

# SEAFARERS' LOG



Volume 51, Number 8

August, 1989



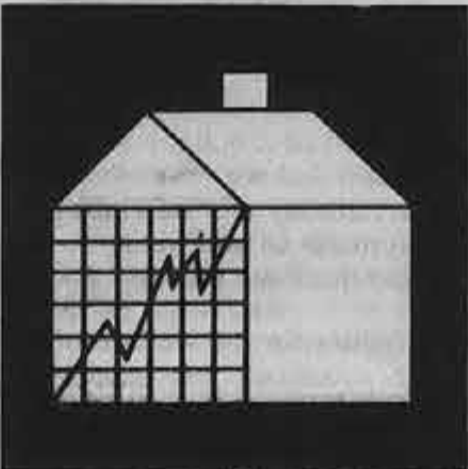
Texas State Ag. Commissioner Hightower with hormone-free beef.

## Hormone-Free Beef on its Way to Europe

# SIU, Texas Ranchers Join In Unusual Cargo Shipments

## Exemption Means Big Savings

# NY State WWII Mariners Win Veterans' Property Tax Break



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## SIU Crews Cited for Skills

"On behalf of the Maritime Administration, it gives me great pleasure to extend my appreciation to your members . . . The professionalism they displayed [in operation Solid Shield '89] was truly exemplary . . ."

—M. Delpercio Jr., Director of Ship Operations, Maritime Administration

"Without the competence, professionalism and endurance of the ship's officers and crew this effort [operation Cobra Gold '89] would not have met with success . . ."

—Colonel L. N. Kinney, Military Traffic Management Command Transportation Terminal Command Far East

"The enthusiasm and dedication displayed by all vessel personnel [on the MV Lawrence Gianella] in the overall management of the vessel, as well as the cooperative approach toward all of the vessel's safety and operational procedures . . . and maintenance program . . . exhibits professionalism of the highest order."

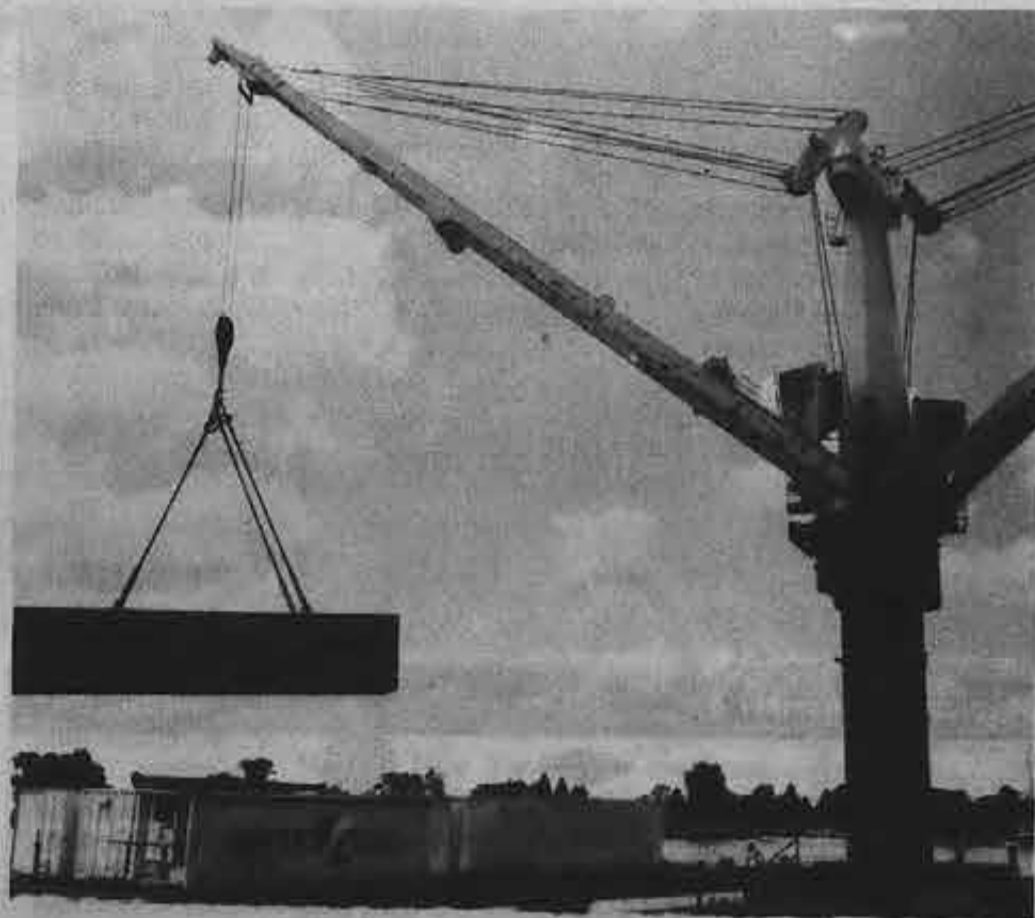
—John W. Morrison, Senior Vice President, Ocean Shipholding, Inc.

"All of the crew was very courteous . . . The steward section was especially helpful and provided exceptional service . . ."

—Alan and Betty Kruse

SIU crews continue to win praise for the quality of their services. The citations above, copies of which have been received by the LOG in the past few weeks, are excerpts from commendations awarded to Seafarers. For full stories see pages 5 and 6.

## Troops Train on Union School's Crane



Army personnel are trained in the handling of cargo using a Hagglund crane through an arrangement with the Seafarers Harry Lundeberg School of Seamanship. The new commander of the U.S. Army Transportation Center, Major General Sam Wakefield, recently inspected the site where his troops learn to operate the 16-ton twin boom crane. Story on page 3.

## President's Report

The cruise ship business continues to be an area of intense activity in many parts of the world, with the exception, of course, in the United States. More and more people are turning to ships as the place to spend their vacations and holidays, with Americans appearing to be the biggest customers. Other than the two SIU-manned cruise ships, the SS Independence and the SS Constitution, which are in the Hawaiian islands service, all deep sea passenger



ship operations are exclusively foreign-flag. Yet more than 60 large foreign-flag cruise ships are operating in and out of American ports.

And with new ships to come off the ways, others are being refurbished. One major operator, Royal Caribbean Cruise Lines, with vessels under Panamanian and other foreign registries sailing in and out of Florida ports,

has just ordered a 2,600 passenger ship to be built by a French shipyard. The French government is subsidizing the construction with 26 percent of the cost. This will be the third in a series of new vessels for the seven-ship Royal Caribbean fleet. A 2,200-passenger vessel, Sovereign of the Seas, was put into service December 1987, another will be ready in March 1991.

From the standpoint of the American passenger at least, many of these operations leave much to be desired. Some who sailed recently aboard one of the larger ships report that the multinational crew's unfamiliarity with the English language could be a real problem in a shipboard emergency. Of particular concern to them was the less than total seriousness which surrounded lifeboat drills.

And that brings to mind the current beef resulting from an uncontrolled fire last year in the engine room aboard the Bahamian-registered SS Scandinavian Star operating in the Gulf of Mexico.

The National Transportation Safety Board investigated the fire and issued a finding that the accident was caused by poor maintenance, inadequate crew training and the lack of emergency fire-fighting procedures. To protect the passengers sailing aboard such vessels, the Board has called upon Congress to enact legislation that would require foreign-flag passenger vessels operating from and to U.S. ports to comply with the same safety rules that apply to U.S. ships.

The Board's proposals make sense, especially since the operations of the foreign-flag ships will take advantage of the lower standards governing their operators as evidenced by the employment of inadequately trained crews who are responsible for an overwhelmingly American passenger list. Already, as would be expected, there is opposition to the bill.

The best all around answer—the one which the SIU is committed

to pursue—is the development of a program that would put U.S.-flag passenger ships into the cruise services, most particularly those that sail in and out of American ports.



### The Value of Training

With the current focus on the quality of seamanship and training, it is very gratifying to realize that the SIU is on the right track in emphasizing the importance of the union's Lundeberg School of Seamanship. We are continually being reminded of the value of the school's courses of instruction that are available to all SIU men and women.

For example, in this particular issue of the Seafarers LOG there are several items pointing to the professionalism, skills and seamanship that are the mark of trained crewmembers aboard SIU-contracted ships. These commendations of the crews involved are a credit to them and to the union's training programs, but there is another point that should not be overlooked and that is the importance of training and upgrading to each individual seafarer.

Taking advantage of the school's offerings not only make a seafarer a better shipmate, it also enables him to do his job more effectively from the standpoint of his own personal safety at sea. And, of course, for the upgrader there is the additional benefit of increasing his earning power. So I remind all our brothers and sisters to avail themselves of all that the Lundeberg School has to offer. It can be profitable.



### Paul Hall

On August 20, Seafarers who were at sea enjoyed a holiday as provided in our union contract. It is appropriate that we remember the reason August 20 was set aside. It is the birthday of Paul Hall, who was born on that day in 1915. Paul Hall made an enormous contribution to our union, its members, to the maritime industry and to the trade union movement generally.

We do well to remember this unequalled fighter for the welfare of American seamen and their families.

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## Union's Training Program Goes on the Road to Hawaii

In an effort to provide more convenient access to the membership of the Lundeberg School's training and upgrading program, the SIU has instituted a program of instruction in the union's hall in Hawaii.

The program is designed to upgrade the many qualifying SIU members based in Honolulu and the far east by providing the Lundeberg School's resources without incurring heavy transportation costs.

Lundeberg School instructor Jim Moore has been busy this summer teaching both an able seaman course and a lifeboat program. Fellow instructor Bill Foley ran a fireman, oiler and watertender class. Both Moore and Foley, who usually work out of the school's Piney Point, MD base, brought AB, Lifeboat and FOWT course resources to Hawaii.

As a result of Bill Foley's FOWT class five SIU members have passed the necessary U.S. Coast Guard tests to earn their endorsements.

One student was able to earn four endorsements. "Lothar Wick got his endorsements for fireman watertender, oiler, refrigerator engineer and junior engineer," Foley said. He had to take three U.S.

Coast Guard tests in a row one day to earn all the endorsements.

"Wick didn't think he had passed any of the tests," Foley said. "The tests have 50 questions each on them. He passed all of them and scored 98 out of 100 on one."

Foley said the morale of those who upgraded was boosted when SIU member Clay McGiver used his newly acquired oiler's ticket to catch a job on a cruise ship.

Foley took advantage of the drydocked T-AGOS vessel, USNS Assurance, to give his upgraders an engine room tour. He also took them on learning trips to the American Hawaii cruise ships during the four-week course.

Another five members have passed their USCG tests after taking Jim Moore's AB class, according to SIU Honolulu Port Agent Fay. Like Foley, Moore took full advantage of the ships in the Honolulu area to allow the students to see the day-to-day workings of their new ratings.

After the AB course, Moore began a lifeboat class with nine students.

Fay said more Honolulu-based Lundeberg School classes are planned to begin after the first of the year.



Major General Sam Wakefield (second from left), commander of the U.S. Army Transportation Center, inspects the Lundeberg School's vocational shop. With Wakefield are (L-R) Bill Eglinton, director of vocational education, a member of Wakefield's staff and school Vice President Ken Conklin.

## Army Trains Troops At Union's School

The new commander of the U.S. Army's Transportation Center, Major General Sam Wakefield, recently inspected the site where many of the troops under his command are trained—the Seafarers Harry Lundeberg School of Seamanship.

At his Fort Eustis, VA headquarters, Wakefield has a vast array of transportation equipment available to his troops. But he doesn't have one thing the Seafarers School does, a Hagglund crane in top-notch condition.

## U.S. Army uses the school's Hagglund crane for training troops.

That's why the Lundeberg School has put more than 100 Army troops through a two-week Hagglund crane course, said Major (USMC Ret) Ken Conklin, the school's vice president.

The Hagglund is one of the main types of cranes onboard dozens of ships which carry military equipment. It is used to off-load cargo either in port or offshore onto a floating causeway.

Along with the crane inspection, Wakefield and his party saw the school's vocational training classes in action, the Manpower center, the shiphandling simulator, the adult education department and the Paul Hall Library and Museum.

Among his duties at the Transportation Center, Wakefield is the commandant of the Army's Transportation and Aviation Logistic Schools, commander of the Transportation Corps Regiment and chief of transportation.

# SIU, Texas Ranchers Team Up To Get Hormone-Free Beef to United Kingdom

A bold effort to get around the problem of a European ban on American beef got under way this month when 40,000 pounds of hormone-free Texas meat was shipped to the United Kingdom on the SIU-crewed Nedlloyd Hudson, a Sea-Land vessel.

A dockside ceremony highlighting the cooperative efforts of Texas Agriculture Commissioner Jim Hightower, state ranchers, longshoremen, seafarers and Sea-Land was held just prior to sailing.

