200 people turned out for it at Red Smith's farm. Phil always did a heck of a job, no matter what the job was."

Retired galley gang member Harry Houston sailed with Reyes and described him as "very sharp when it came to mechanical knowledge of the steward department. He set up a feeding program when we organized the SS Atlantic in Mobile. . . . He was also active in Alabama politics."

Ed Kelley, SIU representative at the port of Mobile, said Reyes' political activities were reflected in the turnout at the funeral. "There were more than a few public officials there," Kelley said. "Phil was quite a guy."

Another retiree who sailed with Reyes, George O'Berry, said Brother Reyes "should be commended for the time and effort he spent working for the union, training and upgrading our food system and working for the betterment of the people he served. Many people owe a lot to this man."

Reyes was buried in Wolf Ridge Cemetery in Mobile. He is survived by his wife, Shirley, whom he married in 1934. One of Brother Reyes' children, son Phil Jr., currently sails with District 2/MEBA.

TI's Bill Lawrence Dies at 44

Bill Lawrence, who ran the West Coast office of the Transportation Institute from his native home of Seattle, Wash., died suddenly on March 14 at the age of 44.

During his tenure with the Institute, which represents 140 U.S.-flag vessel operators engaged in ocean-going, domestic and Great Lakes waterborne transportation trades and which is dedicated to promoting the American shipping industry, Lawrence tirelessly worked in behalf of the U.S. merchant marine.

James Henry, president of the Transportation Institute, paid tribute to his effectiveness as an advocate of U.S. shipping. Henry said Lawrence worked diligently for the preservation and enforcement of laws to maintain the U.S. domestic merchant fleet.

Also, Henry noted that "Bill was a friend of the maritime industry and a great personal friend to many

of us who had the honor of working with him."

Lawrence, a son of a shipyard worker, was well-liked and well-connected throughout the maritime community, and he counted a great number of Seafarers among his friends.

A University of Washington graduate, Lawrence had a great deal of experience with the political process, having worked as a lobbyist representing maritime interests with the state legislatures of Alaska and Washington. He was active in political campaigns, including the 1974 re-election effort of Senator Warren Magnuson.

Lawrence first joined the staff of the Transportation Institute in 1975.

Bill Lawrence is survived by his wife, Ruth; three-year-old son, Evan; mother, Helga; and sister, Marjean Plouff.



Bill Lawrence (center), who passed away last month, is pictured at the dedication of the Paul Hall Center for Maritime Training and Education last August with his good friends and associates former SIU official Ed Mooney (left) and Robert B. McMillen, president and CEO of TOTE.

102ND CONGRESS
2^D SESSION

H. R. 4394

To amend title 46, United States Code, to require merchant mariners' documents for certain seamen.

Closing the Loophole

A Way to Reduce the Safety Threat to Tug and Tow Crewmen

A disparity that exists in the nation's maritime safety standards is endangering the safety of the men and women who sail on the nation's rivers and lakes, the Seafarers International Union has found. The loophole in safeguards stems from a section of the nation's laws that exempts the vast majority of individuals working on inland waters' vessels—no matter the tonnage of the boat—from holding Coast Guard issued documents. Also among those seamen who do not have to carry documents are most individuals on vessels of under 100 gross tons. The law requires, however, that all seamen employed on Great Lakes vessels and ocean-going ships over 100 gross tons carry Coast Guard issued documents, which also are known as z-cards.

Legislation has been introduced in the United States Congress to close this loophole. The bill, known as H.R. 4394, was introduced in early March by House Merchant Marine and Fisheries Committee Chairman Walter B. Jones (D-N.C.). The legislation has the strong backing of the SIU, other marine labor unions and several maritime companies. In the few weeks since the bill's introduction, 31 congressmen have signed on as cosponsors.

In an address to his fellow congressmen upon introducing the bill, Jones said, "It may be hard to believe, but there are vessels operating in waters of the United States with crewmembers who are not required to demonstrate their fitness for duty."

Potential for Injury

"Allowing undocumented seamen to work on these vessels unnecessarily increases the potential for injury or death of other waterway users. In addition, since many of these vessels transport oil or hazardous substances, any accident puts this nation at risk for serious environmental damage to our shores and natural resources," said the North Carolina congressman.

Jones pointed out there are important safeguards contained in the process of issuing merchant mariner documents. The Coast Guard, the federal agency responsible for policing the nation's navigable waterways and enforcing laws and regulations concerning the safety of all who use the marine transportation system, issues merchant mariner documents to individuals working aboard all deep sea and Great Lakes vessels.

Applicants must submit to drug testing, undergo a Federal Bureau of Investigation (FBI) criminal investigation check and allow the agency to review driving records in the National Driver Register, among other procedures. Under the Oil Pollution Act of 1990, the Coast Guard was mandated to renew merchant mariner documents every five years. (Before this law, an individual was issued a document once and this served him or her throughout his sailing career.) The agency is currently in the process of developing a procedure for the re-issuance of documents.

Safety of Crew at Stake

In its testimony of March 17 to the Subcommittee on Coast Guard and Navigation hearing on the legislation, the SIU emphasized that the safety of crewmembers on thousands of tugs and towboats is at stake. The loophole in maritime safety standards of the nation's rivers and lakes endangers the lives and working conditions of crewmembers aboard tugs and towboats, SIU Vice President Joseph Sacco told the congressional panel.

There are more than 5,000 tugs and towboats in the U.S.-flag fleet and close to 3,300 of those operate on the nation's rivers and lakes, which make up 25,777 miles of navigable waterways. Sacco noted that the crewmembers of those vessels work under difficult conditions. On the inland waters, tugs and towboats push or pull more than 23,000 dry cargo barges and 3,200 tank barges. "It takes skill, it takes training, it takes alertness and it takes teamwork to navigate

Who Must Have A Merchant Mariner Document

Seamen aboard U.S. merchant vessels of at least 100 gross tons are required under federal law (46 U.S. Code, Section 8701) to hold a merchant mariner document **except on vessels operating only on the navigable rivers and lakes of the United States other than the Great Lakes.**

Who Is Not Required to Hold A Merchant Mariner Document

Currently, individuals serving on inland towing vessels and harbor towing vessels and ocean and harbor tugs of less than 100 gross tons are not required to hold merchant mariner documents. On navigable rivers and lakes, except the Great Lakes, no matter the tonnage of the vessel, the majority of individuals working aboard the tug or towboat are not required to hold merchant mariner documents. The Coast Guard, however, does require that on all river and lakes, towing vessels of 26 feet in length (regardless of tonnage), the operator of the boat must hold a license issued by the agency. The Coast Guard also requires that tankermen hold a document with the appropriate endorsements. All other hands aboard vessels on the nation's navigable rivers and lakes, except the Great Lakes, carry no merchant mariner document, other endorsements or licenses.

on these waters," Sacco said.

The SIU official pointed out that currents and weather conditions can make navigation extremely tricky. He said tugs and tows and their barges must be maneuvered in congested waterways. Additionally, the vessels sail on rivers and harbors bordering very populated areas, as well as waterways adjacent to environmentally sensitive marshes, islands, shores, banks and coastlines. Sacco said every crewmember plays an important role in navigating a tug or tow and its barge units on the waterways.

Sacco noted that crewmembers on tugs and barges are responsible for a multitude of cargoes, each requiring unique attention from the crew. Among the material transported on the nation's rivers and lakes are petroleum products, forest and farm products, coal, metallic ores, radiation materials, chemicals—including benzene, ammonia, sulfuric acid, fertilizer. In many cases the cargo is hazardous or combustible or both, Sacco said.

Sacco said the volume of cargo transported on the inland waterways was staggering. "In 1989, the Army Corp of Engineers estimated that 1,507.5 million tons of freight were carried on selected inland waterways."

Confidence of Fellow Crew

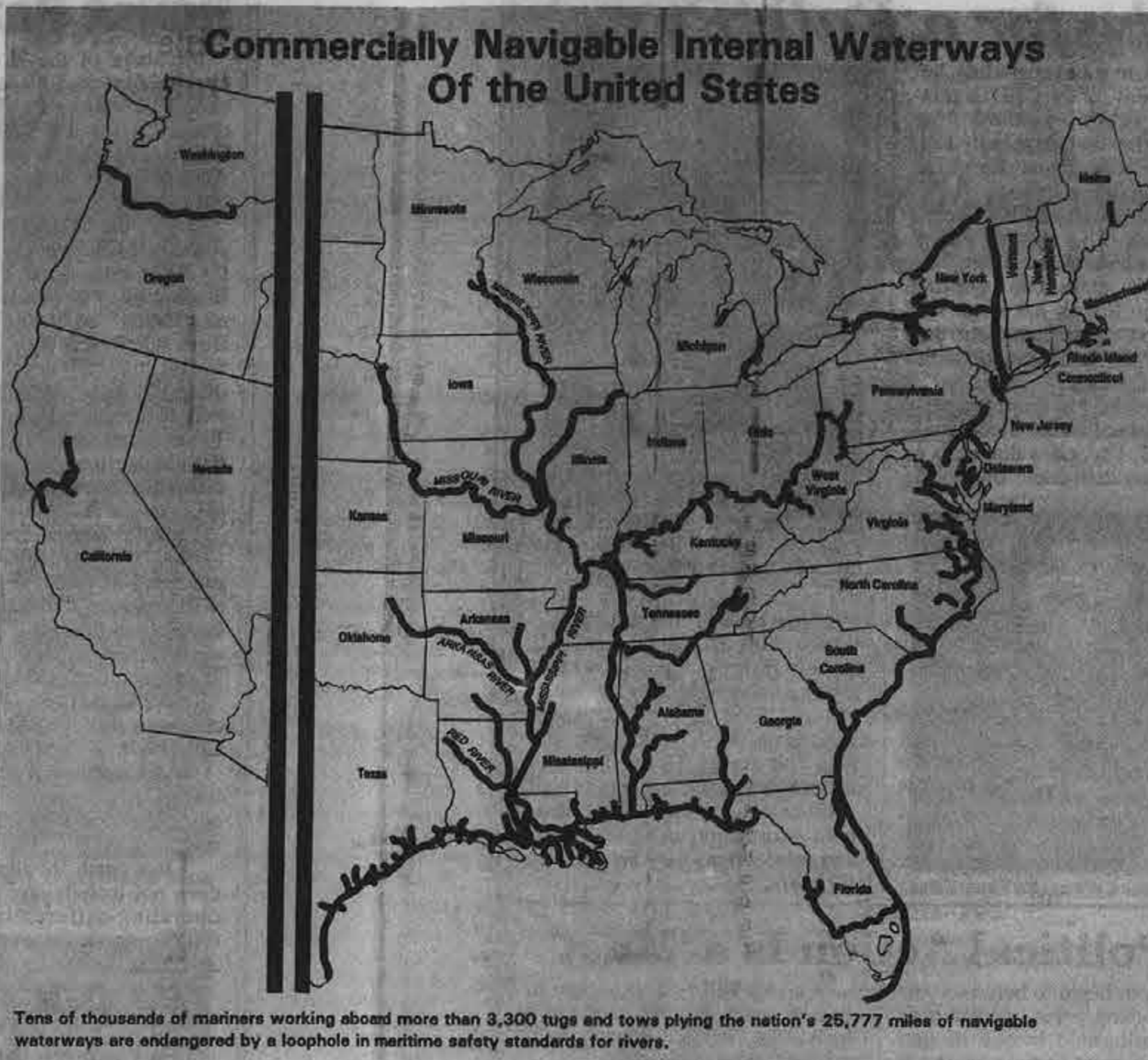
From the SIU's standpoint, Sacco said, "Every hand on a vessel, whether it is operating on a river or in the ocean, must have confidence in his fellow crewmembers and their ability to handle the vessel in any situation, including emergencies that may arise."

The enactment of legislation extending the Coast Guard documentation procedure to all crewmembers aboard tugs and tows would assure the men and women who earn their livelihoods in this industry that safeguards have been met.

While a group known as the American Waterways Operators (AWO), which represents many tug and towboat companies, is opposed to the legislation, a number of maritime companies have thrown their strong support behind the legislation.

Crowley's Pacific Operations Vice President Gary Faber said in testimony before the Subcommittee on Coast Guard

Commercially Navigable Internal Waterways Of the United States



Tens of thousands of mariners working aboard more than 3,300 tugs and tows plying the nation's 25,777 miles of navigable waterways are endangered by a loophole in maritime safety standards for rivers.

and Navigation that the inland waterways need a "system whereby you can document, monitor and evaluate the personnel that are on the tugs and barges." He noted that all hands working on Crowley's vessels are documented. Faber said documentation of all inland maritime workers was in the "best interest in regard to safety."

In written comments submitted to the committee, Maritans GP Inc. Executive Vice President James H. Sanborn said, "The message delivered long and consistently by both houses of Congress to those of us who use our nation's waterways to move goods and material has been clear: operate safely; protect our environment."

Pollution-Free Standards

Sanborn continued, "Marine accidents can be caused by a single person failing to conform to proper procedures. The result may be damage only to his vessel; or it may involve damage to a land-based facility. The accident may involve two or more vessels; one or all of which may be carrying a potential pollutant. The accident may result in pollution from a vessel struck and breached by a relatively small towboat and barge unit carrying a cargo as innocuous as gravel for construction. The prevention of marine pollution then is not

confined to those who carry the cargoes with a potential for pollution, but by all who share the navigable waters."

The role the Coast Guard plays in reducing accidents through, among other things, its merchant mariner document system is essential, said Sanborn. "The requirements are simple, straight forward and provide a means to assure that those entering the ranks of partners on our vessels have been screened by the nation's maritime regulatory watchdog, the USCG."

Crescent Towing & Salvage Co., Inc. of New Orleans, La. also submitted comments on the matter to the subcommittee. Crescent's Assistant Vice President Arthur T. Kulp pointed out that the company would benefit from a set of standards that would be applied uniformly to all employees of all tugboat companies. He said an individual subjected to all the safeguards required by the Coast Guard, "would make the process of determining the qualifications of a potential job applicant easier to assess for the company."

Furthermore, Kulp said, "If all crewmembers had documents, employers would be assured that the person employed had met basic Coast Guard requirements. . . Since a merchant mariner document can be revoked, an individual who has demonstrated gross incompetence or misconduct or negligence would be taken out of the industry."

H.R. 4394 Closes Loophole

The majority of crewmembers on inland vessels do not carry a Coast Guard document. The exception is a tankerman. Individuals employed as tankermen must hold a merchant mariner document with the appropriate Coast Guard endorsements. Also, operators of inland vessels more than 26 feet in length must hold a Coast Guard license. However, engineers, deckhands, mates, cooks, among others, are not required to hold any kind of Coast Guard documentation.

On ocean-going vessels of under 100 gross tons, most hands are not required to hold documents. Many of these vessels operate in the nation's coastal waterways and harbors.

The vessels exempted from the Coast Guard merchant mariner document requirement include marine equipment of substantial proportions. Many of the boats in question are driven by engines with horsepower in the tens of thousands. There are some towboats that push more than 50 barges at a time, making the overall tonnage of the combined marine equipment unit close to that of an ocean-going vessel.

Facts Show Documented Seamen Have A Better Safety Record Than Those Who Don't

The striking difference in the total number of accidents due to human error between U.S.-flag deep sea ships or Great Lakes vessels or tugs and towboats provides evidence of the need to have all crewmembers meet basic requirements of the United States Coast Guard, the government agency responsible for marine safety.

The safety of fellow crewmembers is at stake, as well as the safety of others working aboard vessels operating in the nation's waterways and harbors.

The SIU was led to examine the data contained in the Coast Guard's database on casualties and marine accidents (CASMAIN) in an effort to ascertain the safety record of the inland maritime industry. The union found that within the inland field, human error is more likely to account for an accident than in either the Great Lakes or deep sea areas.

The primary difference between the individuals employed aboard tugs and towboats in the inland sector and those working aboard vessels on the Great Lakes and oceans, is the great majority of crewmembers on marine equipment in the rivers and lakes are not documented by the United States Coast Guard.

The Coast Guard's data indicates that human factors are the primary cause of accidents involving tugs and tows. Conversely, on deep sea ships and Great Lakes vessels, the human factor only accounted for roughly one third of all accidents.

The Coast Guard defines "human factors" as some of the following categories: bypass of available safety devices, inattention to duty, intoxication—alcohol/drugs, calculated risk, carelessness, error in judgement, lack of knowledge, lack of training, lack of experience, operator error, fatigue, stress, physical impairment, psychological impairment, failure to comply with rules or regulations, inadequate supervision, failure to follow rules of the road.

According to Coast Guard data, the most likely reason for an accident involving a deep sea ship or Great Lakes vessel is a problem with the vessel itself. The Coast Guard defines "vessel problems" as those factors related to the material or equipment of the ship or boat that cause trouble, but which are not related to improper maintenance. Examples of this category are inadequate equipment; inadequate stability; inadequate horsepower; failed materials, such as electrical, mechanical and structural items.

Each category of vessel—whether inland, deep sea or Great Lakes equipment—was equally hit by weather and environmental conditions. The percentage of accidents caused by forces of nature was similar among all three classifications of vessels. "Environmental Factors" are considered by the Coast Guard to be adverse weather conditions, adverse current or sea conditions, debris, suction bank, ice, submerged objects, unmaintained channels, among others.

"Systemic Deficiencies" cited by the federal agency concern issues such as inadequate statutory or regulatory requirements, inadequate owner/operator safety plan, faulty designs, improper maintenance. In August of 1981, the Coast Guard added inadequate manning and inadequate equipment to this category.

A more detailed examination of the Coast Guard's data, indicates that 32 tug/tow accidents within the CASMAIN database listed intoxication by either alcohol or drugs as a contributory factor to the accident. A search of the accidents involving Great Lakes and deep sea ships revealed that intoxication has never been one of the reasons the Coast Guard found for an accident involving those vessels. It should be noted that the CASMAIN database only includes accidents where the Coast Guard has completed its investigation. Any open cases would not show up in the database.

Crewmembers aboard deep sea and Great Lakes ships are subject to rigorous alcohol and drug testing procedures. All individuals on these vessels are documented and thus will have been subjected to a record check of the National Driver Register. The majority of crewmembers on tugs and towboats operating on the rivers are not subject to the National Driver Register check.

The union is continuing to study the information contained in the Coast Guard's extensive CASMAIN database. In the meantime, the Seafarers LOG would welcome the comments of all seamen and boatmen on their experiences of crew safety.

In the union's preliminary analysis, the evidence is clear that seamen with merchant mariner documents have a better safety record and are less susceptible to injury and death than men and women working aboard tugs and tows who do not meet the standards the Coast Guard requires of all mariners.

Primary Cause of Accidents

U.S.-Flag Inland Tugs/Tows, Ocean-Going, and Great Lakes Vessels
(Percentage by Cause)
Late 1970s - Mid 1991

CAUSE	ACCIDENTS					
	TUGS/TOWS		LAKE SHIPS		OCEAN SHIPS	
	#	%	#	%	#	%
Human Factors	5,051	58%	43	36%	698	31%
Vessel Problems	1,720	20%	53	45%	1,038	46%
Environmental Factors	1,306	15%	14	12%	343	15%
Systemic Deficiency	43	0%	2	2%	20	1%
Other/Unknown	585	7%	7	6%	158	7%
Total Accidents	8,705	100%	119	101%	2,257	100%
Human Factor, Any Cause	5,367	62%	46	39%	795	35%

*Total sums to more than 100 due to rounding.

Tugs/Tows includes all such vessels less than 300 gross tons. Lakes ships are those vessels over 10,000 gross tons, self-propelled, which have been involved in an accident on one of the five Great Lakes. Finally, ocean-going vessels are all self-propelled vessels over 14,999 gross tons and which are one of the following type of vessels: Container, RO-RO, LASH, Ore-Bulk-Oil, liquid or dry bulkers, or oil, gas or chemical tankers.

Source: Coast Guard's CASMAIN Database. CASMAIN includes only closed cases; any accident still under investigation is not included.

Steward Utz's Activities Make for a Full 'Plate'

Crewmembers aboard the Great Land look forward to Thursdays when Chief Steward Jack Utz is aboard. That is the day when Utz distributes his newsletter, the *Ariang exPress*, around the roll-on/roll-off vessel.

"It's been great for morale," Utz told a reporter for the Seafarers LOG when the TOTE vessel recently docked in Fife, Wash., between Seattle and Tacoma.

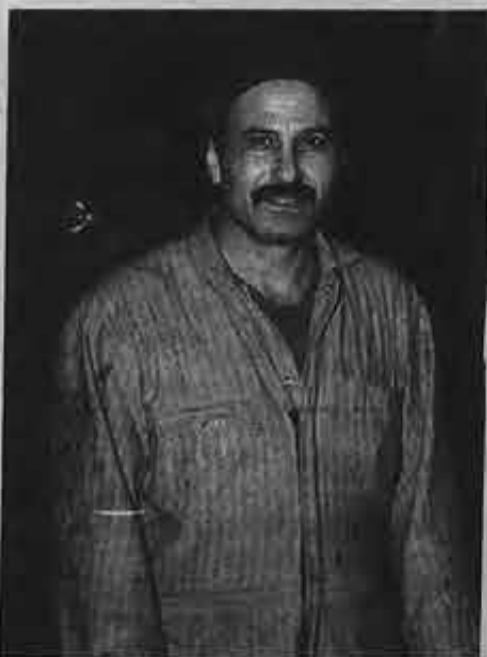
Utz began producing the newsletter—full of poetry, quotes, off-beat stories and quizzes—about three years ago so he could share his views with his fellow shipmates.

Writing is the 62-year-old steward's primary form of communications. He has been bothered, but not hampered, by a stutter in his speech since childhood. The speech impediment caused him to leave school early.

"I dropped out in sixth grade, but my hobby was reading," Utz, who has a bachelor's degree in English, recalled. He read books by Pearl Buck, William Erskine and others from the Great Depression era that formulated his political conscience to help others. "About 10 or 11, I began picking books that were written by people who were socially aware.

"The average person—after the age of 30—begins thinking of his own security and less of other people's (security). Whereas I didn't change."

Utz weaves his beliefs throughout his newsletters. In his own words, the responses and debates have been "great. In arguments, I have been called every-



Utz's shipmate, Wiper All Hussein, works on board as the vessel unloads.



Robert Haley, who sails as an AB, says he would follow Utz to sea anytime.

thing from a fascist to a communist and everything in between."

In fact, Utz recalled one crewmember challenging his views with "I don't believe this but you sure can write."

The native of Baltimore began his sailing career in 1948 as a wiper on the Steel King. He found the job "too greasy." On his next vessel, he discovered being an ordinary seaman was "too cold." The only shipboard department left for Utz was the galley, where he has sailed ever since. He has upgraded four times at the Seafarers Harry Lundeborg School of Seamanship to become a recertified steward.



SIU Assistant VP Bob Hall (left) talks with AB Robert Wassink aboard the Great Land.

While sailing and upgrading, he began to study for the GED to gain his high school equivalency diploma. After that, he acquired an associate's degree from a Washington junior college. Then, pushed by now-retired SIU official Ed Mooney, Utz applied for a Seafarers scholarship in 1978.

"I was so afraid, but I got the scholarship. It took me about six years to get my degree from the University of Washington because I continued sailing."

Although he has been the permanent steward on the Great Land since 1982, Utz states that he is a better writer than cook. But don't



Chief Steward Jack Utz works on the next edition of his newsletter.

let crewmembers hear that. "I'd go to sea with Jack anytime," AB Robert Haley quipped after hearing Utz's statement about cooking.

Utz's fo'c'sle is like a small pressroom. Besides his personal gear, he stores his background material for the newsletters as well as his computer there. "I have plenty of information on weather, jobs and politics that I have been saving for years."

For QMED DeSue, Political Action Is a 'Must'

For Kevin DeSue, politics is not so much who you know and what have they done for you lately. It is more a matter of self-esteem for your community, your friends and yourself.

"It's easy to get involved," the 23-year-old QMED says to fellow Seafarers. "Just take more time and get involved in your community. They'll be glad to have you."

DeSue, who recently upgraded at the Lundeborg School, urges union members to know their U.S. senators and representatives because they directly affect our jobs on U.S.-flag ships." He has lobbied on Capitol Hill several times on maritime matters.