The unusual cargo aboard the Sea-Land vessel stemmed from a beef controversy between the European Economic Community (EEC) and the United States government. Two years ago, the 12-country EEC raised concerns over beef from cattle that had been fed artificial growth stimulants.

Citing the potential health risk of beef from hormone-fed cattle, on January 1 of this year the Europeans embargoed American beef, and a market worth \$145 million a year was cut off from U.S. livestock producers.

Ranchers, feedlot operators, meat packers, truckers and shippers, anxious to purvey U.S. products, combined efforts to provide European consumers with hormone-free beef.

Hightower said Texas ranchers wanted a shot at the new European export market. Through a series of meetings with European trade officials, veterinarians, ranchers, feedlot operators and packers, certification procedures were developed which allowed sales of hormone-free beef to begin.

The SIU worked with Hightower's office and Sea-Land during the negotiations with the EEC to bring together factions that are not always in agreement—ranchers, labor and the American-flag shipping industry.

"This shows that by working at the state level of government, we can secure new markets," Corgie said. "State houses can produce cargo."

Ed Savage, senior manager for

vessel operations at Sea-Land in Houston, gave Corgie a lot of the credit for bringing the groups together.

"Nothing will serve the American merchant marine better than

*The SIU worked to bring together . . . ranchers, labor and the American-flag shipping industry.*

that type of common purpose," Savage said. "This is bringing an American initiative to the foreign market place."

Besides the original order, valued at \$100,000, Cox Packing Company of Texas has an option pending with TSW Meats, Ltd., of London to supply an additional 372 metric tons of hormone-free beef, valued at \$1.5 million.

Hightower said a beef war be-

tween the U.S. and Europe made no sense. "The 12 nations of the European Community are the best customers that U.S. farmers and ranchers have," Hightower explained.

He noted Europe purchases approximately \$7 billion worth of agricultural goods annually from the U.S. while it sells about \$3.7 billion worth of goods to America.

Corgie said this is just a small part of the long range plans to bring more cargo into the port of Houston on American-flag vessels.

"We're developing new markets all the time and you never know where they may be found," he said.

The Nedlloyd Hudson is one of the four Sea-Land vessels serving the port of Houston.

Corgie, Hightower and Savage were joined at a dockside press conference the day the beef was loaded onto the Hudson by the producer/processor of the hormone-free beef, the European buyer, and officials from the SIU, the ILA, the port of Houston and Sea-Land.



Jim Hightower, Texas commissioner of agriculture (at podium) is joined by Dean Corgie, SIU assistant vice president (second from left); Jim McGee, SIU patrolman (third from left); Ed Savage of Sea-Land (second from right) and officials of the ILA and the port of Houston.

## NY WWII MERCHANT MARINERS WIN VETERANS' PROPERTY TAX EXEMPTIONS

Real property tax relief will be available on September 1 to hundreds of New York SIU members who served in the merchant marine during World War II.

Thanks to a bill recently signed by Gov. Mario Cuomo, Empire State residents who served in the merchant marine between December 7, 1941, and August 15, 1945, are eligible for veterans status. This makes them eligible for an approximately 25 percent reduction in real property taxes as assessed by their home counties.

According to Scott Morgan, legislative aide to state Senator Serphin Maltese, the veterans status could significantly reduce the taxable amount on the homeowners' bills.

SIU President Michael Sacco hailed the action of the New York

legislative body and expressed the union's hope that other states would follow suit. He indicated that the SIU would make every conceivable effort to see that similar legislation is enacted in other states.

Individuals seeking the exemption need to contact their local assessor's office after September 1, Morgan

said. Proof of seetime during the World War II period must be provided when filing for the exemption. He warned that not all counties in New York have the local option tax.

The SIU has been working hard with other merchant mariner organizations to pass the bill, according to SIU

Vice President Jack Caffey. He noted that the bill was passed

**WHO:** New York state residents who were World War II merchant mariners from December 7, 1941, to August 15, 1945

**WHAT:** Veterans status granting real property tax exemption

**WHEN:** As of September 1, 1989

**HOW:** File at local New York Property Assessor's Office with proof of seetime

Continued on page 9

## Trade Rep Explores Removal Of Maritime from Trade Talks

The maritime industry's efforts to remove waterborne transport from trade negotiations gained steam last month when the administration took the step of formally asking its trading partners to consider removing the subject from the bargaining agenda.

Another positive development was the introduction of a Senate resolution calling for the exclusion of maritime from the trade talks. A similar House resolution had 165 cosponsors before the Congress adjourned in August for its summer break.

A united industry coalition—including unions, operators and related businesses—has determined that inclusion of maritime services in a General Agreement on Tariffs and Trade (GATT) could wipe out the U.S.-flag fleet.

Inclusion of marine transport in a trade agreement would undermine programs which set aside a portion of cargo for U.S.-flag carriers or laws which allow American vessels exclusive access to coastwide trade, the coalition has stated. The group recognizes that programs which are the underpin-

ning of the U.S. private shipping fleet could be negotiated away in the GATT trade talks.

Complicating any international trade negotiations on waterborne transit is the role of the American merchant marine in matters of national defense.

"Maritime services cannot be considered in the same light as other services, such as telecommunications, banking or insurance. While those industries are certainly important to our national economy, they are not essential components of our national defense and security," Senator John Breaux said when introducing the Senate resolution calling for the exclusion of waterborne transit from the trade talks.

The General Agreement on Tariffs and Trade is a multilateral treaty signed by 94 nations which regulates many aspects of international trade. It first came into being in 1948, and has been periodically updated through negotiations among participating nations. The present round of GATT talks, which are the first to address service industries, opened in Uruguay in 1986.

## U.S. Adopts ILO Shipboard Standards For Foreign Vessels Calling on U.S. Ports

Foreign-flag ships calling on U.S. ports now must meet minimal living and working condition standards set by the International Labor Organization.

The new standards are part of the ILO's Convention 147. The convention, backed by the SIU, was ratified by the U.S. Senate last year and went into effect June 15. The U.S. Coast Guard has notified its inspectors on what the new international regulations call for. They will cite ships not in compliance with Convention 147.

Along with the U.S., 160 other nations have ratified the convention. Each nation must enforce the standards on its own vessels and on foreign-flag ships which visit its ports.

Convention 147 includes the following minimum seafaring standards:

- **AGE**—Establishes a minimum age of 15 to be employed on a merchant vessel.
- **MEDICAL**—Crewmembers must possess a valid medical certificate and update it every two years.
- **SAFETY**—Sets requirements concerning placing of ladders, safety nets, lighting, rails, ventilation vents, etc.
- **CREW ACCOMMODATIONS**—Sets minimal standards for sleeping quarters, sanitary facilities, etc.
- **HOSPITAL SPACE**—Requires a dedicated room with medical supplies for the crew's needs.
- **CATERING**—Sets standards for handling and storage of food.
- **REPATRIATION**—Declares the seafarer's right to repatriation.

• **MANNING**—Requires the vessel to carry and conform to the "safe manning" document issued by the flag state. If the vessel is not in compliance or no such document exists, the inspecting state has the authority to detain the vessel.

Convention 147 was first adopted by the ILO in 1976. But the United States has traditionally not ratified ILO conventions. In fact, out of 168 previous ILO declarations, the

### Coast Guard will cite violators.

U.S. has only ratified nine. The Senate's action on Convention 147 was the first time in 35 years an ILO convention was ratified by the U.S.

U.S.-flag ships will have little problem meeting these new standards. U.S. Coast Guard regulations on safety and equipment are much more stringent than those called for by Convention 147. Plus crews covered by U.S. union contracts have wages, working and living conditions in excess of what the convention calls for.

Last year when the Senate was debating the issue, the SIU submitted testimony in favor of ratification. The union's statement said even the minimal standards would protect seafarers from "unscrupulous shipowners who engage seafarers from nations with subsistence economies at very low wage rates." The convention would be the "first step in a long journey to eradicate crew abuse and the lack of safety standards."

## Japanese Seamen's Union Officials Visit SIU



Pictured above are Tadahiko Nakamura, Washington liaison officer of the All Japan Seamen's Union (left); Hiroshi Yagita, a member of the union's Central Executive Committee; SIU President Michael Sacco and Takemi Nakao, assistant director of the AJSU's International Affairs Bureau. The three AJSU officials met with Sacco last month to discuss issues of concern to both unions.

## Maritime Groups Keep Eye On Oil Spill Liability Legislation

The maritime industry, concerned that there be one single national standard for oil spill cleanup standards, is monitoring liability fund legislation currently proceeding through Congress.

Because the Senate's comprehensive oil spill bill, which passed just before the August recess, allows states to determine their own liability levels, maritime groups are working towards a House bill—and eventually a final piece of legislation—that would establish a federal standard.

Twenty-four states have oil spill liability laws. Maritime groups hope the federal legislation will preempt these state rules in order to avoid endless litigation and delays over tiny differences in language.

Prior to leaving for its August recess, the Senate approved a comprehensive bill on oil spills. When the House returns in September, it is expected to consider an oil spill liability bill reported out of the House Merchant Marine Committee. That bill, which has the support of the maritime community, proposes a single federal oil spill liability law.

Other issues addressed by the Senate and House bills are: making companies more responsible for paying for damage from pollution and establishing a one-billion-dollar spill fund to be financed through a new tax of three cents a barrel on all domestic and imported oil.

## U.S. Shipbuilders Seek to End Unfair Foreign Yard Competition

Four major shipbuilding nations have agreed to begin negotiations with the U.S. government which could lead to their elimination of shipbuilding subsidies. That action could put U.S. shipbuilders back in competition with other nations.

Carla Hills, the United States trade representative, announced last month that the governments of West Germany, Japan, Korea and Norway had agreed to begin negotiations on shipbuilding subsidies. All four nations provide a wide range of subsidy help to their shipbuilding industries. American shipyards receive virtually no government help.

Hills' action followed an unfair trade action petition filed against those countries by the Shipbuilders Council of America (SCA). Such petitions are filed under Section 301 of the 1974 Trade Act which allows the U.S. government to impose various economic sanctions against nations engaged in unfair trade practices.

When the SCA learned the four nations were willing to engage in serious negotiations about the matter, the organization agreed to withhold the petition pending the outcome of the talks.

"We agree with Ambassador Hills that at this time the best approach to the serious problem of subsidization in this sector is to seek multilateral agreement to discipline shipyard subsidies," SCA President John Stocker said.

No date has been set to begin the talks, but Hills said a solution would be sought within the next eight months.

"I will review our progress toward a multilateral agreement by March 31, 1990. If I believe, in consultation with the industry, that insufficient progress is being made in our negotiations, I will invite the shipbuilders to resubmit and I will initiate a section 301 investigation and dispute settlement proceedings under the GATT Subsidies Code," Hills said.

# SIU Crewmembers Perform Efficiently in Military Maneuvers

Every year the military deploys units from all branches of the U.S. services and evaluates their ability to perform effectively as a joint combat force. SIU members played an important role in the exercise known as "Operation Solid Shield."

Solid Shield '89, which took place from May through June, included deployment of more than 10 major commands from the Navy, Marine Corps, Air Force, Coast Guard, National Guard and privately operated vessels in the merchant marine.

SIU participation included the following:

## Obregon and Pless

Known as "maritime positioning ships," two Waterman vessels, the SS PFC Eugene A. Obregon and the SS MAJ Stephen Pless, simultaneously offloaded while underway. Crewmembers assisted in the building of a roll on/roll off discharge facility. The causeway allowed vehicles to be driven from the ship.

Commander in Chief of the Atlantic Command, Admiral Frank B. Kelso, told Obregon and Pless crewmembers, "Your hard work and long hours in both planning and execution have strengthened USLANTCOM's ability to function in response to a developing crisis."

Captain Robert Glover, USN, Commander of MPS Squadron One, who participated in the exercise, said, "I wish to add my personal 'Well Done!' to all hands aboard Obregon and Pless. You put on a great show that was appreciated by the highest of command authorities."

## On a Personal Note

Glover added, "... as one who was privileged to see the back-break work and long hours put in behind the scenes by all of you, I can only offer my sincere admiration and gratitude for your professionalism and dedication. It is truly an honor to be in the company of the best."

Both commercial ships are chartered by the Military Sealift Command (MSC) from the Waterman Steamship Company.

## Mohican, Flickertail State and American Banker

The actions of SIU crewmembers in Solid Shield exercises of the Cape Mohican, the Flickertail State and the American Banker brought praise from the Maritime Administration.

In a letter to SIU President Michael Sacco, received last month, M. Delpercio Jr., director of that agency's Office of Ship Operations, said, "On behalf of the Maritime Administration, it

## MarAd commends the SIU's 'highly trained personnel'

gives me great pleasure to extend my appreciation to your members for their fine support of the Joint Chiefs of Staff exercise Solid Shield '89 ..."

Delpercio thanked Sacco for the SIU's "cooperation and efforts in support of the national defense by providing highly trained personnel during a military training and doctrinal test."

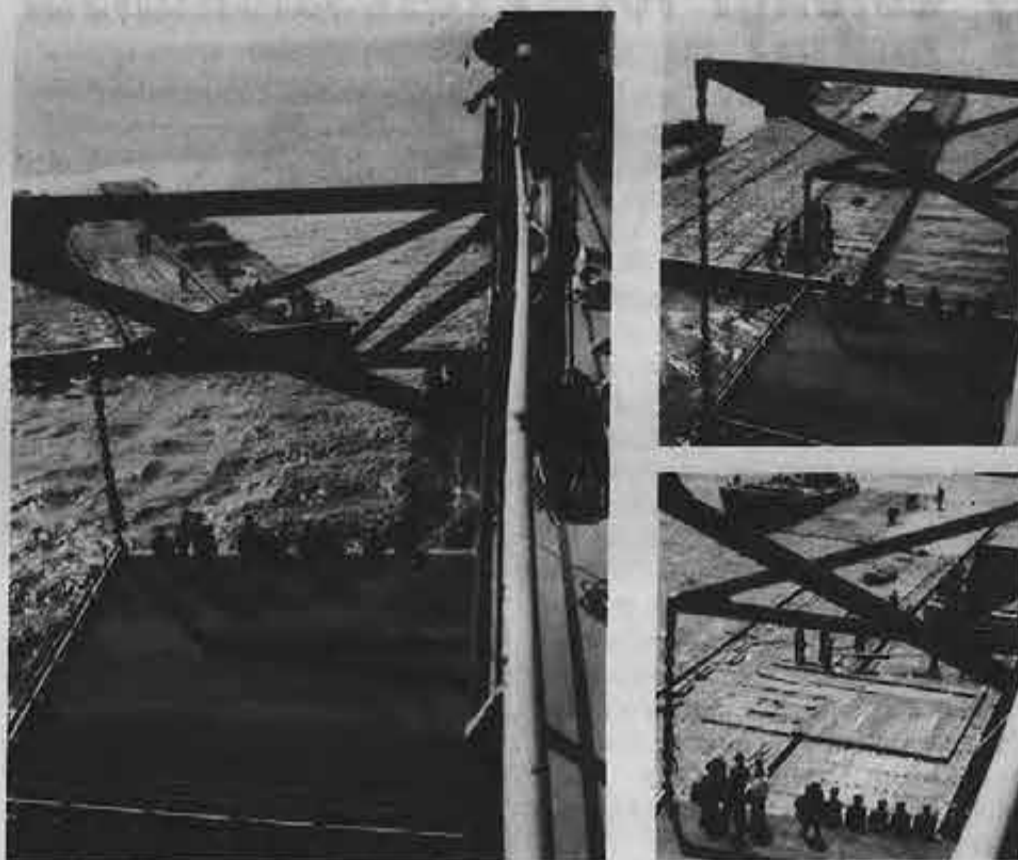
## Antares

Onboard the Antares, operated by International Marine Carriers, the Lundeberg School's mobile training unit joined SIU crewmembers for roll on/roll off operations rarely performed by an SL-7 crew.

## Lundeberg School Mobile Unit

Antares crewmembers rigged the side port and RO/RO ramp to a pontoon causeway section provided by the U.S. Army. Lundeberg School instructors Harry Alongi and Jeff Swanson assisted SIU crewmembers during the exercise.

Alongi noted, "While in the exercise much of the off-loading is done by military stevedores, in an actual emergency operation civilian crewmembers would begin the load on/load off operation on their own, utilizing the ship's twin Hagglund cranes which are mounted



During the Antares Solid Shield '89 exercise, the crew rigs the side port and roll on/roll off ramp to an Army pontoon causeway section. Left, the causeway is proceeding towards the Antares. Top right, the causeway is moved into position along the RO/RO ramp. Bottom, once rigged, army stevedores begin their work.

fore and aft."

The final stage of RO/RO and LO/LO operations conducted by the Antares took place in Morehead City, NC. The crew back-loaded all military cargo for its

return to Savannah, GA.

Lundeberg School instructors Alongi and Swanson reported that SIU crewmembers on the Antares did an excellent job meeting the unusual demands of the exercise.

## ILA Extends Pact for One Year

The International Longshoremen's Association and management have agreed to a new master contract and set up a panel to seek long-term solutions to serious problems facing their industry.

The accord, which also requires that local labor issues be addressed on a port-by-port basis, essentially extends the expiration date of the current ILA contract from September 30, 1989 to November 30, 1990.

The current provisions of the ILA master contract will continue unchanged, unless modified by the parties, for the 14 months of the new pact. The lone exception calls for an increase of management's contribution to the fringe benefit plans.

At the same time, a 14-member committee will be named to come up with ways to address the economic and competitive challenges that face both the ILA and East Coast employers.

The two sides have been negotiating since last fall. Their industry faces severe pressures from deregulation, automation and international economic trends.

"Each party—without exception—has come to the difficult but true realization that changes in contractual work rules are necessary in order to preserve and protect the job security of the ILA members covered by this agreement, as well as the ability of carriers, terminal operators, stevedores and others to operate in a financially sound manner," the agreement states.

The accord on a new pact and an in-depth effort to seek longer-term solutions was announced by ILA President John Bowers, management's chief negotiator, Anthony J. Tozzoli, president of the New York Shipping Association (NYSA) and David J. Tolan, chairman of the Carriers Container Council (CCC) who also serves as senior vice president of labor relations of Sea-Land.

"This agreement will give the industry stability while we undertake a thorough search for ways to resolve the difficult issues that face all of us," they said in a joint statement.

The study panel, called the Industry Preservation Group, will consist of seven ILA members and seven management members. It will be named soon and will meet at least every month.

The agreement requires local issues such as work conditions and rules concerning traditional cargo to be addressed in ports that feel the necessity before it takes effect. Master contract issues are wages, hours, benefit contributions and automation issues.

The agreement covers ILA members working with employers associated with the CCC, the NYSA, the Boston Shipping Association, the Council of North Atlantic Shipping Associations representing the ports of Baltimore, Philadelphia, Hampton Roads and Rhode Island, the South Atlantic Employers Negotiating Committee and Southeast Florida Employers Port Association.



Taking a well deserved break from Solid Shield '89 exercises are Antares SIU crewmembers (from left to right) AB Walker, OS Buzzard, AB S. Ahrens and AB N. Hancock.

## SIU Crew on Cape Horn Cited By Colonel for 'Professionalism'

The SIU-crewed MV Cape Horn received a citation for its work during the recently completed exercise Cobra Gold '89. It was presented by the Military Traffic Management Command Transportation Terminal Command Far East.

The recognition, signed by Colonel L.N. Kinney, cited the crew's "competence, professionalism and endurance" in helping the military command make the operation, held from April 18 to July 24, 1989, a success. It also noted the crew's superb support of port offload and redeployment operations.

The Cape Horn had been in layup for two years before InterOcean Management deployed the vessel for the exercise. The ship carries a crew of 31.



Pictured on the Cape Horn is Oiler Leon Fountain (left) working in the engine control room.



Steward assistants Winston Walters (left) and Michael A. Williams prepare to serve crewmembers on the Cape Horn.

## American Eagle Crew Wins Hearts of Travelling Family

SIU crewmembers aboard the MV American Eagle went out of their way to help a military family's trip home.

After a three-year stay in Bremerhaven, West Germany, Major Alan D. Kruse was ordered back to the United States. However, his wife, Betty, had a medical

### Costango, Brown, Williams 'really know how to cook'

problem which kept her from flying.

Kruse asked for special permission to come back on a ship. He, his wife and their three daughters were assigned to the Pacific Gulf Marine vessel scheduled to leave Bremerhaven on June 15.

"We were obviously apprehensive about taking a family on a

working ship, but we were very pleasantly surprised," said Kruse. "All of the crew were courteous. These men really went out of their way to allay our fears, provide needed information and prepare all our accommodations."

Kruse, in a letter to SIU President Michael Sacco, said, "The steward section was especially helpful and provided exceptional service. Needless to say, the food was exceptional. These men really know how to cook!"

The SIU members of the department were Steward/Baker Frank Costango, Chief Cook C. C. Williams and GSU Adolphus Brown.

In referring to the whole crew, Kruse added: "They really made our voyage back to the U.S. a pleasant one. We are no longer apprehensive about ocean travel and would gladly make the trip again."



Pictured above with the Ship of the Year plaque are (front row, left to right) GSU Vincent Ortiz, GSU Martin Josephsen, DEU Mike Browne, DEU Rick Hegwood, AB Howard Hare (back row, left to right) Chief Steward Toyo Gonzales, QMED Ernest Lacunza, Chief Cook Clarence Jones, Bosun Peter Hulsebosch, AB Bryon Piersol, AB Tom George and Chief Pumpman John Anderson.

## Lawrence Gianella Crew Honored

The SIU crew aboard the Lawrence H. Gianella (Ocean Shipholdings, Inc.) has been honored for its excellent work, reports Chief Steward Toyo Gonzales. The tanker was named the company's Ship of the Year.

The efficiency and professionalism of Seafarers aboard the tanker earned the highest fleet recognition award given by the company.

In a letter to the crew, Ocean Shipholdings Senior Vice President John W. Morrison, com-

mended crewmembers for their "enthusiasm and dedication."

Gonzales, who serves as secretary on the union's ship committee, also reports that the ship was recently outfitted with a Modular Fuel Delivery Systems (MFDS) by the Navy.

The MFDS will allow the Gianella to function similar to a fleet oiler, along with its other tanker duties while under contract to the military.

## APL Crews Rescue 29 People Aboard A Burning Freighter and a Stranded Sailboat

Two American President Lines ships participated in the rescue at sea of 29 mariners from three different ships in the Pacific Ocean. The SIU mans the steward departments on APL vessels.

### Garfield Responds Quickly

On the morning of July 18, the President Garfield, on its way from Fujairah (United Arab Emirates) to Colombo (Sri Lanka), received a distress signal from the MV Sifnos Star. The Garfield's captain, John Schiavone, verified that the Sifnos Star was on fire and changed his ship's course to intercept the burning vessel.

Within two hours of receiving the distress call, the Garfield sighted the Sifnos Star with smoke coming from its after house. The captain of the Sifnos Star said the crew had been trying to snuff out the engine room fire for several hours, but to no avail. Fifteen members of the 23-man crew already were in a lifeboat waiting to be rescued.

The 15 mariners in the lifeboat were onboard the Garfield in just over an hour. The remaining crew and captain of the Sifnos Star made their way to the President Garfield on a life raft. They climbed onboard the Garfield by using the starboard pilot ladder.

The Garfield was on its way to Guam within four hours and 15 minutes after receiving the distress call.

### Lincoln, the Ship that Could

In the other rescue, the President Lincoln was sailing to Guam on the evening of June 24 when crewmembers on the bridge overheard a Coast Guard radio report of a rescue operation. It in-

involved a 30-foot sailboat out of San Francisco which was sinking, the Japanese car carrier Aries and the Panamanian MV Washington Rainbow II.

A Coast Guard aircraft was in charge of the rescue. Captain Norm Sollid of the President Lincoln notified the USCG his ship would be available if needed in the rescue. He was told that the Panamanian-flag Rainbow was launching a lifeboat and the Lincoln could continue on its journey. The Lincoln's crew, however, continued to monitor the situation.

Twenty minutes later the motor on the Panamanian vessel's lifeboat quit after it had rescued the lone sailor from the crippled sailboat.

The Japanese car carrier was asked by the Coast Guard to launch a lifeboat to rescue the sailboat's skipper and Rainbow crewmembers who were stranded in the Panamanian flag vessel's lifeboat. The Japanese ship refused as the seas were too rough. The Lincoln was asked to return and help in the rescue.

The seas were too heavy to launch a lifeboat, but the APL ship's crew lowered a ladder for the six stranded mariners after the President Lincoln was able to come alongside their lifeboat. In less than an hour, all six were aboard the Lincoln and it was steaming toward Guam.

In both cases, the captains highly praised the efforts of their crews in these successful rescues.

Officials at APL commended the fine action of the Lincoln and Garfield crewmembers, pointing out that both ships performed their rescue missions without incurring any injuries to personnel.

# Dell Remembered, Actor and Merchant Mariner

Several years ago, Gabe Dell wanted to go back to sea. But the former World War II seaman was in the midst of a successful stage and screen career. With parts in Oklahoma, Can-Can, a 1975 Tony nomination and his own television show, The Corner Bar, Gabe Dell's acting talent was in demand.

On Maritime Day this year, Gabe Dell finally got his wish. SIU Vice President George McCartney, Dell's sister Ethel and his son Gabriel scattered his ashes across the waters of the Pacific Ocean off San Pedro, CA.