The graduate of Lundeborg School trainee class 444 also reminds members to not ignore local politicians. "Write your councilmen, mayor and school board. Ask them for their opinions on issues affecting the community. Develop a relationship with them. As soon as you begin to understand their jobs, they will begin to understand yours."

The Jacksonville, Fla. native includes members waiting for a job in a union hall in this philosophy. "We have the means and time to get more involved. We can't just go to the hall to look for a job. We should go as a group to meet people in the community and voice our opinions."

In his own community of Springfield (in the northern part of Jacksonville), the engine department member discovered only 27 percent of those registered bothered to vote in the 1991 municipal election. To urge more of his neighbors to get involved, DeSue has been meeting with them and preaching his "self-esteem" philosophy.

"When you hear 'ghetto, ghetto,

ghetto,' you begin to believe your area is nothing—that you live in a slum. Springfield is one of the oldest and most historic areas of Jacksonville. We have to get motivated about our area so others will take us seriously."

To that end, he has spent his time off the ship mowing lawns, repairing plumbing and doing other odd jobs for neighbors unable to handle those chores.

Despite his age, DeSue is not a newcomer to the political process. One of his earliest memories is of his grandfather, a former minister, running for mayor of nearby St. Augustine, Fla. in 1976. He remembers a group of people asked his grandfather, who was serving on the city council, to seek the post because he would not be "a meek minister who would stay in his place." His grandfather did not win, but it taught DeSue the valuable lesson to stand up and fight for what you believe.

DeSue still has his first letter from U.S. Representative Charles Bennett (D-Fla.). Bennett has been a frequent guest of DeSue's grandfather at various political and church-related functions. When DeSue was lobbying congressmen

on Capitol Hill two years ago to vote in favor of cargo preference legislation, Bennett warmly welcomed DeSue to his office.

DeSue plans to continue upgrading and obtain his engineering license. However, he does have plans to run for political office someday. "I want to establish my maritime career first, then we'll see what happens."



Kevin DeSue's meeting with U.S. Rep. Charles Bennett (D-Fla.) was featured on the front page of the July 1990 Seafarers LOG.



QMED DeSue, flanked by Recertified Stewards Hans Schmuck (left) and Richard Sanderson, listens to testimony against imposing a user fee on merchant mariners.

**May & June
Membership Meetings
Deep Sea, Lakes,
Inland Waters**

- Piney Point
Monday, May 4
Monday, June 8
- New York
Tuesday, May 5
Tuesday, June 9
- Philadelphia
Wednesday, May 6
Wednesday, June 10
- Baltimore
Thursday, May 7
Thursday, June 11
- Norfolk
Thursday, May 7
Thursday, June 11
- Jacksonville
Thursday, May 7
Thursday, June 11
- Algonac
Friday, May 8
Friday, June 12
- Houston
Monday, May 11
Monday, June 15
- New Orleans
Tuesday, May 12
Tuesday, June 16
- Mobile
Wednesday, May 13
Wednesday, June 17
- San Francisco
Thursday, May 14
Thursday, June 18
- Wilmington
Monday, May 18
Monday, June 22
- Seattle
Friday, May 22
Friday, June 26
- San Juan
Thursday, May 7
Thursday, June 11
- St. Louis
Friday, May 15
Friday, June 19
- Honolulu
Friday, May 15
Friday, June 19
- Duluth
Wednesday, May 13
Wednesday, June 17
- Jersey City
Wednesday, May 20
Wednesday, June 24
- New Bedford
Tuesday, May 19
Tuesday, June 23

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

Personals

ALFREDO GONZALES

Anyone knowing the whereabouts of Alfredo Gonzales, please contact his son, Albert Allie, at 1711 Gates Ave., Ridgewood, N.Y. 11385.

FRED KISE

As you requested, reissuance of lost check is complete. Contact Stephanie Wendell, Transoceanic Cable Ship Co. at (201) 326-2314.

**FRIENDS OF
JOHN J. WHITE**

I am John J. White's son and I am looking for any individual who knew my father. He sailed as a chief engineer on the John Harvey, a Liberty Ship which went down in Italy on December 2, 1943. I would like John J. White's grandchildren to know more about him. Contact Jack White, 2705 Pine Creek Place, Forestville, Md. 20747, or call (301) 735-4974.

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	23	16	11	18	11	8	13	59	24	20
Philadelphia	4	5	7	3	5	3	4	2	3	8
Baltimore	7	9	7	3	4	3	3	11	6	6
Norfolk	10	14	9	9	13	7	13	25	19	6
Mobile	11	12	11	9	5	2	8	18	25	29
New Orleans	23	11	16	16	2	4	1	49	18	56
Jacksonville	18	16	12	11	13	9	6	43	19	20
San Francisco	22	18	13	18	15	3	5	56	37	25
Wilmington	18	13	13	16	7	1	3	32	21	22
Seattle	23	19	15	19	18	4	12	42	12	32
Puerto Rico	8	2	4	4	3	2	0	15	2	4
Honolulu	5	14	10	3	8	9	1	7	17	7
Houston	27	11	21	22	12	5	15	41	26	36
St. Louis	2	4	2	2	2	1	0	0	7	3
Piney Point	2	9	3	1	3	2	2	1	16	3
Algonac	0	1	3	0	0	2	0	0	1	3
Totals	203	174	157	154	121	65	86	401	253	280
ENGINE DEPARTMENT										
New York	17	13	6	13	6	2	6	35	15	18
Philadelphia	3	6	5	1	2	0	2	5	6	7
Baltimore	6	4	2	1	5	1	4	12	2	2
Norfolk	3	6	3	3	5	3	7	9	9	8
Mobile	8	4	5	8	6	2	7	13	11	8
New Orleans	8	10	8	11	3	3	1	22	14	19
Jacksonville	17	12	7	12	5	3	8	25	18	14
San Francisco	15	15	11	11	8	6	5	31	21	20
Wilmington	6	14	9	10	9	3	3	11	18	20
Seattle	11	12	7	9	7	2	8	22	9	15
Puerto Rico	4	1	0	4	2	1	1	8	1	0
Honolulu	1	6	5	5	6	7	2	2	12	6
Houston	12	15	9	12	10	3	6	24	14	17
St. Louis	0	2	2	0	2	0	0	1	4	4
Piney Point	1	26	8	2	3	0	3	1	41	13
Algonac	0	0	3	0	0	2	1	0	1	1
Totals	112	146	90	102	79	38	64	221	196	172
STEWARD DEPARTMENT										
New York	16	8	3	10	2	0	19	33	14	5
Philadelphia	1	1	1	0	0	1	1	3	3	0
Baltimore	4	1	1	0	1	0	1	6	5	1
Norfolk	5	2	6	3	3	6	3	11	3	6
Mobile	7	6	4	2	2	4	7	16	10	6
New Orleans	4	7	3	0	5	1	0	16	7	5
Jacksonville	15	5	2	6	3	1	11	22	9	3
San Francisco	32	12	2	22	9	0	11	88	26	9
Wilmington	10	5	1	10	0	0	2	22	10	10
Seattle	16	10	5	9	3	4	5	25	13	4
Puerto Rico	3	0	0	1	0	0	1	4	1	1
Honolulu	13	14	16	9	6	12	46	12	26	24
Houston	12	4	2	9	1	0	2	14	10	5
St. Louis	1	0	0	2	0	0	0	0	0	0
Piney Point	1	10	0	2	3	0	4	5	17	0
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	140	86	46	85	38	29	113	277	155	79
ENTRY DEPARTMENT										
New York	9	35	53	8	20	12	0	14	69	122
Philadelphia	0	5	5	0	0	2	0	0	6	7
Baltimore	1	11	6	1	8	4	0	3	8	6
Norfolk	3	11	7	4	10	4	0	5	19	24
Mobile	1	24	3	1	8	7	0	4	36	16
New Orleans	7	26	14	4	14	6	0	10	49	38
Jacksonville	3	27	16	1	9	1	0	5	41	40
San Francisco	21	18	26	10	15	5	0	42	53	71
Wilmington	7	10	7	8	3	2	0	10	20	23
Seattle	4	12	9	6	11	2	0	11	12	16
Puerto Rico	4	1	4	3	6	5	0	7	10	6
Honolulu	4	30	148	5	33	113	0	4	47	213
Houston	4	22	10	2	12	4	0	8	40	19
St. Louis	0	0	0	0	0	0	0	0	2	1
Piney Point	0	34	2	0	22	1	0	0	46	6
Algonac	0	3	1	0	0	0	0	0	6	1
Totals	68	269	311	53	171	168	0	123	464	609

Totals All Department 523 675 604 394 409 300 263 1,022 1,068 1,140

* "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.

A total of 1,366 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,366 jobs shipped, 394 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From February 16 to March 15, 1992, a total of 263 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 16,070 jobs have been shipped.

Pt. Loma Steward Effectively Uses Lay-up Time

Chief Steward Claudia Allen finds lay-up time in San Diego a great opportunity to make plans for upcoming meals aboard the USNS Point Loma, a 492-foot Military Sealift Command—Pacific Fleet vessel.

"I can make plans for up to a month and know what to order," the government services division member of the SIU recently told a reporter for the Seafarers LOG.



Chief Steward Claudia Allen plans future meals for the Point Loma crew.



Roy "Buck" Mercer (extreme left), vice president of the government services division, addresses (left to right) Yeoman/Storekeeper James Page, OS Jeff Crummette, AB Mas Sawamoto and Bosun Stephen Bingham.



Making his way to the shipboard union meeting is OS Jeff Crummette.



Engine Utility Craig Dirks reviews classes available at the Lundberg School.

Dispatchers' Report for Great Lakes

FEBRUARY 16 — MARCH 15, 1992

CL—Company/Lakes L—Lakes NP—Non Priority
 *TOTAL REGISTERED All Groups
 Class CL Class L Class NP
 TOTAL SHIPPED All Groups
 Class CL Class L Class NP
 **REGISTERED ON BEACH All Groups
 Class CL Class L Class NP

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	11	0	0	7	1	0	38	5
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	7	5	0	6	2	0	15	3
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	4	0	0	2	0	0	8	0
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	14	7	0	0	0	0	47	14
Totals All Departments	0	36	12	0	15	3	0	108	22

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

Dispatchers' Report for Inland Waters

FEBRUARY 16 — MARCH 15, 1992

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	11	0	0	2	0	0	30	0	0
Gulf Coast	3	3	16	2	0	3	3	1	20
Lakes & Inland Waters	11	0	0	3	0	0	57	0	0
West Coast	0	1	2	0	0	0	0	1	3
Totals	25	4	18	7	0	3	90	2	23
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	6	0	0	1	0	0	12	4	0
Gulf Coast	1	0	4	0	0	0	2	0	3
Lakes & Inland Waters	6	0	0	1	0	0	36	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	0	4	2	0	0	50	4	3
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	4	0	0	0	0	0	7	3	0
Gulf Coast	0	2	1	0	0	1	0	1	7
Lakes & Inland Waters	1	0	0	1	0	0	17	0	0
West Coast	0	0	0	0	0	0	1	0	0
Totals	5	2	1	1	0	1	25	4	7
Totals All Departments	43	6	23	10	0	4	165	10	33

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

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

Seafarers International Union Directory

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

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
 (410) 327-4900

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

HONOLULU
 606 Kalihii St.
 Honolulu, HI 96819
 (808) 845-5222

HOUSTON
 1221 Pinroe 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
 P.O. Box 75
 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
 (310) 549-4000

The Seafarers Pension Plan announces the retirement of 17 members this month. Thirteen of those retiring sailed in the deep sea division, while two worked aboard tugboats in the inland division. Two sailed in the Great Lakes division.

Deck department member **Roald Bliksvaer**, a native of Norway, began his seafaring career on foreign-flag ships before immigrating to America in 1955. Years ago, after upgrading at the Lundeberg School, he told the Seafarers LOG that U.S.-flag shipping offers substantially fairer wages and workers' rights to merchant mariners.

Recertified Steward **Robert Forshee** sailed in the deep sea division, but he also served as an active recruiter for the training program of the SIU's affiliate, the Inland Boatmen's Union (before its merger into the Atlantic and Gulf districts). Brother Forshee lives in Granite City, Ill., which is just across the Mississippi River from the SIU's St. Louis hall.