## Gabe Dell was one of the original "Dead End Kids."

The 68-year-old actor, who died last year, was one of the original "Dead End Kids" when he was cast in the role of T.B. in the 1935 Broadway play "Dead End." That group of actors became the East Side Kids and later the Bowery Boys. Dell was with that ensemble until 1950 and played alongside such stars as James Cagney and Ronald Reagan.

His acting career was put on hold in 1942 when he joined the merchant marine. McCartney was about 12 at that time, he recalled, and his sister was a friend of Dell's sister Ethel. They were neighbors in the New York neighborhood of Hell's Kitchen.

"I remember when Dell came home from the Maritime Training School at Sheepshead Bay. He had on his new uniform. He looked good and was ready to go," McCartney said.

### Dell Becomes a Purser

Dell spent most of the war shipping on Liberty Ships throughout the Pacific. He became a member of the Staff Officers Association and sailed as a purser and pharmacist's mate. He took care of the ship's pharmacy, and as a purser served as what would be called today the captain's administrative assistant.

While Dell's acting career was highly successful, he always felt the pull of the sea, his son said. "That's what my father loved the most, he always wanted to go back to sea," Gabriel Dell remarked.

When Gabe Dell shipped out on the Lyman Stewart, a Liberty vessel with a 40-man merchant crew, the captain was an authoritarian "jerk" at first, the younger Dell remembers his dad telling him.

But during the course of the voyage, the captain fell and broke his leg and an arm. As part of Dell's duties he had to tend to the captain and they became good friends, the son said.

### Liked Food on Ships

"He said he always liked the food on the ships, so he always made a point of getting tight with



Gabe Dell

the cook... He called it his warring vacation. I think he loved getting out of Hollywood," Gabriel Dell said.

During the 1950's and 1960's, Dell was busy on Broadway and in films and television. He worked

continuously and received praise for his comic roles. He also spent several years studying at the Actor's Studio founded by Lee Strasberg. In 1980, he received the Actor's Studio Award for his work.

When Dell settled in California in the late 1970's, he stayed in touch with McCartney and SIU official Frank Gill and appeared at many union functions.

"Gabe and Huntz Hall (another former Bowery Boy) attended a lot of our functions for the union and the MTD. They would help out anytime we needed them. He had a real special feeling for the union, the waterfront and the sea," Gill said.

Like tens of thousands of other young Americans who served in the U.S. merchant marine during the war, Dell never did go back to sea after his service. But those years in the Pacific gave him an experience he never forgot and fond memories he always carried with him.

# Judge O.K.'s Pre-employment Drug Testing

Pre-employment drug testing has become a way of life for the men and women of the SIU.

On July 21, U.S. District Judge Thomas F. Hogan declined a request from the SIU to file an injunction to halt implementation of the U.S. Coast Guard's drug testing program. The law affects those American-flag companies employing more than 50 people.

Judge Hogan's decision affects only the pre-employment aspect of the Coast Guard ruling. No decisions have been made concerning periodic, random, probable cause and post-accident testing.

In June, the judge requested a 30-day delay in implementation because he needed more time to study other drug-testing decisions.

# Murmansk Run Veteran Featured In News Article on Famous WWII Battle in the Barents Sea

The July 4, 1942 German attack on a 40-merchant-ship convoy was the subject of a feature story in the Longview, WA daily newspaper. More than 26,000 homes received a copy of the July 3, 1989 Daily News in which Convoy PQ 17 survivor and retired SIU member Fred Miller was interviewed.

Written by Daily News reporter John McLelland, the story was of particular interest in southwestern Washington because oceangoing commerce is a key factor in the economy. Longview, located 60 miles from the sea on the Columbia River, hosts both a public and private port.

In the article, Miller recalled a battle believed to have been part an Allied plan to lure the German

low...one dropped a torpedo on the Christopher Newport, a new Liberty ship, just a little ahead of us," Miller recalled in the interview.

### Merchant Ships On Their Own

The two-day battle left about 1,500 survivors, many of whom had to be rescued from the icy waters of the Barents Sea. When the action was over, the convoy's remaining ships were instructed to scatter. "Naval escorts were left behind, so the lightly armed merchant vessels were on their own.

Several were sunk after the breakup, and some survivors ended up in German prison camps," McClelland reported.

Miller's ship, the Ironclad, a vintage WWI vessel, survived. Miller believes heavy fog saved the Ironclad.

The article on SIU Pensioner Miller cites his merchant marine involvement in three other wars—Korea, Vietnam and Falkland Islands/Malvinas.

SIU Pensioner Miller retired in 1984 after service on 104 ships. He and his wife Peg have lived in Castle Rock, WA since 1961.

*"Guns started firing all around us, and the planes were flying low..."*

fleet into range of its firepower. Miller says a video, "Suicide Run to Murmansk," has been made about Convoy PQ 17's role in the war effort.

Although German aircraft were a common sight, the first sign of trouble on that July morning, Miller said, was the sighting of far more planes than usual.

The convoy was carrying weaponry, explosives and other supplies for the Russian army, and was proceeding through the Barents Sea toward northern Russia, Miller said.

"Guns started firing all around us, and the planes were flying

**This Day**

Section 8  
Monday, July 3, 1989  
The Daily News

**Fireworks on the Fourth**  
Merchant seaman recalls famous sea battle of 1942

By John McLelland

CASTLE ROCK — To many people, the Fourth of July is a day of fireworks and celebration. But to Fred Miller, it is a day of remembrance of the Battle of the Barents Sea.

On July 4, 1942, the merchant ship Ironclad was part of Convoy PQ 17, a group of 40 merchant ships carrying supplies for the Soviet Union. The convoy was attacked by German aircraft and ships in the Barents Sea.

Miller, who served on the Ironclad, recalled the battle in an interview with Daily News reporter John McLelland. The article, titled "Fireworks on the Fourth," is featured in the July 3, 1989 issue of the Longview, WA Daily News.

Miller, 68, is a resident of Castle Rock, WA. He served on the Ironclad from July 1941 to July 1942. The ship was one of the few that survived the battle.

The article describes the intense fighting and the loss of many ships and crew members. Miller's ship, the Ironclad, was one of the few that survived.

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SIU Pensioner Miller retired in 1984 after service on 104 ships. He and his wife Peg have lived in Castle Rock, WA since 1961.

Pictured above is the newspaper article about SIU pensioner Fred Miller and his World War II exploits on the infamous Murmansk run. The article appeared in the Longview, WA Daily News.

## Machinists Thank SIU for Support

Seafarers have been on the picket line at Washington's National Airport every day since the Eastern strike began. In early August, Local 796 of the International Association of Machinists showed its appreciation of the SIU's support in a surprise ceremony in front of the Eastern Terminal.

**"The SIU has shown us ... what solidarity and brotherhood mean."**

Nick Celona, Piney Point port agent, has been in charge of organizing the SIU's presence at National. Every day a group of Seafarers arrives at the airport to join the pilots, flight attendants and machinists. In addition to moral support, the SIU members bring lunch for all picketers.

On a steamy summer Sunday, Local 796 President Lee Russell gathered the two dozen picketers together. "The SIU has shown us in the last few months what solidarity and brotherhood mean. Your unflinching support has been an inspiration," he said.

Russell then presented Celona with a plaque, an IAM T-shirt and an honorary membership card in the IAM. "The dues have been waived" Russell joked.



Seafarer Tom Brooks (right) joined several dozen SIU members and hundreds of other union members at a Capitol Hill rally to protest Eastern Airlines' President Frank Lorenzo's action during the Eastern strike.

"We will be here to the end. Remember, you always have a friend when you see the white hats," Celona said.

Elsewhere on the strike front, three major consumer groups warned the flying public that Eastern plans to schedule "phantom flights" and pair inexperienced pilots in the cockpit when it increases its service.

One in six flights that were set to begin in August were so-called phantom flights, the Aviation Consumer Action Project, the National Consumers League and Public Citizen revealed.

Travel agents told the Atlanta Constitution newspaper those flights cannot be booked because Eastern simply put them on the schedule without the equipment or crews to fly them.

## Gov't Services Division Moves On Training and Work Rules



Military Sealift Command Pacific division Captain J.S. Schultz (right) reviews the vocational upgrading programs of the union's Harry Lundeberg School. Pictured (left to right) with the Captain are Manpower staff members David Carter and Bart Rogers and Assistant to the Vocational Director Bill Hellwege.

The SIU's government services division, representing civilian mariners on MSCPAC vessels, is putting the final touches on a membership training and upgrading program and is continuing its efforts to resolve issues regarding work rules and overtime, reported Vice President Buck Mercer.

The union arranged for Captain J.S. Schultz of the Military Sealift Command Pacific division to inspect the Seafarers Harry Lundeberg School of Seamanship located in Piney Point, MD. Once the final details are worked out with Captain Schultz and MSCPAC officials, the school's vocational

and academic programs will become available to SIU government services division members in the fall.

Changes in work rules and overtime regulations on MSCPAC vessels are also being addressed by the union's government services division. Since Vice President Mercer's meeting in Washington, DC with MSC chief Vice Admiral Paul D. Butcher, the union is directing its efforts toward resolution to MSCPAC officials.

Mercer reports that the situation is also being investigated by the union's contract and legal departments.

## Ten Former SIU Fishermen Can Collect WWII Bonds

Representatives of the Seafarers International Union of North America affiliate, the Fishermen's Union of America, have discovered about a dozen Defense Saving Bonds, issued in 1942. Now, FUA officials are trying to track down the owners (see box).

FUA President Terry Hoinsky said the \$25 bonds were issued by the old Seine and Line Union of Monterey, CA to its members as a sort of bonus when unusually large sardine catches were occurring.

The Monterey union's membership was composed mainly of Jap-

anese and Italian Americans, she said. But beginning in 1942, the vast majority of Japanese Americans, especially on the West Coast, were rounded up by the U.S. government and sent to relocation camps under the mistaken belief that they posed a security risk to the country.

After the war, Hoinsky said many of the Japanese American fishermen did not return to the Monterey area. She believes most of the bonds belong to people who did not return. She has been able to locate the owners, or their survivors, of four of the bonds.



Machinists Local 796 President Lee Russell presents the SIU with a plaque in appreciation for the many hours Seafarers have put on the picket line. On behalf of the SIU, Piney Point Port Agent Nick Celona accepts the plaque which reads, "In appreciation for your untiring and sincere support of the strike against Eastern Airlines."



SIU Patrolman Al Caulder (right) enjoys a light moment with striking Machinist Ron Larue during a recent fish fry held by the Jacksonville local of the IAM to thank those unions who have provided support during the Eastern strike. Larue is the father of AB Tim Larue, who sails out of the port of Jacksonville.

The names and 1942 addresses on the War Bonds found by the Fishermen's Union of America are listed below. Please circulate. Any person claiming one of the FUA's bonds should contact Terry Hoinsky at the Fishermen's Union of America office, 529 West 9th Street, San Pedro, CA 90731.

Yumiji Higashi  
(Beneficiary Michio Higashi)  
237 Pilchard St.  
Terminal Island, CA

George Omokawa  
126 West 4th St.  
San Pedro, CA

Kumakichi Kawaguchi  
P.O. Box 300  
Bismarck, ND

Tomoharu Togawa  
P.O. Box 1204  
Monterey, CA

Takekichi Mukai & Tadashi  
Mukai  
642 C Tuna St.  
Terminal Island, CA

Tom K. Watanabe  
337 Washington St.  
Monterey, CA

Kinpei Nishihata & Eipei  
Yamanichi  
213 D Cannery  
Terminal Island, CA

Joseph & Winifred Zutycvic  
430 W 10th St.  
San Pedro, CA



## Inquiring Seafarer

**Question: What do you think of the new garbage regulations?**

(Asked of Seafarers at the SIU union hall in Brooklyn, NY.)



**John Green, AB**—It should have been done years ago. All ships should have a holding

tank until the next port and then take it off. Sanitation on the ship should be maintained at all cost.

**Danny Brown, Steward**—Of course, it helps the environment, but it should have



been done a long time ago. They should go after the barges that dump out at sea, they threaten sea life in a big way. I'm in favor of recycling, and the bottle law creates more scrutiny for recycling. I also think each department on the ship should take responsibility for their garbage.



**Angel Mercato, QMED**—I'm happy to see that the garbage is finally being separated.

But everyone, even the people on shore, has a responsibility to the environment. Manufacturers of plastics should make them biodegradable.

**Louis Ramirez, Bosun/AB**—I'm against killing sea life and if we all keep dumping we're



not going to last 20 years. We keep big drums aboard, paint them international orange and dump the plastics in them. We can manage to store them for eight days and sometimes it is difficult to separate, but it is up to everyone to make it work.



**Frank Rodriguez, Bosun**—I've been on tankers so we have been separating plas-

tics for a long time. Now, especially going coastwise we always separate it. Especially these styrofoam cups because if they get pumped into the mains in the engine room we get nothing but problems, big problems.

Separation is better for the environment and also better for the fishing fleets. We store everything in big drums and everyone helps out in separating.

**Jose Soto, AB**—It's a good idea to separate plastics from the garbage. I see seagulls



eating styrofoam cups which will kill them.



**Angelo Romero, Recertified Steward**—I'm in favor of saving the environment from

plastic pollution. But, in some cases, we're out at sea for 28 days until there is a port where we can drop off garbage. Then there is the problem of storing the garbage for that many days. There is also the problem of finding the time to separate the plastic with only three men in the steward department along with other duties we have to do.

**Bill Burke, AB**—I think it is a good idea. I agree with the ruling. But I hate like



hell to go through the garbage and have maggots crawling around while separating plastic and putting it into the trash compactor. Biodegradable bags would help a lot.



**Jose Negron, QMED**—It's a good idea in collecting plastics. But it should be more than

plastics, bottles and cans too, that's waste too and they don't disappear for a period of time. They should do that too and hope they keep doing it and realize that they're doing the environment a favor by picking up and keeping it clean.

**Jimmy Skubna, QMED**—If it's bad for the environment then I agree that separating



the garbage and storing it until it can be disposed of properly is the right thing to do. But the disposal on land should be done right. Also, maybe recycle the plastics by outside contractors thus creating new jobs.

## Drug Testing Rules a 'Nightmare'

Implementation of the government's drug testing rules imposed on the maritime community late last year is a "bureaucratic nightmare," said Captain Robert E. Johnston, Maritime Overseas Vice President of Operations in a speech to the July Washington, DC Propeller Club meeting.

Johnston, who combines 20 years of sailing experience with 20 years as a shipping executive, said the industry has received a great deal of cooperation from the U.S. Coast Guard, but the Department of Transportation portion of the new drug testing regulations are extremely burdensome.

The regulations were promulgated by both the Department of Transportation and the United States Coast Guard and called for five kinds of drug testing of maritime workers: pre-employment, periodic, random, probable cause and post accident.

DOT's portion of the rules cover how the drug testing is to be executed and the chain of custody for an individual's urine specimen.

The procedures, which Johnston noted were "rammed down the industry's throat," have been extremely difficult to implement

and the Department of Transportation has shown no willingness to work with maritime groups towards solutions.

DOT's rules, Johnston pointed out, are the same as ones issued by the Department of Health and Human Services with one major exception. DHHS regulations, through an "equivalency clause," allow a group responsible for drug testing greater flexibility in complying with the intent of the rules.

When DOT issued its drug testing regulations there was no equivalency clause.

Johnston called for DOT to put a "practical person" in charge of administering the program for that agency.

While the regulations are being fought in court by the SIU and the Transportation Institute—an organization representing ocean-going, Great Lakes and inland waters commercial carriers—the Judge assigned to the case has ruled that pre-employment testing could go into effect on July 21. Unless the lawsuit is successful, the other four types of testing are due for implementation on December 21 of this year.

## Garbage Dumping Regs in Force

New Coast Guard rules prohibiting the disposal of plastics at sea went into effect early this summer bringing the United States into compliance with the 1973 International Convention for the Prevention of Pollution from Ships, known as MARPOL 73/78. The section outlining procedures for disposal of garbage is known as Annex 5.

The regulations represent the efforts of the International Maritime Organization, a United Nations body, to eliminate entanglement with plastic products or consumption of harmful materials by marine wildlife.

In addition to ending the dumping of plastic materials, the Coast Guard rules require ports and terminals to have facilities for "shipboard generated garbage."

The regulations also instruct marine craft of any size or type operating on U.S. navigable waters to dispose of non-plastic garbage, including food waste, 12 miles away from land. Between three and 12

miles from land, non-plastic garbage must be capable of passing through a one inch screen, a requirement which in most cases would require use of grinders.

The Coast Guard will enforce the rules through on-the-spot inspections, letters of warning, assessment of civil penalties, denial of entry to ports and terminals without adequate reception facilities and in the case of gross or willful violations, the agency will seek prosecution of those responsible through criminal sanctions.

In the Federal Register, where the regulations were first announced, the Coast Guard said that some of the following factors will serve as evidence of compliance: presence of equipment to treat ship-generated garbage, adherence to a written waste management plan, absence of plastics, educational programs to train crewmembers of garbage handling procedures and separate space for garbage.

## NY Tax Break for WWII Mariners

*Continued from page 3*  
despite constant challenges from the Veterans of Foreign Wars.

Caffey praised the work of state Senators Maltese, Owen Johnson and Eugene Levy and state Assemblyman Richard Connors in making the final push to pass the bill earlier this summer. He noted that the final bill received bipartisan support.

The new law adds World War II merchant mariners to the original 1958 tax bill giving real property tax exemption to members of

the armed services specifically listed in the G.I. Bill of Rights.

The new law applies to those World War II merchant mariners living in New York as well as those who may move to the state. It affects only the veterans themselves and cannot be carried over to the families, Morgan said.

The law is designed to expire after 10 years. However, Sen. Maltese already has filed legislation to make the merchant mariner exemption permanent, Morgan added.

## Seafarer and Artist Albert Guidry Takes Cue From Famous Impressionist Painter Hensche



Albert Guidry, an SIU member who ships in the engine department, painted the picture above after studying with Henry Hensche, one of America's foremost realist artists. Entitled "The Rose," Guidry used pastels to capture nuances of color.

The words oil and water may refer to two items that do not mix when applied to most members of the SIU. However, these words take on an all new meaning when discussed with FOWT Albert R. Guidry, who is the son of the late Albert R. Guidry, an AB and SIU member of many years.

Art has been an interest of the Metarie, LA SIU member since he began drawing at the age of 8. However, Guidry's enthusiasm was heightened when he saw a local television show featuring artist Henry Hensche during December of 1987.

"I had never attempted painting before, but I decided to do a watercolor that night," Guidry said. "It caught my attention and I wanted to meet him. I called the TV station to see if they would give me his phone number. They told me he conducts art classes and gave me his number," he explained.

It wasn't long before Guidry met Henry Hensche, a New England-based artist who winters in Gray, LA. The novice painter was impressed. Hensche was 87 at the time Guidry met him. He did not expect him to be so "alert, coherent."

They have been friends as well as student-pupil since.

Guidry said that Hensche is a stern teacher. "He supplies me with confidence. Compliments are

hard to get from him. It keeps me from getting a big head. But when a compliment comes, it means so much."

Guidry, who joined the SIU in 1979, described himself as feeling "an energy" when he first saw Hensche's works on television. He said Hensche "radiates when he talks about art and it shows in his works."

Guidry refers to Hensche as "America's last surviving impressionist from a hearty era." Instead of painting by using lines drawn by a paint brush, Hensche and his students create images by placing one color next to another. "Take care of the colors and the drawing will take care of itself," Guidry said.

Several of Hensche's students have become successful artists with their works on display in New York and Washington.

"As a student painter, I am truly honored to be studying under a master colorist like Henry Hensche," Guidry said. "There is a kind of legacy which, in my opinion, is valuable alone for its American art history."

Guidry will paint while he is sailing. He plans to work on seascapes and ships. He will be using oils so he can continue his study of colors and light effects.

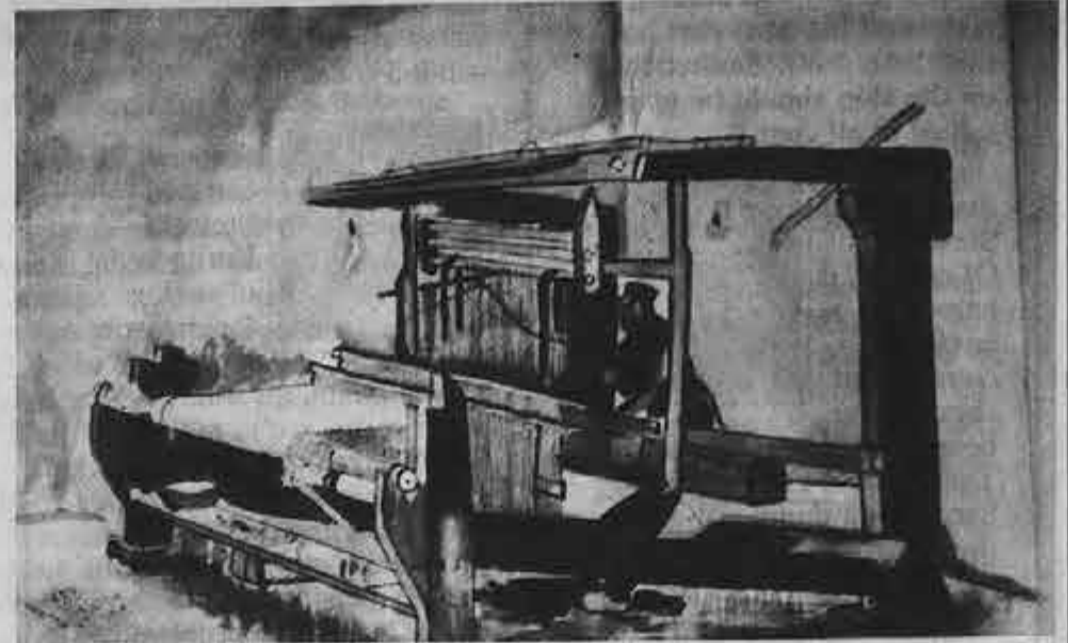
He said he has the support of

his family, including his two-year-old daughter Ashley. "She already knows who did the different prints and paintings in our house," he said proudly.

Guidry urges fellow members to take advantage of the arts and crafts facilities at the union's Lundberg School while upgrading or visiting. He plans to return to Piney Point in the spring to obtain his QMED rating.



A charcoal sketch by FOWT Guidry.



Before meeting Hensche, Guidry painted the watercolor above. It is a copy of a painting by 19th century artist Vincent VanGogh.



In a photo taken by Guidry, renown artist Henry Hensche sits in his studio surrounded by works in progress.



Although a black and white photo cannot capture the colors and lighting of Hensche's work, the painting reproduced above demonstrates the artist's philosophy that "Painting is the science of seeing" and "impressionism is simply a way of seeing" and not an artistic technique.

## Scouts Learn about Value of U.S. Shipping Through MTD Program

A personal tour of the U.S. Capitol conducted by a U.S. congressman was one of the many memories taken home by the 15 scouts who participated in this summer's annual Maritime Trades Department Award Scouts program at the Lundeberg School.

The two-week experience, now in its fourth year, offers Boy and Girl Scouts an opportunity to have an educational vacation. The scouts not only learn about the maritime industry and the labor movement, but they also get a chance to visit many of the historical sites and

tourist attractions near Piney Point.

One of the highlights of this year's visit, according to Girl Scout Leader Kathy Roberts of Baltimore, was Congressman Lane Evans' tour of the Capitol. Roberts said the Illinois Democrat arranged permission for the scouts to be allowed onto the floor of the House. He explained the background and updated the group on some of the bills before Congress.

The scouts spent several days in Washington including a day at the MTD and AFL-CIO headquarters. Jean Ingrao, secretary-



Pictured above are MTD Scout program participants: (back row, left to right) Peter Steigerwald, Jason Fay, (third row, left to right) Billy Bolner, Brian Geiger, Shane Pickard, Tony Brignetti, Sean Montgomery, Counselor Kathy Roberts, (second row, left to right) Counselor Jenny Gilderleeve, Rick Bagrasco, Joy Alejo, Kisha Ringer, Kelly McClung, Tom McCloskey, (front row, left to right) Travis Corgey, Michael Miller and Peter Robbins.

treasurer of the MTD, told them about the need for unions and the history of the labor movement. She also urged the Boy Scouts to acquire the American Labor merit badge.

While at the Lundeberg School, the scouts worked in the arts and crafts department, created their own newscasts in the audiovisual department and tried navigating a ship in the simulator classroom.



As part of the MTD's program in Washington, Congressman Lane Evans (D-IL) meets with the scouts on the steps of the Capitol.

## Lundeberg School Hosts 1989 Boy Scout Jamboree Participants

When 14-year-old Boy Scout Ryan Zanca told his grandfather that his troop was planning to attend the 1989 Boy Scout Jamboree at Fort A.P. Hill, VA, he had no idea what might be in store.

His grandfather, retired SIU official Buck Stephens, arranged for the members of New Orleans Troop 35 to spend a couple of nights in August at the Seafarers Harry Lundeberg School of Seamanship.

Ryan and his father, Scout Leader Roy Zanca, had visited the school more than 10 years ago. They had prepared the scouts and leaders to sleep "10 to 12 in a room" in the old wooden barracks. After making a 25-hour bus trip from New Orleans, almost anything resembling a bed would have been welcomed. However, what they saw at the Lundeberg School was more than any of them expected.