Brief biographical sketches of Bliksvaer, Forshee and the other new pensioners follow.

DEEP SEA



ROALD BLIKSVAER, 62, joined the SIU in 1956 in the port of Baltimore. Born in Norway, he sailed in the deck department. Brother Bliksvaer has retired to Baltimore.

FRANK CORVEN, 65, joined the Seafarers in 1962 in the port of New York. A native of France, he sailed in the deck department.



Brother Corven served in the Navy from 1944 to 1946. He resides in Prescott Valley, Ariz.

**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.

BENJAMIN DAHLAN, 66, joined the SIU in 1967 in the port of New York. He was born in Singapore and sailed in the deck department. Brother Dahlan upgraded frequently at the Lundeberg School. He lives in New York.

ROBERT FORSHEE, 67, joined the Seafarers in 1969 in the port of Houston. Born in Granite City, Ill., he completed the steward recertification course at the Lundeberg School in 1981. Brother Forshee served in the Army from 1943 to 1946 and from 1948 to 1952. He still calls Granite City home.



JUAN LAGUANA, 62, joined the SIU in 1969 in the port of San Francisco. He was born in Guam and sailed most of his career

as a chief cook. Brother Laguana served in the Navy from 1948 to 1958. He has retired to San Jose, Calif.

ARTHUR LONGUET, 64, joined the Seafarers in 1945 in his native New York. He sailed in the deck department. Brother Longuet resides in Spring Creek, Nev.



HARRY MEREDITH JR., 66, joined the Seafarers in 1962 in the port of New York. Born in Waynesburg, Pa., he sailed in the engine department. Brother Meredith

served in the Navy from 1943 to 1958. He lives in Houston.



JOHN R. MCINTYRE, 64, joined the SIU in 1955 in the port of Houston. A native of Alabama, he sailed in the deck department.

Brother McIntyre served in the Army from 1945 to 1947. He has retired to La Porte, Texas.

VLADKO ROLL, 65, joined the SIU in 1945 in the port of Mobile, Ala. The native of Mt. Union, Pa. sailed in the deck



department. Brother Roll served in the Army from 1951 to 1953. He continues to reside in Mt. Union.

GEORGE SLACK, 66, joined the SIU in 1965 in the port of San Francisco. Born in Mississippi, he sailed in the engine department. Brother Slack upgraded at the Lundeberg School in 1975. He served in the Navy from 1943 to 1950. Brother Slack has retired to Jackson, Tenn.



VINCENT VANZENELLA, 69, joined the Seafarers in 1960 in the port of Jacksonville, Fla. A New York native, he graduated from the bosun recertification course at the Lundeberg School in 1981. Brother Vanzenella served in the

Navy from 1942 to 1945. He lives in Pinole, Calif.

GENARO RUIZ, 65, joined the Seafarers in 1948 in the port of Baltimore. He was born in Puerto Rico and sailed in the deck department. Brother Ruiz served in the Army from 1952 to 1954. He resides in Bayamon, P.R.

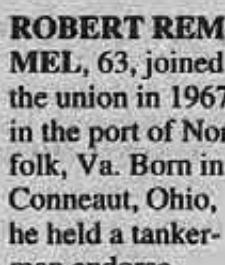
PERLEY WILLIS, 63, joined the SIU in 1951 in the port of Norfolk, Va. He was born in North Carolina and sailed as a chief cook. Brother Willis served in the Army from 1946 to 1948. He has retired to Houston.



INLAND



LOWELL BROXSON, 58, joined the union in 1963 in the port of Port Arthur, Texas. A native of Florida, he sailed in the deck and engine departments. Boatman Broxson served in the Navy from 1951 to 1954. He resides in Vidor, Texas.



ROBERT REMMEL, 63, joined the union in 1967 in the port of Norfolk, Va. Born in Conneaut, Ohio, he held a tanker-man endorsement. Boatman Rempel served in the Marine Corps from 1948 until 1952. He lives in Hollywood, Md.



GREAT LAKES



DONALD O. NELSON, 66, joined the union in 1958 in the port of Detroit. A native of Minnesota, he sailed in the deck

department. Brother Nelson served in the Navy from 1942 to 1946. He resides in Conneaut, Ohio.

ARCHIE BELL, 62, joined the Seafarers in 1962 in his native Toledo, Ohio. Brother Bell sailed in the deck department. He still calls Toledo home.

Personal

CHARLES B. HIGGINS

Please contact your brother, Kevin Higgins, at 207 Moore St., Tilton, Ill. 61833.

Correction

On page 5 of the March 1992 issue of the Seafarers LOG, Assistant Vice President Bob Hall's birthplace was listed incorrectly. He was born on Long Island, N.Y.

Also, Hall was appointed by the state's governor to the Washington State Maritime Council, not the Labor Council, as printed.

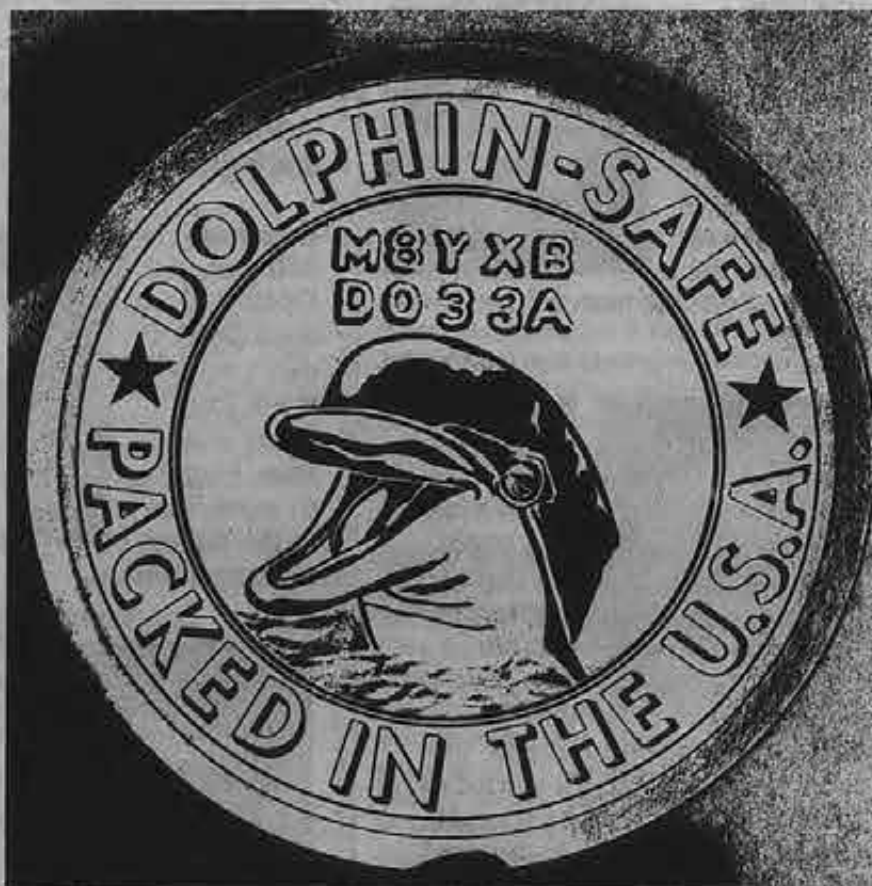
Pan Pacific Copyrights New 'Dolphin Safe' Label

Pan Pacific Fisheries—the only tuna canning factory in the continental United States—has patented a colorful blue "dolphin safe" design on the top of the can which will assist the American consumer in supporting American tuna fishermen and canners.

The 600 employees of Pan Pacific Fisheries are represented by the SIU's United Industrial Workers. Additionally, Pan Pacific buys much of its fish from fishermen represented by the SIU's Fishermen's Union of America.

Pan Pacific cans for thousands of private labels, generic or "store-brands" and institutional segments of the American market. In addition to the newly designed can, a Pan Pacific can of tuna may be identified by a serial number stamped on the can that begins with the letter "M." By law, every cannery must imprint a unique serial number on the lid of each can of tuna.

The U.S. tuna industry is currently working to eliminate an unfair tariff that allows foreign countries to dump canned tuna on the American market. Seafarers can do their part to support American tuna fishermen and the domestic tuna canning plant by buying Pan Pacific tuna.



Look for Pan Pacific's colorful blue "dolphin safe" label which will be imprinted on the top of every one of its cans of tuna, regardless of the store label.

Steel Ships and Iron Men: Part III

BY SINCLAIR OUBRE

Father Sinclair Oubre is Port Chaplain in Beaumont, Texas and an SIU member. He sails during his time off. During his last trip—as an ordinary seaman aboard the Cape Chalmers—he jotted down his thoughts regarding the voyage and the profession of seafaring.



Sinclair Oubre

Last month's Seafarers LOG contained several excerpts from a journal Brother Oubre kept during his days aboard the Cape Chalmers, an RRF ship operated by OMI. What follows is an additional item from that journal—taking his turn at the helm.

At The Helm

After six days in port, expectations began to grow that we were going to be going to sea soon. The shipyard workers began to pick up their many hoses and welding lines. The trash and debris began to clear from the decks, and the stores and supplies began to arrive and be stored in place. The sailing board was set out and we looked to a Tuesday sailing at noon.

At 10:00 in the morning, I noticed that the shipyard gangway had been removed. The remaining workers were being lifted on and off the ship by a basket. The pilot came on board. Then the bosun took the deck crew aside and assigned us to the port or bow stations.

I was assigned to bow watch. This was a wonderful experience for me. I have sailed the intercoastal canal in my small motor boat for over 15 years. I have been from the Sabine Pass Jetties to Orange and all water in between. To go through the same water on the bow of the Chalmers, 50 feet above the water, was a new experience and view of the world.

There were the men in the little boats chasing the reds and flounder that were migrating as the water cooled. There was the Cow Bayou cut that went up to Bridge City. In the distance I could see the two bridges spanning the Neches River, and then Sabine Towing.

What a surprise for me. There at the dock was the Guadeloupe. She had been the first ship that I had sailed on. They were doing a lot of deck work on her, but she seemed to be bidding me welcome and good-bye on my new voyage.

On down we sailed. There was my apartment and St. Mary's Catholic Church. I waved but I don't think the staff was watching me go by. Then Texaco Island came up. I could see that my cousin had two ships at the dock at Gulf Copper. We turned to port and were out of the Intercoastal Canal and now in the Sabine Ship Channel. I was now relieved and got out of the cold for supper. I hurried from the meal to watch Dick Dowling Park and the oil rigs slide by. The jetties came up, and we were out at sea.

BANG, BANG, BANG! Time to get up. Argh! It's 2330 and the ordinary for the 8-12 watch has just pounded on our door. Friday night, last evening on the ship. It's time to hit the bow and do bow watch as we pilot into Norfolk. I am getting set for the cold. First the longjohns, both the top and bottom. Then work pants and shirt. Over all this are my faithful Sears overalls. With p-coat in hand, I prepare to exit the room when there is another knock heard at the door. It's the third

mate. He turns to me and says, "Sinclair, you're on the wheel." I respond trying to contain my surprise and panic, that I was an ordinary seaman and there must be a mistake. He says that he has talked it over with the captain and everything is OK.

After a brief repast in the lounge, I headed to the bridge. There was the bosun at the helm. "Who sent you?" he asked. When I told him that the third had sent me, he seemed to be satisfied, but continued to steer for a few moments. I thank God that he did. It was probably the fastest helmsman course ever offered, but it demonstrated how the vessel was handling at half speed, how much to let her swing before coming midship and how much was necessary to correct any overage. Listening to a few commands and how the bosun responded to the pilot gave me my foundation for the night. (I later found out that the bosun had stayed around to watch and see that everything was all right. In the morning he said that he was pleased, knew that I was able to do it, and went on his way.)

I did not notice much. I was a complete heap of flesh focused on the city lights of Norfolk, my mast and its

relationship to the lights and every command that came from the pilot.

I began to relax when I noticed that the approach to Norfolk has both an inbound and an outbound lane. That was reassuring. The more space between me and any other large moving or stationary object was fine.

One of the great philosophical mysteries that has been revealed to me on this trip is not to think too much. Not that the work encourages a lack of individual creativity, but rather that one can think too much and then make a mistake. For example, while I was at the wheel, the pilot gave me the order: "Come 188." I responded, "188, sir." I then proceeded to come left to 180. Not a good move with a small tug coming up the port side. I had heard what the pilot said. I repeated it back to him. I thought, and then I went the wrong way. It is real important to put oneself in a nonthinking, robotic mode. That way one can respond immediately to the pilot's command, not be seduced by the demon of trying to figure out the next move and finally to react to just the command that is given.

I figured that as we got closer to dock, they would all agree that the

priest had had his fun and it was time to get someone who knew something about the wheel. One hour passed. 0130 came. No one came up the passageway.

The channel was getting narrow. The captain came to the bridge, then the docking pilot, and then Jack from MarAd came up. It was looking like a party, but no one seemed to notice that their lives and licenses were in the hands of a total rookie. Tugs tie up and with them I no longer have to keep a course, just turn the rudder according to commands. Left 10, right 20, hard left, hard right, steady up. What do you mean by steady up? Pilot, aren't you through with me yet? I mumble "steady up" and try to get the stern to stop swinging. With the slow speed, she is very slow to react. I think he gave me that last order for jollies, just to see if I was paying attention, because just as I was beginning to slow the sweep, he started giving me new rudder instructions. "Are we through yet?" I mumble to myself. For in fact we are. Except for a few hard lefts and rights, we are in the noses of the tugs and they are slowly and gently nudging us to our berth. Who needs a relief? I could do it, it was a snap.

Inquiring Seafarer

Question: If you had the opportunity, what would you tell a presidential candidate about the U.S.-flag merchant marine?

(Asked of SIU members in the union hall in Houston.)



Gordon Wheeler, Cook — There is a whole lot I'd like to tell them. There are so many things they need to do.

First, user fees—I don't like that we have to pay to get seamen's papers.

Lawrence Zepeda, Recertified Bosun — More jobs. We're losing a lot of jobs.

I'd like to see legislation to subsidize the fitting of double bottoms on tankers.



Bob Caldwell, Chief Electrician — I could tell them so much. They need to recognize that they

need us as a strong force all the time, not just when they need us. I sailed in Vietnam. As soon as that war was over, they dumped us for 20 years. In Desert Storm, we carried everything over, brought it back and now they're dumping us again.

Frank Lyle, Bosun — We need to get moving. We found out we weren't ready with the ships we had in RRF.

We need to beef up the RRF and merchant fleets. We're giving it all away it seems like.



Mauro De La Cerda, Recertified Bosun — We need jobs. We were the backbone of the Persian Gulf war.

Don't forget us. If we can help them, why can't they help us? We put money into the economy. What good are medals if they don't give us jobs?

Domingo Mireles, OMU — I need a job. I don't want these jobs going overseas. I want to work here in the States, no matter where.



Olifidio Esquivel Jr., QMED — We need more ships, more jobs and more money. There just are not

enough jobs right now.

William Dickey, Bosun — Save it! That's good enough and says it all.



Osvaldo Castagnino, Steward/Baker — We need more ships. The Seafarers showed very clearly that the govern-

ment could count on us. We did the job. The companies should change their minds and build with American flags. We are responsible people.

Beau James, Retired Steward — They have to learn that any time they have a conflict, they cannot depend on foreign shipping. Without a strong merchant marine, any future fighting we'd have to do would be on our shores.



Red King, Recertified Bosun — We need more support because I think we were sold out. The merchant marine needs to be strong like when I first went to sea in 1955.

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 first 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. The minutes are then forwarded to the Seafarers LOG for publication.

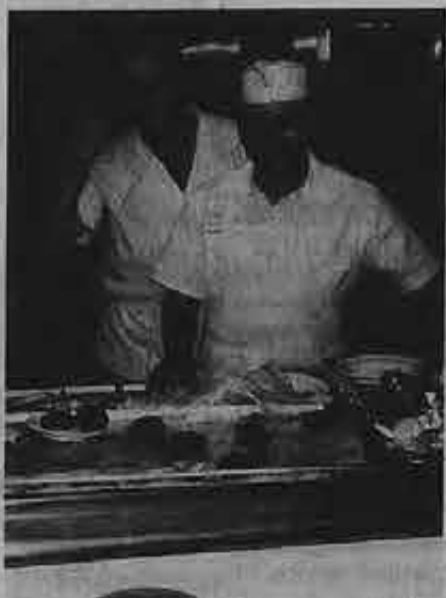
SEALIFT ARCTIC (International Marine Carriers), November 20 — Chairman Victor Mikkelsen, Educational Director Hal Puckett, Deck Delegate Jerry Woods. Chairman reported crew wrote letter to captain about TV and VCR for crew lounge, as ship has had neither for one month. He reported difficulties in getting reliefs. He thanked crew for outstanding job on tank cleaning and other duties. Secretary reported steward department running short of stores due to company not supplying enough for foreign runs and due to providing extra meals to shoreside workers. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported by department delegates. Crew observed one minute of silence in memory of departed brothers and sisters.

LIBERTY SUN (Liberty Maritime), December 29 — Chairman P. Greenwood, Secretary Dana Cunningham, Educational Director J. Smart, Engine Delegate Jerome Butler. Educational director noted importance of reading Seafarers LOG and upgrading at Lundeberg School. No beefs or disputed OT reported. Chairman asked all crewmembers signing off to clean rooms and turn in keys. He noted all OT due shall be paid at payoff. Crew noted certain officers are cleaning own rooms and performing sanitary. Crew extended vote of thanks to steward department.

NEDLLOYD HOLLAND (Sea-Land Service), December 8 — Chairman Fred Goethe, Secretary A. Robinson, Educational Director Don Bush. Chairman noted implementation of random drug testing. He extended vote of thanks from crew to steward department for excellent holiday meal. He urged members to upgrade at Lundeberg School and give to SPAD for job security. Secretary urged members to upgrade at Lundeberg School. He asked port steward to circulate memo about food planning aboard these ships. Educational director urged members to upgrade at Lundeberg School. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates.

SEA-LAND QUALITY (Sea-Land Service), December 15 — Chairman Michael Marquette, Secretary R.G. Connolly, Educational Director Kenneth Linah, Deck Delegate Charles Collins. Educational director urged members to upgrade at Lundeberg School.

Time to Eat



Chief Steward G. Shwarz and Chief Cook R. Cosme are ready to serve another meal aboard the Sea-Land Expedition.

Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegates. Chairman discussed dangers of alcohol use and drug use. He reminded crew to put plastic in appropriately labeled containers on third level. Crew thanked galley gang for good work.

SEALIFT ARCTIC (International Marine Carriers), December 12 — Chairman Victor Mikkelsen, Secretary Antonio Hall, Educational Director Hal Puckett, Engine Delegate B. Maxwell. Chairman reported launch service not provided. He thanked crew for outstanding job on tank cleaning. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew appreciates brotherhood shown on board vessel.

USTS PACIFIC (IOM), December 29 — Secretary P. Crum, Educational Director T. Flynn, Engine Delegate J.R. Paminiamo. Secretary and educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew noted Chief Cook John Collins passed away Christmas day aboard vessel and will be missed.

GALVESTON BAY (Sea-Land Service), January 26 — Chairman David Manson, Secretary R. Hicks, Educational Director Peter Kanavos. Chairman announced impending Coast Guard inspection. He reported payoff scheduled for after fire and boat drill. No beefs or disputed OT reported. Steward department thanked deck department for keeping mess hall and crew lounge clean. Crew extended vote of thanks to galley gang.

GOLDEN MONARCH (Apex Marine), January 26 — Chairman D. Martz, Secretary Juan Gonzalez, Educational Director M. Ruhl. Chairman reported beef. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported by department delegates. Crew thanked steward department for job well done.

ITB MOBILE (Sheridan Transportation), January 26 — Chairman Fred Jensen, Secretary Pedro Sellan, Educational Director M. Roberson, Deck Delegate S. Drafts, Engine Delegate Paul Davenport, Steward Delegate Oliver Keen. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

1ST LT. JACK LUMMUS (AMSEA), January 26 — Chairman S. Solomon, Secretary L. Oram, Educational Director R. Tannis, Deck Delegate Mark Treesh, Steward Delegate Richard Holt. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$592 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for clarification on procedures of random drug testing program.

OMI CHAMPION (OMI Corp.), January 23 — Chairman George Bradley, Secretary Alphonso Davis, Deck Delegate Reuben Fife. Chairman announced payoff. Educational director urged members to upgrade at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew noted vessel needs to be sprayed for roaches.

OVERSEAS NEW YORK (Maritime Overseas), January 19 — Chairman

Marvin Zimbardo, Secretary Darrel Touchstone, Educational Director Edward Self. Chairman reported beef. Educational director urged members to upgrade at Lundeberg School. Engine delegate reported beefs. No beefs or disputed OT reported by steward delegate. Crew asked contracts department for clarification on DEU doing sanitary for deck department. Crew thanked galley gang for excellent job. Next port: Houston.

OVERSEAS VALDEZ (Maritime Overseas), January 20 — Chairman J.E. Rountree, Secretary A. Hassan, Educational Director M. Mickens. Educational director noted changes in Lundeberg School schedule and advised members to

Deck Delegate Junn Ayala, Engine Delegate M. Hall, Steward Delegate E. Sempritt. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

CAPE COD (OMI Corp.), February 2 — Chairman Ervin Bronstein, Secretary Stephen Bates, Educational Director Paul Gilbert, Deck Delegate Roland Noble, Engine Delegate John Cassidy, Steward Delegate Gerald Hyman. Chairman asked crew to have rooms ready for layup. He stressed importance of donating to SPAD and MDL. He encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew voiced support and thanks to Red Campbell,

Ahh... Go Fly a Kite



"No problem" says Steward/Baker Scott Upsahl on the deck of the President Madison. This photo was taken while the ship was at anchor off Taiwan.

check Seafarers LOG for details. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. TV antenna needs repair. Chairman asked crew separate plastics.

OVERSEAS VALDEZ (Maritime Overseas), January 28 — Chairman J.E. Rountree, Educational Director M. Mickens. Chairman discussed SIU support of MEBA's desire to dissolve merger with NMU. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew dissatisfied with steward/baker's work.

SEA-LAND PACIFIC (Sea-Land Service), January 12 — Chairman O. Wiley, Secretary D. Spangler, Deck Delegate M. Revak. Chairman urged members to register and vote in national and local elections. He noted importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew noted ongoing problem with transportation between ship and front gate. Crew reported unsatisfactory treatment of OMU by captain, after OMU was injured. Next port: Tacoma, Wash.

SEA-LAND QUALITY (Sea-Land Service), January 19 — Chairman Michael Marquette, Secretary R.G. Connolly, Educational Director Kenneth Linah. Educational director urged members to take advantage of upgrading opportunities at Lundeberg School. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Next port: Charleston, S.C.

USNS WYMAN (Mar Ship Operators), January 23 — Chairman Steve Herring, Secretary Michael Pooler, Educational Director Ed Evans, Steward Delegate Joseph Gallo, Jr. Chairman commended deck department for good job keeping ship clean. Educational director urged members to upgrade at Lundeberg School. Steward delegate reported beefs. No beefs or disputed OT reported by deck or engine delegates. Crew reported insufficient quantity of stores.

AMERICAN HERITAGE (Apex Marine), February 8 — Chairman Clyde Smith, Jr., Secretary Jose Chacon,

former SIU vice president-contracts, for terrific job. Crew thanked Michael and Joseph Sacco for excellent leadership of union. Crew thanked galley gang for great food and excellent work. Chairman thanked entire crew and noted this is one of best ships he has sailed on. Next port: Sunny Point, N.C.

CAPE EDMONT (IOM), February 19 — Chairman Mark Holman, Secretary Henry Manning, Educational Director Paul Harley, Deck Delegate Scott Kreger, Engine Delegate Jamie Hernandez, Steward Delegate Ralph Fann. Educational director urged members to upgrade at Piney Point. He noted importance of donating to MDL. Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to seek increase in dental and optical benefits. Crew extended vote of thanks to steward department.