"We were surprised," said Ryan. "I was three or four when I came here and I remembered the old cabins. Instead we got to sleep

two to a room. It sure beats sleeping in a tent."

The scouts were able to participate as visitors for two days at the jamboree. Troop Leader John Brown said he and several of the scouts attended a lecture at the jamboree on the new merit badge on American Labor.

"The scouts heard about the differences between negotiation and mediation," Brown reported. "We will work with some of our scouts to help them earn the merit badge on American Labor."

Brown had high praise for the steward department at the school. "The people here have been terrific. When we arrived for our meals, we thought we were back in New Orleans."

Troop Leader Brown said the scouts raised money for the nine-day trip by working a concession stand year-round at the Louisiana Superdome and by holding several fund-raising dinners.



Members of New Orleans Boy Scout Troop 35 await the beginning of the August membership meeting. The scouts spent three nights at the Lundeberg School while attending the annual Boy Scout Jamboree at Fort A.P. Hill, VA.



Retired SIU official Buck Stephens introduced the New Orleans Scouts to the Lundeberg School. Pictured above are Buck Stephens' grandson Ryan Zanca (center), his son-in-law Roy Zanca (left) with his father Vince Zanca (right). The Zancas represent three generations of Scouts.

## Long-time Lundeberg School Guards Retire



Lundeberg School guards Frank Perry and Roland Weeden have retired after a combined 31 years of service. Perry was honored on the last day of his 16 years with a party in the office of the school's Vice President Ken Conklin. Perry was presented with a plaque while his wife received a dozen red roses. Friends and colleagues of Weeden held an informal dinner and get-together in the Lundeberg School Training and Recreation Center to honor the 15-year veteran with a plaque.

## Letters to the Editor



M/V President F.D. Roosevelt galley gang: Chief Cook Eugenio Diego (left), Assistant Cook Michael Calhoun and Steward/Baker Jesse B. Natividad.

### Diego, Calhoun and Natividad Thanked by Pres. F. D. Roosevelt Crew

#### To the Editor:

A vote of thanks is given to the steward gang who have made this a good feeder ship. Much of that credit and reputation goes to Eugenio Diego, chief cook; Michael Calhoun, assistant cook and Jesse B. Natividad, steward/baker. One outstanding menu was the Chinese dinner plate (fried wonton, egg rolls, fried rice and barbecue pork spareribs). Also, a superb July 4th menu and salad bar.

#### The Officers:

L. Kowalt  
J. Dulong  
A. Griffin  
R. Hatfield  
S. Lyon  
M. Spiner  
R. Nelsy  
I. Sapp

#### The SUP:

N. Daniels  
J. Blackburn  
J. Easter  
M. Sokaloff  
M. Mortensen  
W. Tie

#### The MFOW:

J. Sperling  
G. Cook  
C. Babbitt

### Paralyzed Veterans of America Welcomes Merchant Mariners

#### To the Editor:

Recently, when I read the May issue of the LOG about the VFW not welcoming Seafarers as brother veterans, I decided whenever I get requests from the different veteran organizations, I would first send them a copy of the VFW's position, and ask how they felt.

Enclosed is a copy of the letter received from Paralyzed Veterans of America.

A. L. Stephens  
Violet, LA

**Editor's Note:** The letter Brother Stephens received from the Paralyzed Veterans of America (PVA) says:

"... Since its inception in 1946, PVA has been serving the needs of the disabled community and veterans in particular in areas such as sports and recreation, job training and placement and insuring access to quality health care. We would not, under any circumstances deny any assistance we might be able to provide to a Merchant Seaman.

"Ours is an organization that prides itself on upholding the same principles for which so many of our members sacrificed. We do not tolerate discrimination in any form. Through our programs in legislation and advocacy, we are constantly working towards the construction of a society where no person, regardless of his or her physical capacities, can be denied the basic freedoms and rights all Americans are guaranteed by the constitution..."

It is signed by the organization's Executive Director, R. J. Bowell. PVA can be reached at 801 Eighteenth Street, NW, Washington, DC 20006.

### SIU Pensioner Jackson Has A Word for Young Members

#### To the Editor:

I am writing this article for all the young men and women in the union concerning our welfare and benefit program. We have the very best program there is to have. In the past five years, they have paid out about \$50,000 on my health care. I had a coronary bypass in 1985 and took my pension in 1987, although I still work some.

The union has come a long way since the 1940's and 1950's. Also, shipboard living is a dream compared to my early years of going to sea. We had no washing machine, no air conditioning and very little night lunch. We had low pay, no weekend overtime, no welfare program at all.

I look back over the years and only see two union officials still working... who were there when I started and that is Red Campbell and Joe DiGiorgio.

I encourage all members to support your union and things will get better and better. And I hope all of you have a great and good life in going to sea.

Jimmie Jackson  
The Woodranch, TX

### Thanks to the SWP

#### To the Editor:

Thank you so much for helping my husband Robert B. Stewart and me over the years. Sorry to be late with this note... I broke my left hip, fractured left elbow and heel. Am on the mend.

Thanks again. God bless the Seafarers.

Eloise W. Stewart  
Pomona, CA

**Editor's Note:** The letter above was originally sent to the Seafarers Welfare Plan. The SWP forwarded it to the LOG.

### John W. Brown Liberty Ship Remembered by Walker Karlak

#### To the Editor:

I read the May issue of the LOG with great interest, especially the story on the John W. Brown.

The ship was built in the United States during the "Big One" World War II. Mainly it served as a troopship but it carried vital cargo as well.

When the war came to an end, the John W. Brown still performed a valuable service. I was a high school student when the vessel was given to the Metropolitan Vocational High School on the lower East side of N.Y. to teach young adults how to become seamen.

It's been over 40 years since my high school days, but whenever I read or hear of the John W. Brown it brings back fond memories. There was a spark of pride knowing we had a REAL ship to learn on with teachers who had served in the American-flag merchant marine.

With the John W. Brown, we no longer had to learn from models, books, film or blackboards, we had the real thing. The students no longer wanted to cut classes or play hooky because we now looked forward to attending classes.

We students started at the bottom of each department. After we had used our chipping hammers, scrapers, wire brushes and red

lead paint, the vessel looked like swiss cheese in no time.

I was lucky to go to that school, because it gave me some knowledge of shipboard life before I started my career at sea. Since graduating, I've met others who attended the school and worked onboard the John W. Brown. One guy was a second mate who I came across in Cochin, India. It was 1952, and he was only 23 years old—the school had been a big help to him in upgrading so quickly.

The other thing I like about the May LOG were the pictures of members graduating from courses at Piney Point. Not only can the skills they learned be used onboard vessels, they can also be used to earn money while on shore.

I wonder—have our members ever realized where they'd be without the union's commitment to training its membership?

I started sailing in 1951, and there weren't any training facilities. Some merchant seamen went to private school to learn new skills, and they paid good money. This was done on their own time while they were on beach with no money coming in and families to support. If a member didn't pass a class, he had to ship out again

*Continued on page 26*

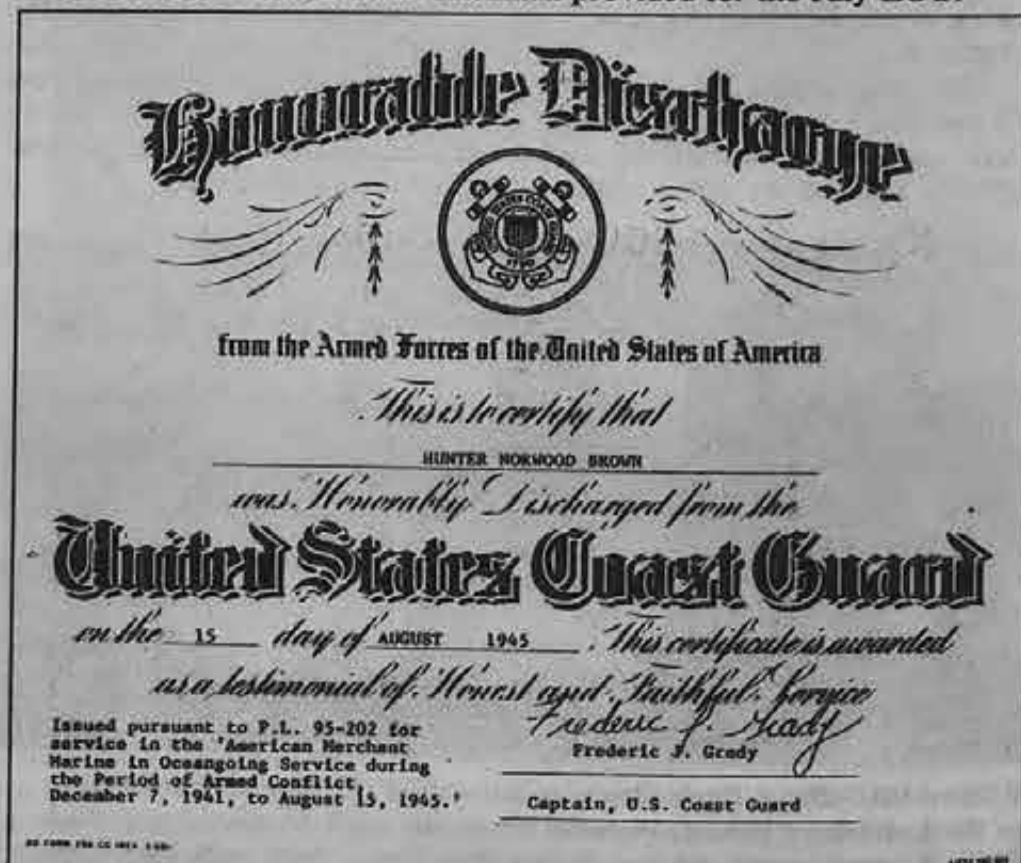
### Hunter Brown Shares WWII Coast Guard Honorable Discharge

#### To the Editor:

... I am enclosing a copy of my Merchant Marine discharge and my Navy discharge. What I would like to know is why they are so different... If you would like to use the discharges in the LOG you are welcome to.

Hunter N. Brown  
Demopolis, AL

**Editor's Note:** Brother Hickman (see July LOG, Letters to the Editor) and Brother Brown have provided examples of two documents available to merchant seamen who saw active duty in WWII between December 7, 1941 and August 15, 1945. The U.S. Coast Guard Honorable Discharge, a copy of which has been provided by Brother Brown, is obtained by filling out form DD 2168 which is available at USCG offices. After issuing the Honorable Discharge to a qualifying WWII merchant marine veteran, the Coast Guard forwards the name of that individual to the Maritime Administration. The Maritime Administration issues a United States Merchant Marine Certificate of Service. This is the document Brother Hickman provided for the July LOG.



## STEWARD CURRICULUM TO BE IMPROVED

The SIU is planning to revise its steward department curriculum based on a report submitted by a select panel of SIU members, Lundeberg School faculty and industry representatives.

The nine-member panel noted that the need for the updated class schedule has been created by radical changes in the manning of the steward department. "By percentage," the report states, "the one shipboard department to suffer the greatest manning reductions has been the steward department."

These reductions have been caused by a combination of factors including advanced technology, increased pressures from foreign-flag operators, wage freezes, faster turnarounds, and a vastly decreased American-flag fleet.

The review states that the Lundeberg School will modernize its classroom agenda to reflect the needs of the three-man steward department. With assistant cooks and cook/bakers no longer being utilized, there is a rapid advance from steward assistant to chief cook, said Don Nolan, one of the

committee members.

"It is quite a drastic change to go from steward assistant to chief cook," Nolan added. "There no longer are any steps in between."

Nolan, who is the SIU school's food service director, noted that the changes will have to be phased in during an extended period of time. The changes, before being implemented, will have to be reviewed by the school's instructors and SIU officials. They also may require changes in the shipping rules.

Nolan said SIU members in the steward department would be provided with up-to-date information on the review process and any changes in curriculum through the Seafarers LOG.

The Lundeberg School currently offers a variety of upgrading programs for members of the steward department, including a recertification class for chief stewards.

The steward recertification course not only addresses departmental skills such as microbiology, nutrition, requisitioning procedures, menu planning and safety procedures, but also trains participants in communication and leadership techniques, as well as computer familiarity and record keeping.



Lundeberg School Vice President Ken Conklin pictured with Valley Lee, MD fire chief Blair Swann.

### Firefighting Partners

Seafarers Harry Lundeberg School Vice President Ken Conklin presented a check for \$1000 to Blair Swann, fire chief of the Valley Lee, MD, District 2 Volunteer Fire Department.

The annual donation is part of the continuing firefighting cooperation between the school's firefighters and the Valley Lee volunteers.