CAPE FAREWELL (International Marine Carriers), February 9 — Chairman James Deano, Secretary Mohamed Abdelfattah, Steward Delegate Ruti deMont. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

COVE LIBERTY (Cove Shipping), February 17 — Chairman W.E. Reeves, Secretary F. Mitchell, Deck Delegate H. Butts, Engine Delegate Bobbie Clark, Steward Delegate George Vorise. No beefs or disputed OT reported. Crewmember asked that doors be returned on deck and engine showers and bathroom, due to presence of female crewmember. Crew discussed sanitation of rec rooms, asked members to cooperate in keeping ship clean. Crew thanked galley gang. Crew observed one minute of silence in memory of departed brothers.

GOLDEN MONARCH (Apex Marine), February 19 — Chairman David Martz, Secretary J. Gonzalez, Educational Director J. Trent, Steward Delegate Pedro Perez. Chairman advised crew to approach him with any problems they may have. Educational director en-

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Ships Digest

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couraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done.

GREAT LAND (TOTE), February 4 — Chairman V. Dowd, Secretary Jack Utz, Educational Director S. Senteney. No beefs or disputed OT reported.

GROTON (Sheridan Transportation), February 2 — Chairman Jessie Thomas, Secretary M. Deloatch, Educational Director J. Carnell. Chairman announced payoff scheduled for Stapleton, N.Y. No beefs or disputed OT reported.

FRANCES HAMMER (Ocean Shipholding), February 3 — Chairman R. Wilson, Secretary Hazel Johnson, Educational Director James Robbins, Deck Delegate William Galloway, Engine Delegate M. Gaber, Steward Delegate Toyo Gonzales. Educational director advised members to upgrade at Lundeberg School as soon as possible. No beefs or disputed OT reported. Chairman read clarification regarding day workers' penalty time. Crewmembers expressed concern about company not paying travel time, which in some cases has been three days. Crew voted to sign petition against possible worker tax on merchant mariners.

JULIUS HAMMER (Ocean Shipholding), February 11 — Chairman B. Gordon, Secretary Frank Costango. Chairman thanked crew for cooperation in sorting trash and keeping fantail in order while anchored off Gibraltar. No beefs or disputed OT reported. Crew extended vote of thanks to steward department. Crew observed one minute of silence in memory of departed brothers.

CPL. LOUIS J. HAUGE, JR. (Maersk Lines), February 7 — Chairman James Duer, Secretary R. Mensching, Educational Director David Powers, Deck Delegate David Knuth, Steward Delegate John Huyett. Educational director reminded members of upgrading opportunities available at Lundeberg School. No beefs or disputed OT reported.

NEDLOYD HUDSON (Sea-Land Service), February 2 — Chairman C. James, Secretary R.G. Griswald, Educational Director C. Tsipliareles, Deck Delegate P. Orischak, Engine Delegate T. McArdle, Steward Delegate T. McNellis. Chairman noted all running smoothly and thanked crew for cooperation. He thanked galley gang. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Steward department thanked deck gang for keeping 03 deck spotless. Next port: Charleston, S.C.

Practicing a Maritime Art



Bosun Cesar A. Gutierrez practices the fine art of wire rope splicing aboard the Ultrasea.

HUMACAO (Puerto Rico Marine), February 11 — Chairman L. Rodrigues, Secretary Cassle B. Carter Jr., Educational Director W. Turner, Deck Delegate B. Fountain, Engine Delegate J. Parrish, Steward Delegate M. Robles. No beefs or disputed OT reported. Tile in various rooms needs repair. Next port: Elizabeth, N.J.

LNG GEMINI (ETC), February 9 — Chairman B. Schwarz, Secretary K. Hopkins, Educational Director Curtis Jackson, Deck Delegate George F. Holland, Engine Delegate Thomas E. Harris, Steward Delegate Ronald E. Aubuchon. Educational director urged members to take advantage of courses offered at Lundeberg School. No beefs or disputed OT reported. Crew observed one minute of silence in memory of departed brothers. Next port: Arun, Indonesia.

RICHARD G. MATTHIENEN (Ocean Shipholding), February 18 — Chairman James Martin, Secretary James Swart, Deck Delegate Dana Naze, Engine Delegate Robert Gaglietti, Steward Delegate Plurinus Ordansa. Educational director noted QMED upgrading poster had been posted. He reminded all hands that they must be registered at hall before requesting upgrade. No beefs or disputed OT reported. Steward to order waste baskets for plastic only. Exercise equipment for rec room will be priced and voted on. New typewriter needed, will be purchased at next port. Chairman reminded everyone to be more considerate of day sleepers. Crew extended hearty thanks to galley gang for great food. Crew observed one minute of silence in memory of departed brothers.

NUEVO SAN JUAN (Puerto Rico Marine), February 24 — Chairman D. Murray, Secretary R. Fagan, Educational Director J. Roberts. Chairman noted ship received message regarding SIU's loan to MEBA. Educational director pointed out information posted about QMED program. No beefs or disputed OT reported. Crew asked contracts department to do away with permanent jobs and return to rotary shipping/six months on. Crew thanked steward department.

OMI STAR (OMI Corp.), February 23 — Chairman Robert E. Allen, Secretary Ezekiel M. Hagger. Chairman announced payoff scheduled for Houston. Educational director noted educational film available. No beefs or disputed OT reported. Crew thanked galley gang for best food. Next port: Lake Charles, La.

OVERSEAS ALICE (Maritime Overseas), February 13 — Chairman Steve Copeland, Secretary J.F. Miller, Educational Director L. Phillips, Deck Delegate Ricky Wiener, Engine Delegate J. Martinez, Steward Delegate G. Shinholster. Chairman announced payoff. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

OVERSEAS OHIO (Maritime Overseas), February 8 — Chairman Michael San Angelo, Secretary Earl Gray, Educational Director Byron Elliot, Engine Delegate Eric Hyson, Steward Delegate A. Langlois. Chairman reminded members to work safely. Educational director urged members to upgrade at Lundeberg School. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew thanked steward department for excellent job. Next port: Houston.

RALEIGH BAY (Sea-Land Service), February 16 — Chairman Howard Knox, Secretary J. Speller, Educational Director D. Greiner, Deck Delegate J.C. Blavat, Engine Delegate Joseph Sadler, Steward Delegate Clarence Willey. Chairman urged members to donate to SPAD. No beefs or disputed OT

reported. Crew thanked galley gang for job well done.

SEA-LAND ACHIEVER (Sea-Land Service), February 16 — Chairman James E. Davis, Secretary Lawrence Winfield. No beefs or disputed OT reported. Crew discussed random drug testing program. Crew gave vote of thanks to steward department for clean conditions and good meals.

SEA-LAND CONSUMER (Sea-Land Service), February 9 — Chairman William Mortier, Secretary M. Kohs. Chairman displayed benefits forms. Educational director distributed upgrading forms. No beefs or disputed OT

Educational Director E. Frederickson, Deck Delegate Clyde Luse, Engine Delegate Juan Garcia, Steward Delegate Dennis Skretta. Chairman noted microwave oven needs repair or replacement. He announced payoff and sanitary inspection. Secretary noted upgrading and benefits forms available. Educational director asked all shipmates to report any electrical problems they notice. No beefs or disputed OT reported. Chairman thanked all hands for smooth trip. Crew thanked steward department for fine meals. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), February 2 — Chairman J. Schoenstein, Secretary S. Apodaca, Educational Director Charles Henley,

En Route to Gdansk



Deck gang members aboard the Ultrasea pose with Old Glory while en route to Gdansk, Poland. They are (from left, kneeling) AB Jack Shouest, DEU Abraham Carbajal, (from left, standing) Bosun Cesar Gutierrez, Deck Maintenance Terry Hilton, Deck Maintenance James Brinks, Deck Maintenance Robert VanBrun and AB Screano Hilton.

reported. Crew noted company does not provide bus service. Crew thanked galley gang. Next port: Oakland, Calif.

SEA-LAND ENDURANCE (Sea-Land Service), February 9 — Chairman Lance Zollner, Secretary John Samuels. No beefs or disputed OT reported. Repairs being made on grate catwalk and ladders. Next port: Long Beach, Calif.

SEA-LAND EXPEDITION (Sea-Land Service), February 9 — Chairman Raul Flores, Deck Delegate E. Perez, Engine Delegate Jose Ortiz, Steward Delegate R. Cosme. No beefs or disputed OT reported.

SEA-LAND MARINER (Sea-Land Service), February 15 — Chairman Ray Ramirez, Secretary S. Call, Deck Delegate Richard Bynum, Engine Delegate Gene Speckman. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND NAVIGATOR (Sea-Land Service), February 2 — Chairman Lothar G. Reck, Secretary R. Peralta, Educational Director D. Baker, Deck Delegate Richard Smith, Engine Delegate John E. Coleman, Steward Delegate V. Hoffman. Chairman urged members to upgrade at Lundeberg School, donate to SPAD, read Seafarers LOG. No beefs or disputed OT reported. Crew thanked steward department for excellent food.

SEA-LAND PERFORMANCE (Sea-Land Service), February 9 — Chairman R.R. Newly, Secretary L. Ewing, Educational Director D. Johnson. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for good job.

SEA-LAND RELIANCE (Sea-Land Service), February 9 — Chairman R. McGonagle, Secretary L. Lightfoot,

Steward Delegate Jasper Jackson. Chairman thanked galley gang. No beefs or disputed OT reported. Thermostat control system needs repair. Next port: Long Beach, Calif.

SEA-LAND TACOMA (Sea-Land Service), February 15 — Chairman T. Murphy, Secretary D. Boone, Educational Director George Ackley, Deck Delegate D. McFarland, Engine Delegate D. Rhodes, Steward Delegate J. Anderson. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew discussed importance of separating plastics from other trash.

SEALIFT INDIAN OCEAN (International Marine Carriers), February 6 — Chairman John L. Sullivan. Ship still has ventilation problems. No beefs or disputed OT reported.

THOMPSON PASS (IOM), February 16 — Chairman J.L. Carter, Secretary G.F. Thomas, Educational Director J.F. Walker. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for healthy meals.

STAR OF TEXAS (Seahawk Management), February 22 — Chairman William Baker, Secretary James Myers, Educational Director W. Jones, Deck Delegate Roy Windham, Steward Delegate H. Batiz. Chairman announced payoff. He urged members to upgrade at Lundeberg School. Educational director stressed safety. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew noted problems with mail service. Ship needs additional washing machine. Crew asked contracts department for clarification on transportation for replacements. Crew thanked galley gang. Next port: Port Arthur, Texas.

Final Departures

DEEP SEA

EDGAR ANDERSON



Pensioner Edgar Anderson, 64, passed away February 9. Born in East

Providence, R.I., he joined the SIU in 1954 in the port of New York. Brother Anderson completed the bosun recertification course at the Lundeberg School in 1974. He retired in July 1989.

BENJAMIN BARRETT

Pensioner Benjamin Barrett, 66, died December 14 due to heart failure. A native of Texas, he joined the Marine Cooks and Stewards in 1943, before that union merged with the AGLIWD. Brother Barrett began receiving his pension in September 1973.

J.C. BLEDSOE

Pensioner J.C. Bledsoe, 70, passed away December 19 due to pneumonia. He was born in Oklahoma and in 1952 joined the Marine Cooks and Stewards, before that union merged with the AGLIWD. Brother Bledsoe retired in September 1970.

BAILEY BROWN

Pensioner Bailey Brown, 63, died February 16. The native of Ryan, Okla., joined the Marine Cooks and Stewards in the port of San Francisco in 1963, before that union merged with the AGLIWD. Brother Brown began collecting his pension in August 1990.

LEE COLLIE



Pensioner Lee Collie, 66, passed away February 23. Born in

Rosedale, La., he joined the Marine Cooks and Stewards in the port of San Francisco in 1967, before that union merged with the AGLIWD. Brother Collie retired in May 1990.

JOHN COLLINS



John Collins, 44, died December 25. He joined the SIU in 1971 in his na-

tive Mobile, Ala. Brother Collins sailed in the engine and steward departments. In 1986 he upgraded at the Lundeberg School. Brother Collins was an active member at the time of his death.

CASIMIRO DAWAL

Pensioner Casimiro Dawal, 75, died January 4 due to a heart attack. He was born in the Philippine Islands and in 1954 joined the Marine Cooks and Stewards,

before that union merged with the AGLIWD. Brother Dawal began receiving his pension in March 1975.