The union's Lundeberg School trains all participants attending entry and updating courses in firefighting techniques.

## Alvarez Gets Pilot License



SHLSS Vice President Ken Conklin gives Milton Alvarez his certificate signifying Alvarez's successful completion of the self-study pilot program.

Determination, hard work and self-review have paid dividends to SIU member Milton Alvarez. The chief mate for Crowley said he owed it all to the SIU, the Lundeberg School and a strong faith in God.

Alvarez, who lives in Puerto Rico, recently culminated his climb from the union's trainee program to tugboat captain when he graduated from the marine simulator course and his pilotage self-study program.

Alvarez graduated from the Lundeberg School in October of 1975. Within three years he had enough time as an ordinary seaman to qualify for upgrading as an able body seaman. By July of 1978 he had completed not only the AB course but also the LNG program. He went to work on LNG as well as Delta and Waterman ships as an able seaman.

In October of 1981 Alvarez returned to the school to get his

firefighting and quartermaster endorsements. Soon, he passed the celestial navigation course.

Alvarez's success story did not start off right off the bat. "By not placing a full concentrated effort on my studies, I did not pass the Third Mates exam," he said of his more difficult period, which included a divorce.

"In 1986," Alvarez said, "I accepted the Lord Jesus as my savior and this changed by whole life. I had lost all hope in my life. However, accepting the Lord gave me a new direction and perspective."

In June of that year he was invited to study at the MEBA District 2 facility in Dania, FL. He passed the exam for his Second Mates license, then returned to Piney Point for his radar endorsement.

After that, Alvarez returned to Puerto Rico and applied for harbor pilot training. Within the year, he had finished the apprenticeship in all the ports.

In 1987 he took a self-study course at Piney Point and received his First Class Pilot license and a Master Freight and Towing license.

Concerning the opportunities he has been given, Alvarez thanked the SIU which "gave me a new incentive to better myself. I also want to thank God for my new direction in life and to all the members, instructors and union personnel who made this possible."

"I also want to give special thanks to Ken Conklin for his forbearance and patience in dealing with me throughout the years," Alvarez said.

## School Sponsors Electronics Champ



Bruce Blevins (left) is the winner of the Maryland electronics competition of the Vocational Industrial Clubs of America. The Lundeberg School helped Blevin get to the national finals this year. With him on a tour of the school's facilities are his father and instructor Russ Levin.

## Two Trainee Classes Graduate



Graduating from the Seafarers Harry Lundeberg School of Seamanship entry program are participants in Class numbers 440 and 441. Pictured above, after successfully completing their lifeboat classes, are: (top picture) (back row, left to right), Bill Summers, Kurt Monsanto, Robert K. Corbett, Derrick D. Gates, Mark A. Goins, Thom Kreutzer, Frank Schoening, Robert Moore, Henry Cole, Joel Whitehouse, Enrique Silver Jr., Instructor Jim Moore, (first row, left to right) Scott J. Jones, Dan J. Knight, Tony L. Barnes, Janette Nobles, Stephanie Henderson, Albert Coale, William A. Griffin, Carlos A. Perez Jr. and Brian Lushia, (bottom picture) (back row, left to right) Instructor Bob Clinton, Benjamin Cannadate III, Bobby Kelly, Andre Zene, Chester Rickey, Jeff M. Davis, William Calvin, Jeff Kuni, Ramon E. Perez, Instructor Jake Karacynski, (first row, left to right) Dan L. Johnston, Douglas M. Martinson, Almus Allen II, Dion Papas, Ray T. Brown Jr., Jaime Brown Jr. and Dennis Vallianos.

## ONBOARD THE PFC. WILLIAM BAUGH IN DIEGO GARCIA

On a trip to service union members stationed on vessels in the Indian Ocean near the island of Diego Garcia, SIU official Edd Morris met with crewmembers of the PFC William B. Baugh, a Maersk Line vessel. While aboard, Morris took the photographs of SIU members displayed on this page and on 15.



The MV PFC William B. Baugh, a Maersk Line ship crewed by SIU members, is viewed near Diego Garcia.



Pictured above, Bosun Scotty Byrne (right) and AB Tom Bagan discuss a manrope knot. In the photo to the right are some of the PFC William B. Baugh's crewmembers.

### Bosun Scotty Byrne Reviews His Fifty Sea-Going Years

Bosun Scotty Byrne has been sailing for 50 years and expects to be buried at sea whole-bodied to feed the fish. In an interview with SIU official Edd Morris onboard the Maersk ship—the PFC William B. Baugh—SIU member William Byrne talked of his life at sea and his thoughts on the maritime industry.

An avid salt water fisherman on his time off, Bosun Byrne believes Congress and the administration should focus attention on bilateral trade agreements along the lines of a 40-40-20 split. The Mobile, AL-based bosun explains this proposal would allow two trading partner nations to each carry 40 percent of the oceangoing cargo between each country, leaving 20 percent for vessels of other flags.

Byrne says SPAD, the union's political action fund, is important because it gives seafarers a voice in government and keeps the SIU's membership informed on actions which affect the maritime community.

Reflecting on his many years of shipping, Byrne recalled some of his adventures. On one trip he and his shipmates found themselves right in the midst of a national upheaval. While the revolution did not involve the United States, he found his ship surrounded by gunboats and local people. The con-

flikt was escalated when planes fired rockets directed at the gunboat.

One plane made a direct hit on the gunboat which gave Byrne's ship a chance to sail away.

Byrne lost his teeth and received 23 stitches in that adventure. Crewmembers had hung four tank cars over the side and had put runners under and around them. When the runner snapped loose it saved the tank cars, but the bosun's teeth perished. He says philosophically, "The teeth got knocked out, but we got the job done."

Byrne's most memorable trips have been with Isthmian and the Sycamore Hill. On those passages he went around the world, found many interesting ports and enjoyed plenty of time ashore. He found Jakarta, Indonesia to be his favorite port because of the beautiful mountains and the "friendly people."

Bosun Byrne is well known among younger SIU members and trainees because of his expertise as a teacher of seamanship. Byrne, who recalls that he had an excellent teacher in Ed Boyer, an ex-Navy chief, has dedicated many hours to training SIU members in wire splicing and other seafaring skills.



The Baugh's deck and engine gangs work on a lash barge with a spool of crane wire. The wire is uncoiled for receiving the crane's runner and hook hauling cable. Among those pictured are AB's Wayne Dean and Tom Bagan, as is Bosun Scotty Byrne.



The steward department on the Baugh is known among crewmembers as a "good feeder." Above are (left photo) Chief Cook Mike Harris, (center photo, left to right) Chief Steward Ron Macozzi, SA Lutsi Nagi, Assistant

Cook Gloria Sabina Martinez and (right photo) SA James Jordan at the condiment counter. The three photos above were taken onboard the PFC William Baugh.



Deck Delegate Wayne Dean is pictured with chipping gun.

### Where is the PFC William Baugh?



AB Donald Rezendes working as the crane operator.

## SIU Members Learn About Diego Garcia

The Maersk Line PFC William B. Baugh is assigned to Diego Garcia, one of the islands in the British Indian Ocean Territories. SIU members on the Baugh, which is on charter to the Military Sealift Command (MSC), have become familiar with the 15 mile long, 7 mile wide atoll known as Diego Garcia.

Part of the Chagos Archipelago, the British territory hosts a United States naval base built in the 1970s. The many military commands located in Diego Garcia employ more than 1,300 American naval workers.

The island, discovered by the Portuguese around the year 1500, is a "V" shaped extinct volcano surrounding a central lagoon. Seen from the air, the island's geography looks like the outline of a footprint.

Located approximately 350 miles south of the equator, the average

daily temperature is 83 degrees. While humidity is about 80 percent year round, SIU members have found that breezes keep the climate very pleasant. The rainy season is December-February.

It is believed the island took its name from either the captain or

### Diego Garcia's waters support a vast array of sea life . . .

navigator of the Portuguese vessel. Shortly after its discovery by the Portuguese, the island disappeared from all maps. Several years later, the French rediscovered it. As part of the settlement following the Napoleonic Wars, Diego Gar-



PFC William B. Baugh crewmembers Lee Barta (left) and Vince Larimer.

cia came under British control in 1814.

The waters around Diego Garcia are known to support a vast array of sea life, offering some of the best fishing in the world. Fishermen can rent small boats and even

a self-propelled pontoon-type fishing boat. Fishing tackle and equipment can be purchased on the island.

In addition to fishing, many SIU members take to the jogging trails or bicycle throughout the island.

# Harry Lundeberg School July Graduates

## Marine Electrical Technician Class



Graduating on July 7, after completing an exercise to install new electronic radar and communication equipment on the Lundeberg School tug—the Susan Collins—are MET class participants: (rear, left to right) Don Kirkland, Instructor Russ Levin, (front, left to right) Jerry Johnson, Mark O'Malley, Gary Johnson and Phil Maguire.

## Qualified Member of the Engine Department Class



Pictured above are students graduating on July 7 from the QMED class. Each earned QMED endorsements, any rating. Standing, by row, are (third, left to right) Jeffrey Robertson, Bert L. Seely, Troy D. Swiger, E.J. Mallory, (second, left to right) James C. Crawford, Jerry Lee, Jon Robb, John Lindsey, Joseph Ortiz, Gary R. Danos, Jim Meyers, (first, left to right) Herbert Briggs, Wilfredo Lawigan, James Kula, Maurice Scott, Rosario Rolon, John Wong and Jeanne Wright. Kneeling are Charles Betz (left) and Andy Ditullio.

## Shiphandling Class



Basic, restricted waters and emergency ship handling, underway watchstanding management and vessel to vessel communication were practiced by participants of the August 4 graduating Shiphandling class. Completing the course by instructor Jim Brown (back row, left) and computer operator Cheryl Burgess (front row, left) are (back row, beginning with second from left) David Caudill, Oliver Dotson, David Fawkes, (front row, beginning with second from left) Daniel Hecker, Frank Pivik and Milton Alvarez.

## Fireman, Oiler, Watertender Course



The following wipers graduated on July 21 after completing the Lundeberg School FOWT six-week course which included study of boiler engine room equipment, operating auxiliary equipment and the starting and securing of main engines: (fourth row, left to right) Albert Guidry, John Copeland, Richard S. Willis, Cal Saunders, Pat Jarvis, (third row, left to right) Brett Lammers, Debbie Staf, Tim Weber, Carmine Barbati, Steven Baret, (second row, left to right) Tim Kosturko, David Tillman, Michael Kovack, Mark Pinkham, Justo Esteres, Phillip D. Goudeau, Glenn Henderson, Scott Horn, (front row, left to right) C. Colon, Paul Hoover, Gil A. LaBoy, Carlos Marcial, Gary Bernard, James Clifton and Andre Carriere.

## Upgrader Lifeboat Course



Instructors Bob Clinton (second row, left) and Jake Karaczynski (second row, right) taught abandon ship procedures, hypothermia prevention, helicopter rescue actions, emergency radio and distress signals in a course that also included lifeboat training and other survival techniques. Graduating on July 7 are: (third row) Marcus Dawson (left), Edward Correa, (second row, beginning with second from left) Robert Rock, Mike Wilson, Arturo Garcia, Anthony Smith, (front row, left to right) Faye Price, Albert P. Kuever, Bob Mensching and Robert Turek.

## Radar Class



Graduating on July 21 from the radar class are (back row, beginning second from left) David Fawkes, Mitch Mayo, Oliver N. Dotson, (front row, beginning second from left) Tom Stagg, James Blitch and Robert Grubbs. Joining the class are instructor Jim Brown (second row, left) and computer operator Cheryl Burgess (front row, left).



### 46 Seafarers Go On Pension Roll

Forty-six long time union members from deep sea, inland and Great Lakes were awarded pensions for their years of service in the maritime industry.

Some of the new retirees saw action in World War II. Others joined the SIU later and took part in many of the key beefs and organizing drives that shaped the modern face of the SIU.

During their decades of service each contributed to the growth of the union.

The SIU wishes all of the pensioners smooth sailing.

#### Deep Sea

##### ANIBAL ALBE



Anibal Albe, 65, joined the SIU in 1944 in the port of New York. He

sailed in the steward department. Born in Puerto Rico, Seafarer Albe shipped out of Santurce on the San Juan, Guayama, Carolina and Arecibo, among others. Pensioner Albe makes Rio Piedras, PR his home.

##### EDGAR C. ANDERSON JR.

Edgar Anderson, 62, joined the union in 1954 in the port of New York. Born in East Providence, RI, Brother Anderson completed the bosun recertification program at the Seafarers Harry Lundeberg School of Seamanship in 1973. He also attended other upgrading courses in 1977 and 1978. Pensioner Anderson now resides in East Greenwich, RI.