DAVID COPP



David Copp, 34, passed away February 13. A native of Buffalo, N.Y., he

graduated from the Lundeberg School in 1978. Brother Copp sailed in the deck department.

PASTOR DELGADO



Pensioner Pastor Delgado, 83, passed away January 18. Born in Puerto

Rico, he joined the SIU in 1945 in the port of New York. Brother Delgado sailed in the engine department. He retired in December 1973.

HUGO FUENTES

Pensioner Hugo Fuentes, 81, died December 1. He was born in the Philippine Islands and in 1958 joined the SIU in the port of New York. Brother Fuentes sailed in the galley gang. He began receiving his pension in November 1982.

ALEXANDER GEGA



Pensioner Alexander Gega, 69, passed away February 6. A native of Honolulu,

he joined the Seafarers in 1971 in the port of Wilmington, Calif. Brother Gega sailed in the engine department. He served in the Army from 1942 until 1946. Brother Gega retired in February 1986.

GONZALO GOMEZ

Pensioner Gonzalo Gomez, 59, died January 10. Born in Puerto Rico, he joined the Marine Cooks and Stewards in the port of San Francisco in 1968, before that union merged with the AGLIWD. Brother Gomez upgraded at the Lundeberg School in 1983. He served in the Army from 1948 to 1953. Brother Gomez began receiving his pension in March 1985.

DELFIN GUEVARA

Pensioner Delfin Guevara, 71, passed away January 11 due to a heart attack. He was born in the Philippine Islands and in 1966 joined the Marine Cooks and Stewards, before that union merged with the AGLIWD. Brother Guevara retired in September 1982.

STEPHEN HALULA

Pensioner Stephen Halula, 88, passed away January 18. Born in Kansas, he joined the Marine Cooks and Stewards in 1944, before that union merged

with the AGLIWD. Brother Halula retired in June 1967.

VAINO HAKKARAINEN



Pensioner Vaino Hakkarainen, 73, died January 16. A native of Finland,

he joined the SIU in 1968 in the port of San Francisco. Brother Hakkarainen sailed in the deck department. He began receiving his pension in November 1983.

ROGER HARKLEROAD



Roger Harkleroad, 58, died February 21. He was born in Detroit and in

1966 joined the SIU in the port of San Francisco. Brother Harkleroad sailed in the engine department. He served in the Air Force from 1952 to 1956.

OLIVER HESS



Pensioner Oliver Hess, 69, passed away February 8. The Texas native

joined the SIU in 1947 in the port of New York. Brother Hess sailed in the engine department. He served in the Army from 1940 to 1945. Brother Hess retired in January 1985.

KERSTIN JOHNSON

Pensioner Kerstin Johnson, 78, died December 5 as a result of lung cancer. Born in Sweden, she joined the Marine Cooks and Stewards in 1956, before that union merged with the AGLIWD. Sister Johnson usually sailed with Matson Navigation. She retired in July 1977.

BOB LEE

Pensioner Bob Lee, 67, passed away November 23. He was born in China and in 1959 joined the Marine Cooks and Stewards in the port of San Francisco, before that union merged with the AGLIWD. Brother Lee began receiving his pension in June 1989.

HAROLD LOLL



Pensioner Harold Loll, 63, died January 8. A native of Pennsylvania, he

joined the SIU in 1945 in the port of New York. Brother Loll sailed in the deck department. In 1960 he received a safety award for his part in keeping the SS Maiden Creek accident free. Brother Loll retired in February 1990.

DAVID MANSON



David Manson, 53, passed away February 8. He was born in Maine

and in 1971 joined the Seafarers in the port of New York. Brother Manson completed the bosun recertification course at the Lundeberg School in 1983. He served in the Army from 1963 to 1965. Brother Manson was an active member at the time of his death.

EDDY MARKLE

Pensioner Eddy Markle, 73, died December 30 due to a heart attack. The native of Hawaii joined the Marine Cooks and Stewards in 1945, before that union merged with the AGLIWD. Brother Markle retired in January 1974.

BOBBY MOORE



Bobby Moore, 62, died April 17, 1991. He was born in Canton, Texas

and in 1981 joined the Seafarers in the port of San Francisco. Brother Moore sailed in the deck department. He served in the Army from 1946 to 1972.

HENRY J. PETERSON

Pensioner Henry J. Peterson, 56, passed away January 21. He joined the SIU in 1960 in his native New York. Brother Peterson sailed in the deck department. He upgraded at the Lundeberg School in 1984. He served in the Army from 1957 to 1959. Brother Peterson retired in January 1991.

RUDEL RAMAGE



Pensioner Rudel Ramage, 72, died February 27. The Detroit native

joined the SIU in 1967 in the port of Wilmington, Calif. Brother Ramage sailed in the deck department. He upgraded at the Lundeberg School in 1975. He served in the Navy from 1937 until 1967. Brother Ramage retired in December 1984.

BOB SCARBOROUGH



Pensioner Bob Scarborough, 71, passed away December 4. A native of

Cameron, Texas, he joined the SIU in 1966 in the port of Houston. Brother Scarborough graduated from the steward recertification course at the Lundeberg School in 1980. He

served in the Coast Guard from 1942 to 1945. Brother Scarborough retired shortly before his death.

RALPH RUFF

Pensioner Ralph Ruff, 76, passed away February 3. He was born in Ohio and in 1938 joined the SIU as a charter member in the port of Baltimore. Brother Ruff sailed as a bosun. He began receiving his pension in July 1973.

JOSEPH C. SMITH

Pensioner Joseph C. Smith, 72, died February 19. Born in Philadelphia, he joined the Seafarers in 1949 in the port of New York. Brother Smith sailed in the steward department. He served in the Army from 1941 to 1947. Brother Smith began receiving his pension in July 1985.

ALBERT SPANRAFT



Pensioner Albert Spanraft, 64, passed away January 22. The Chicago

native joined the SIU in 1955 in the port of Philadelphia. Brother Spanraft sailed in the engine department. He upgraded at the Lundeberg School in 1975. He served in the Marine Corps from 1943 to 1946. Brother Spanraft retired in July 1991.

GEORGE STROPICH

Pensioner George Stropich, 63, died February 17. He was born in Michigan and in 1947 joined the Seafarers in the port of Boston. Brother Stropich sailed in the engine department. He upgraded at the Lundeberg School in 1975. He served in the Army from 1946 to 1947. Brother Stropich began receiving his pension in February 1991.

PAIGE TOOMEY

Pensioner Paige Toomey, 86, passed away February 4. A native of Massachusetts, he joined the SIU in 1944 in the port of Baltimore. Brother Toomey sailed in the deck department. He retired in August 1980.

EARL C. TYLER



Pensioner Earl C. Tyler, 66, died January 30. The native of Alabama

joined the Seafarers in 1969 in the port of Jacksonville, Fla. Brother Tyler sailed in the engine department. He upgraded at the Lundeberg School in 1974. He served in the Navy from 1943 to 1946. Brother Tyler began receiving his pension in January 1990.

Final Departures

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WALLACE WRIGHT



Wallace Wright, 53, passed away January 29. Born in Marks, Miss., he

joined the SIU in 1962 in the port of New Orleans. Brother Wright sailed in the deck department. He served in the Air Force from 1957 until 1961. Brother Wright was an active member at the time of his death.

EDWARD ZUBATSKY



Pensioner Edward Zubatsky, 80, died January 22. He was born in

Manitowac, Wis., and in 1961 joined the Seafarers in the port of New Orleans. Brother Zubatsky sailed in the steward department. He began receiving his pension in January 1977.

INLAND

MACK HOPKINS, JR.

Mack Hopkins, Jr., 47, died January 18. Born in Massachusetts, he joined the union in 1972 in the port of Norfolk, Va. Boatman Hopkins most recently sailed as a captain.

ALMY O'NEAL

Pensioner Almy O'Neal, 69, passed away January 15. A native of North Carolina, he joined the union in 1960 in the port of Norfolk, Va. Boatman O'Neal sailed in the deck department. He served in the Coast Guard from 1941 to 1945. Boatman O'Neal retired in February 1983.

Brother Anderson Laid to Rest



Edgar C.R. Anderson Jr., known as "Tiney," was laid to rest at Seafarer's Haven in Valley Lee, Md. on February 13, just short of his 65th birthday. "Tiney" was an SIU member for 45 years. He first sailed as a deckhand out of Tampa, Fla. and in 1954 sailed out of New York as a recertified bosun. Members of his family came down from New England for the burial.

Brother Henderson Succumbs to Cancer



Arthur Henderson, a leading proponent of the 1977 merger between the SIU and the Marine

Cooks and Stewards, passed away January 7 after a long bout with cancer. He was 61.

Brother Henderson was an Army veteran and served in the Korean conflict. After his discharge from the service in the 1960s, he enrolled in the Marine Cooks and Stewards training school in Santa Rosa, Calif. Upon graduation, he sailed with American President Lines as a pantryman aboard the passenger ship President Roosevelt. He also sailed on the Monterey and Mariposa as cook and baker.

Brother Henderson came ashore in 1975 to work as a building maintenance man at the Marine Cooks and Stewards headquarters building in San Francisco. He was building manager when he died.

He was extremely active in union matters, including the aforementioned merger.

Brother Henderson's ashes were scattered at sea from the S.S. Lurline en route to Honolulu.

"I knew him since he joined the union," said San Francisco port employee Kwong ("Tom-Tom") Hom. "He was a good union democrat. He knew that was his livelihood. He always said that without a union, we wouldn't be here. . . . He was always helpful, always went out of his way to help others."

Final Farewell Bid to Brother Robinson

Seafarers aboard the Mississippi Queen recently bid a poignant farewell to fellow SIU member William Robinson, who passed away February 21.

Brother Robinson, 55, was a watchman for nine years aboard the SIU-contracted steamship. A native of St. Louis, Robinson shipped out of the port of New Orleans, New Orleans port employee Steve Judd, who knew Robinson well, described him as "well-liked and respected by everyone."

Brother Robinson formerly worked 14 years as a police officer

in Kentucky. He also was a volunteer fireman for four years.

Brother Robinson, who died two weeks before his birthday, is survived by his wife, Gwendolyn.

As a final tribute to his co-worker and friend, Mississippi Queen bandleader Brian O'Neal penned the following poem:

Sky Watch

Upon the steamer Mississippi Queen
Once walked a man who watched, and saw, and knew
Of things both fair and foul among the crew.
All hours of the night, he could be seen
Making his rounds as watchman, and as Lord.
He marked his every circuit on the clock
While watching o'er the boat, and us, his flock.
We all slept sound when William was aboard.
The biggest boys held this small man in awe.
Sleep now, William, take your rest.
You've earned your place on high with all the best.
We'll miss your soft voice laying down the law.
On Earth has rung your last departure bell
And now you're on the sky watch. All is well.

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, each year examines 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:

Augustin Tellez
Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746

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

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

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

Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, 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 interesting 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 International 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.

Piney Point Is a Seafarer Family Vacation Site

SIU members usually associate Piney Point with upgrading—an important benefit to help Seafarers increase their job skills. But another benefit to Seafarers and their families is the use of Piney Point over the summer months as a vacation spot.

Ideally situated on the banks of the St. George's Creek, all the ingredients for a fun-filled vacation are found at the Paul Hall Center for Maritime Training and Education, the complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md.

The facility has a large swimming pool, tennis courts and health spa for those who want to stay in shape. A stroll along the waterfront brings the Piney Point visitor to the refurbished sailboat Manitou, which was used by John F. Kennedy while he was president. A guest may also take out a smaller boat and cast a line from the side for a lazy day of fishing.

Kids will especially enjoy using their hands to create a masterpiece in the arts and crafts center or looking at the model ships displayed in the maritime museum.

All meals are included in the vacation package.

Sight-Seeing

Piney Point is located in St. Mary's County—not far from all the sights of Washington, D.C., Arlington, Va. and Baltimore and Annapolis, Md. And just outside the school are plenty of other sites to keep an entire family entertained—seafood festivals, art exhibitions, antique and craft shows, concerts and theater productions—as well as 400 miles of shoreline, acres of unspoiled parkland and many historic landmarks. One such property is the Maryland Dove, a replica of the square-

rigged ship that brought the first settlers from England to the Maryland shores. Now berthed in St. Mary's City, some 15 minutes away by car from Piney Point, it is open for touring.

A vacation stay at the Lundeberg School is limited to two weeks per family. The cost for each member is \$40.40 per day. An additional \$9.45 per day is charged for each spouse and child. (Children under the age of 12 can stay for free.) These prices include all meals.

To sign up for a week or two of vacation time at the Piney Point facility, complete the application form and mail it to the Seafarers Training & Recreation Center, Post Office Box 75, Piney Point, Md. 20674; or call (301) 994-0010 and make reservations now.



A wonderful collection of model ships in the museum is a treat for children and adults alike.



Seafarer Bob Sullivan and his family enjoyed their visit to Piney Point last year.



The gym equipment, which in this photo is being used by trainees, is available to vacationing families.



The pool at Piney Point can be used by serious lap swimmers or by those interested in a more relaxed approach.



President Kennedy's refurbished yacht, the Manitou, returns to the marina after a day of sailing.

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____

Social security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____

Stay is limited to two weeks.

Date of departure: _____

Send this completed application to the Seafarers Training & Recreation Center, P.O. Box 75, Piney Point, Md. 20674.

Lundeberg School Graduates Eight Classes



Trainee Lifeboat Class 492—Graduating from trainee lifeboat class 492 are (from left, kneeling) Thomas Johnson, Brian Harris, Bryant Cromwell, Chad Rodriguez, Scott Costello, Howard Bryant III, (second row) Douglas Salsman, Kevin Young, Shannon Teem, Steven Cookson, Steve Falkenstein, Robert Phelps, Warren Sewell, Pat Scott, Joshua Gustafson, Theodore Hagan, Lavon Jones, James Nausbaum and Jim Moore (instructor).



Trainee Lifeboat Class 493—Recently graduating from trainee lifeboat class 493 are (from left, kneeling) David Homisak, Derrick Norbert, Gary Heller, Jack Franko, William Szido Jr., Anthony Milam, (second row) Steve Westfall, Chris Starr, John Thompson, Terry Smith, Walter Mixon II, Rick Barron, Serina Aguilar, Timothy Jackson, Stephen Barry (instructor), (third row) Anthony Lieto, Dominic Jacobelli, Yohan Callen, Dean Evans, Steven Kafka, David Lewis and Michael Hall.



Upgraders Lifeboat—Completing the upgraders lifeboat class on January 27 are (from left) Carlos Murray, David Merrifield and Warren Smith. With them is their instructor, Stephen Barry.



Refrigeration Systems Maintenance & Operations—Upgrading members of the engine department completing the refrigeration systems course are (from left, front row) John Carr (instructor), John H. Smith, George Barrett, Bobby Steams, (second row) Theodore Hawkins, Dave Plumb, Tom Barry and Robert Scrivens.



Able Bodied Seaman—Graduating with their able bodied seaman's endorsement are (from left, kneeling) Jason McGrew, Antonio Centeno, Gamal Ahmed, Barry Hamm, Gary Toomer, Ken Strong, Jesus Torres, Paul Beshers, Nick Mocerl, Donald Willis, (second row) David Collins, Lambert Soniat Dufosseat, Matthew Flentie, Ronald Webb, Glenn Thompson, Vincent D'Amelia, Donnie Collins, Tobias Rose, Jeffrey Sousa, Joe Soresi, Jake Karaczynski (instructor), Reginald Muldrow, (third row) Rob Plant, Sam Hagar, Jim Lombard, Don Smith, Jonathan Davis, Roy Blankenship, Richard Henderson, Joseph Dean, Darren Collins, Matt Roberson, James Reed, Ron Marchand, James Woods, Albert "Burch" Austin and Juan Campbell.



Upgraders Lifeboat—Instructor Jim Moore (left) congratulates Vincent Scott upon completion of the upgraders lifeboat class on February 11.



Marine Electrical Maintenance—Completing the course of instruction leading to complete the marine electrical maintenance program are (from left, kneeling) William Brodham Jr., Paul Burchard, Dave Bargo, (second row) Tony Muelersman, Carmine Barbati, Eric Malzkuhn (instructor), Mike Clayshaw, Herman Best, Phillip A. McKenzie and Taylor Clear.



Marine Electronics Technician—Successfully completing the marine electronics technician course are (from left, seated) Walter D. Ritvalsky, Chris Doyle, Shahnda Caviness, (second row, standing) Mark Rainess (instructor), Michael Gregory, John Glynn and Jeff Sieloff.

LUNDEBERG SCHOOL 1992 UPGRADING COURSE SCHEDULE

The following is the current course schedule for May-September 1992 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. 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 needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Dock Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 25	July 3
	July 20	August 28
	September 14	October 23

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

Ship Handling	May 4	May 15
	June 29	July 10
	August 31	September 11
Radar Observer Unlimited	May 18	May 22
	July 13	July 17
	September 14	September 18
Celestial Navigation	August 3	August 28
Third Mate	May 4	August 14
	August 31	December 11

Upon completion, the Sealift Operations course must be taken.

Tankerman	July 16	July 31
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Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	June 22	June 26
	July 6	July 10
	August 17	August 21
	August 31	September 4

Upon completion, the Sealift Operations and Maintenance course must be taken.

Lifeboatman	May 11	May 22
	May 25	June 12
	June 8	June 19
	June 22	July 2
	July 6	July 17
	July 20	July 31
	August 3	August 14
	August 17	August 28
	August 31	September 4
Basic/Advanced Fire Fighting	September 14	September 18
	June 16	June 26

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 1	July 6
Bozun Recertification	September 28	November 2

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	May 11	July 31
	September 14	December 4
Fireman/Watertender and Oiler	May 11	June 19
	July 6	August 14
	August 31	October 9

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

Pumproom Maint. & Operations	May 11	June 19
	August 31	October 9
Marine Electrical Maintenance	August 17	October 9
Refrigeration Maint. & Operations	May 11	June 19
Refrig. Containers—Advanced Maint.	June 22	July 31
Marine Electronics—Technician I	May 11	June 19
Marine Electronics—Technician II	June 22	July 31
Basic Electronics	August 31	September 25
Hydraulics	June 22	July 17
	August 17	September 11
Diesel Engine Technology	July 6	July 31

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

1992 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeborg School. Please contact the admissions office for enrollment information.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	All open-ended (contact admissions office for starting dates)	
Adult Basic Education (ABE)		
English as a Second Language (ESL)		

SHLSS College Program Schedule for 1992

FULL 8-week sessions	May 11	July 3
	July 6	August 28
	August 31	October 23

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Month/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 _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

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

- ENGINE**
- POWT
 - 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)
- Oil Spill Prevention & Containment

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

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

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



The SIU Is a Family Affair for the Darleys

One might say the Darley family of Morganville, N.J. has found a home with the SIU. When class 494 graduated last month from the Lundeberg School, it marked the continuation of a longstanding relationship between the Darleys and the Seafarers.

In fact, the Darleys are so enthusiastic about maritime careers with the union, they have led numerous friends into the SIU fold.

Third-generation Seafarer **George Darley**, 23, graduated in class 494 along with his friends **Dan Del Buono** and **Tim Vota**. Like other friends of the Darleys, Del Buono and Vota were unofficially recruited into the union by George's mother, **Dot**.

The Darleys' SIU connection began in 1938, when **Robert Darley** joined as a charter member. He had been sailing since 1918, the year he was honorably discharged from the military. Robert spent most of his maritime career as a bosun.

Robert's son **Bob**, 56, who now sails as master aboard the *Sea-Land Value*, signed on with the Seafarers in 1952 in the port of Galveston, Texas. And all three of Bob's and Dot's sons—OS **George**, 21-year old AB **Charles** and 24-year-old OS **Robert A. Darley**—are active members.

The link does not stop there. Bob's brother **Mike** is an SIU retiree, and his nephew **Miak** sailed with the Seafarers before becoming an officer on the *SS Constitution*. **Miak** now works as a chief mate.

Nine other people, all friends of the family, are members or trainees who became interested in the union because of the Darleys. "And we have a couple more recruits on the way!" exclaimed **Dot**, who resides with Bob, Robert A. and George in Morganville.

Active Recruiter

Dot Darley, 55, has never worked as a Seafarer. But she knows plenty about the union and what it offers. Having been married to Bob for 27 years, she understands the challenges and rewards such work presents for seamen and their families.

When her sons and many of the sons' friends in the New Jersey area became interested in the SIU, she unhesitatingly praised the union. "I encouraged them, told

interesting. I figured I'd give it a try." While in the trainee program, he said he already knew he made the right choice. "It's going great here. I've learned a lot."



The Darleys are a seafaring family. From left to right are Rob, Bob, Charlie, George and Dot.

them it's a good union and a good field," **Dot** recently told the *Seafarers LOG*. "There's always a job out there if you want it."

"But I also warned them about how women have to deal with the men going away to work for long periods. You have to be very stable and you have to hang in there."

With Bob often at sea, **Dot** became a counselor and sounding board for her sons and their associates. When people expressed interest in the SIU, she listened, gave advice, helped obtain applications and double-checked to make sure various forms were completed correctly.

"Dot's a great lady," said **Howard Hendra**, a 1991 Lundeberg School graduate. "When I went [to the school], none of her kids were home, so she was my main source of information. She went over everything with me." **Hendra**, 24, sails in the engine department and is ready to upgrade.

Del Buono, 23, said he "lived two minutes from the Darleys, so I had been thinking about joining for a couple of years. It sounded pretty

chose the SIU. "I feel good about it," he said. "The sea has been very good to me. It's just like anything else in life — if you make an effort and put a lot into it, you'll do well. Anybody can go as far as they want."

"I have no qualms about my boys picking this career path. We've lived pretty good over the years."

Robert A. Darley, who turns 25 in May, graduated from the Lundeberg School in October 1991. He sailed on the *Cape Edmont* throughout the Persian Gulf crisis and recently said his career choice and initial voyages have given him a tremendous sense of accomplishment. He also described **Dot** as "a mother not only to us, but also to our friends."

George felt the recession's sting before enrolling at the Lundeberg School. He had been working as a computer repairman but got laid off.

"My brother **Chuck** had already gotten into the Seafarers, and I saw he was making good money," recalled **George**. "He always came back with interesting stories. . . . Nowadays, without college, it's hard to find another occupation that provides a good living."

Others whom the Darleys helped get started with the SIU include **Russell Desaro**, **Timothy Gray**, **Thomas Taber**, **Michael Taber** and **Billy Birmingham**.

According to Bob, the Darleys traced their involvement in maritime to well before Bob's father began sailing. "This is just something I read, but apparently our ancestors were ship builders in England" centuries ago, he said. "There's a book about Darley ancestors, and they claim we built the *Mayflower*. But again that's just something I read."

OS Vota, 18, credited **Dot** with helping him act on his decision to join the SIU. He said his exposure to the seafaring Darleys opened his eyes to a worthwhile career. "It sounded very good, especially for someone just getting out of high school," **Vota** noted. "There's no work back home. . . . I talked with **Charlie**, and this seemed like a good trade. I'm just looking forward to getting out on a ship."

Bob and **Dot** added that they never pushed anyone (including their sons) toward the SIU. Rather, they reacted to people's interest in the union.

SIU a Family Tradition

Bob, whose father passed away in 1955, is proud that his sons

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the membership of the SIU to help locate **Aaron James Garrison**.

Missing from Grants Pass, Ore. since February 15, 1991, the now 15-year-old is considered an endangered child.

Aaron Garrison has green eyes and dark brown hair. At the time of his disappearance, he was 5 ft. 9 in. and weighed 150 lbs. He has a brown patch between his neck and left shoulder and was last seen wearing a gray striped shirt, blue jacket, gray slacks, white socks and pink tennis shoes.

The youth is slightly retarded, and is considered at risk as lost, injured or otherwise missing.

Anyone having information

should contact The National Center for Missing and Exploited Children at (800) 843-5678 or the Grants Pass (Ore.) Public Safety Department's Missing Persons Unit at (503) 474-6370.



Aaron James Garrison



George Darley (left), **Dan Del Buono** (center) and **Tim Vota** are ready to ship out after the ceremony marking their graduation from trainee class 494.