##### SAMUEL H. BEATTIE



Samuel H. Beattie, 58, started sailing with the SIU in 1948 out of the port of

New York. Born in Glasgow, Scotland, Brother Beattie shipped out in the engine department. Some of his early ships were the S.S. Alawai, the S.S. Puerto Rico and the S.S. Liberty Bell. Seafarer Beattie also served in the U.S. Army from 1953 to 1955, earning a good conduct medal and the national defense service medal. He became a U.S. citizen in 1955. Pensioner Beattie graduated from the LNG course in Piney Point in 1979. Formerly a resident of Slidell, LA, Beattie now makes his home in Irvine, CA.

##### DAVID M. BOARD

David Board, 66, joined the SIU in 1968 in the port of Jacksonville, FL. Initially he sailed in the deck department and in 1983 switched to the steward department. Some of his earlier ships included the S.S. Potomac (Oriental Exporters), the Santa Emilia (Liberty Navigation), the S.S. Panama (Sea-Land) and the Loma Victory (Delta).

Born in Cuba, Brother Board served in the U.S. Army from 1942 to 1945. He shipped out of the port of Jacksonville, where he continues to reside.

##### EUGENE A. BOUSSON



Eugene Bousson, 65, first sailed with the union in 1963 although he had

worked as an AB since 1959. He became a full book member in 1964. In 1967, Pensioner Bousson became a bosun. Born in Long Island City, NY, Brother Bousson served in the Navy from 1940 to 1952. He attained the rank of quartermaster. In 1976 Seafarer Bousson completed the bosun recertification program at the Seafarers Lundeberg School. He continues to live in Piney Point, MD.

##### LIBARDO CIFUENTES



Libardo Cifuentes, 65, joined the SIU in 1968 in the port of Houston, TX. He

sailed in the engine and steward departments. Some of his first ships included the Mid Lake, Tamara Guilden and the Sacramento, and more recent vessels include those operated by OMI and Interocean Management. Born in Colombia, Brother Cifuentes completed the assistant cook course at the Lundeberg School. He continues to reside in Houston.

##### WAYNE T. COLE



Wayne Cole, 61, started sailing in 1961. He joined the SIU in 1962 in the

port of New York and received his "A" book in 1968. Born in Sparta, WI, Brother Cole served in the U.S. Army from 1945 to 1946 and in the U.S. Navy from 1949 to 1953. He upgraded his skills at the union's Lundeberg School in Piney Point. In 1980 he completed the diesel technology course and in 1985, the welding course. Pensioner Cole, who shipped out of the port of Wilmington, CA, makes his home in Portland, OR.

##### JOSEPH DEJESSA



Joseph DeJessa, 63, joined the union in 1948 in the port of New York. He

sailed in the deck department. Brother DeJessa is a veteran of the U.S. Army, having served from 1944 to 1946. In 1961 he was certified to ship as a bosun. Seafarer DeJessa, who shipped out of the port of

New York, resides in Bricktown, NJ.

##### ROBERT BURNS

Robert Burns, 62, joined the SIU in 1968 in the port of New York. He sailed in the deck department. Born in Jersey City, NJ, some of his ships included the Globe Explorer (Maritime Overseas) and the Robin Gray (Moore-McCormick). Brother Burns, who is a veteran of the U.S. Navy from 1943 to 1946, makes his home in Keyport, NJ.

##### DAVID E. EDWARDS



David Edwards, 67, joined the SIU in the port of New Orleans, LA in

1942. He sailed in the steward department. Brother Edwards completed the steward recertification program at the Lundeberg School in 1988. While aboard the Falcon Princess as steward/baker, Seafarer Edwards received a commendation for his excellent meals. Born in Alabama, he currently makes his home in Houston, TX.

##### JOHN FEDESOVICH



John Fedesovich, 61, joined the union in 1946 in the port of Norfolk. He sailed

in the engine department. Born in Nashua, NH, Seafarer Fedesovich shipped out of the port of New Orleans, LA. He attended many upgrading courses at the Seafarers Harry Lundeberg School of Seamanship, including the reefer program in 1983 and pumproom maintenance and operations in 1984. He also sailed on many of the LNG vessels, including the LNG Aries, LNG Libra, LNG Aquarius and LNG Gemini. Pensioner Fedesovich continues to live in Slidell, LA.

##### LYNWOOD FITZGERALD



Lynwood Fitzgerald, 65, joined the SIU in the port of Baltimore in 1955, although

he had been sailing since 1948 when he received his union work permit. Born in Craigsville, VA, Brother Fitzgerald sailed in the engine department. He is a veteran of the U.S. Navy from 1944 to 1946. Seafarer Fitzgerald also completed a number of upgrading courses at the Lundeberg School. In 1976 his QMED certificate and lifeboat endorsements were issued. He later went on to take courses in diesel automation, marine electronics and reefer and diesel systems. Pensioner Fitzgerald shipped out of the port of Norfolk, VA and

makes his home in Craigsville.

##### NORMAN GILLIKEN

Norman Gilliken, 61, joined the SIU in the port of New Orleans, LA in 1960, although he had been sailing since 1952 when his union work permit was issued in the same port. He sailed in the deck department. Pensioner Gilliken was born in Tampa, FL. Among his first ships were the S.S. Amber Star (Trojan) and the S.S. Raphael (Waterman). He served in the U.S. Army from 1946 to 1947. Pensioner Gilliken makes Slidell, LA his home.

##### JACK O. HAMBELTON



Jack Hamblenton, 56, joined the A&G in 1976 at the port of Wilmington, CA. He

sailed out of the West Coast for many years with the MCS. In 1966 Brother Hamblenton graduated from the MCS Stewards Training School (Pacific), and shipped out as a waiter, sailing with American President Lines. Born in El Centro, CA, Seafarer Hamblenton resides in Kingsburg, CA.

##### THEODORE M. HENKLE



Theodore Henkle, 62, joined the union in the port of New York. He

shipped out of the port of Seattle, WA in the deck department, mostly aboard Sea-Land vessels. Born in Oregon, Brother Henkle is a veteran of the U.S. Army, serving from 1945 to 1946. He continues to reside in Seattle.

##### PARTHA E. JERNIGAN

Partha Jernigan, 65, joined the SIU in 1947 in the port of New York. Beginning in 1945 he sailed with Isthmian and continued sailing on that company's ships during the SIU's bitter organizing drive. When the union won its hard-fought campaign and Isthmian signed a collective bargaining agreement in 1947, Brother Jernigan became an SIU member. Born in Florida, Pensioner Jernigan completed the 3rd assistant engineers training at union's Lundeberg School. Jacksonville, FL was home port for Pensioner Jernigan, who lives in Pensacola.

##### MANUEL S. LEDESMA

MCS Pensioner Manuel Ledesma, 66, joined the SIU in 1956 in Honolulu, HI. He sailed in the steward department. A member of the SIU-merged Marine Cooks and Stewards Union, Brother Ledesma was born in Kauai, HI and presently lives in Honolulu.

##### GEORGE F. MCKENNA

George McKenna, 70, first started sailing in 1951 when he received his union permit in the port of Norfolk, VA. He sailed that year as an OS aboard the Charles Bullfinch. Some of his other early ships were operated by Victory Carriers, Waterman, Isthmian and Calmar. Born in Westbury, NY, Brother McKenna walked the union's picket line in the 1961 Greater New York Harbor Strike. He also served in the U.S. Army from 1941 to 1945. Pensioner McKenna now resides in Suffolk, VA.

##### GEOFFREY MILLS

Geoffrey Mills, 65, first started sailing with the SIU in 1952 out of the port of Philadelphia. That was the year he was issued a union work permit. He then received his full book in 1959 in the port of Baltimore. Born in England, Seafarer Mills attended the fire-fighting course at the Lundeberg School in 1976. Formerly a resident of New York, Pensioner Mills now calls West Wales, Britain his home.

##### ALBERT MITCHELL

Albert Mitchell, 72, lived in New Orleans, LA when his union work permit was issued to him in 1947. He became a full book member of the union in 1955. Born in Louisiana, Brother Mitchell is a veteran of the U.S. Army, serving from 1942 to 1945. Pensioner Mitchell now resides in Gretna, LA.

##### JAMES T. MYERS



James T. Myers, 65, joined the SIU in the port of New York,

although he had been sailing since 1951. Born in Mobile, AL and a graduate of Spalding Business College, Seafarer Myers is a veteran of the U.S. Army. He served from 1950 to 1956. Upon his honorable discharge, he began to ship out again in the steward department, first with Alcoa, then with Waterman and Maritime Overseas. Brother Myers attended a Lundeberg School conference in 1973 and received his lifeboat endorsement at upgrading courses in 1975. He also worked for the Sea-Land shoregang and was promoted to port steward in 1980. Pensioner Myers calls Kent, WA home.

##### ANTHONY SGAGLIARDICH



Anthony Sgagliardich, 67, began sailing with the union in 1967 out of the port of

New York. He sailed in the

Continued on page 18

Continued from page 17

engine department. Some of his early ships included the City Gateway and the Bienville (Sea-Land) and the Western Comet (Western Agency). Born in Pola, Italy, Seafarer Sgagliardich attended the union's FOWT upgrading program in 1967 and recertification classes in 1972. He also received his QMED certification from the Harry Lundeberg School of Seamanship and completed the LNG/LPG course in 1975 and the Marine Electrical Maintenance course in 1980. Brother Sgagliardich continues to reside in Brooklyn, NY.

**EDWARD SLANEY**  
Edward Slaney, 65, joined the SIU in the port of New York. He sailed in 1966 as a cook aboard Seatrain, Hudson Waterways and Cities Service vessels. Born in Norwood, MA, Brother Slaney had previously shipped with other unions, but said the SIU was by far the best. Seafarer Slaney resides in New Orleans, LA.

#### MIKE STRAKA



Mike Straka, 64, was first issued a union work permit in 1953 and received his full book in 1955 in the port of Baltimore, MD. He sailed in the deck department. Born in Central City, PA, Brother Straka served his country in the U.S. Navy from 1942 to 1946 and in the Air Force from 1949 to 1952. He lives in Mercer, PA.

#### JOSEPH A. TAGLIAFERRI



Joseph Tagliaferri, 63, joined the SIU in 1957 in the port of New York, although he had been issued a union port permit the previous year. Born in Baltimore, MD, Brother Tagliaferri sailed in the engine department. Pensioner Tagliaferri was issued a union picket card in 1961 for the time he put in on SIU booms. Prior to his career in the merchant marine, Seafarer Tagliaferri was in the U.S. Army from 1948 to 1952. He was a member of a cavalry unit in Germany stationed in the mountains to look for border crossers and black marketeers. Pensioner Tagliaferri still resides in Baltimore.

#### Inland

#### ALVIN W. COOLEY

Alvin Cooley, 65, joined the union in 1966 in the port of Mobile and received his full book in 1968. He sailed in the engine department. Born in Leakesville, MS, Brother Cooley served in the U.S.

Army from 1942 to 1954. He was employed by Radcliff Materials from 1963 to 1966 and later by Dixie Carriers. With a marine license, Boatman Cooley sailed as a pilot out of the port of Mobile. He continues to live in Leakesville.

#### HYBART DEES



Hybart Dees, 66, joined the union in 1965 in the port of Mobile following three years in the U.S. Army. He sailed in the deck department, working for 13 years as a lever man with Radcliff Materials. Boatman Dees makes Atmore, AL his home.

#### OTHO A. GUGLIOTTA

Otho Gugliotta, 61, joined the union in the port of Baltimore and signed on with Curtis Bay Towing in 1953. He has a first class pilot and master rivers license and sailed as captain. Seafarer Gugliotta attended one of the union's educational conferences and took the radar renewal course at the Lundeberg School in 1987. He continues to live in Baltimore.

#### JAMES S. JAMES



James James, 66, joined the union in 1972 in the port of New Orleans. Born in San Antonio, TX, Brother James served in the U.S. Marine Corps from 1942 to 1945 and again from 1951 to 1952. In 1978 Boatman James was elected a winner of the Transportation Institute's towboat operator scholarship. He attended courses at the union's Lundeberg School in inland and ocean operations and firefighting. The next year he took an upgrading class in celestial navigation. In 1982 he completed the inspected towing vessel and quartermaster courses, and in 1986, the radar observer program. He shipped out as second mate with Red Circle Transport, Crowley Towing and IOT. Seafarer James resides in Thonotosassa, FL.

#### CHARLES W. MOORE



Charles Moore, 65, joined the union in 1973 in the port of Norfolk, VA and was employed, since 1969, as a captain by NBC Lines. NBC Lines was bought by McAllister. Born in Oyster, VA, Seafarer Moore continues to live there.

#### JEROME MOORE



Jerome Moore, 70, joined the union in 1961. Born in St. George Island, MD, Brother Moore most recently sailed as a deckhand aboard the Papa Guy for Stewart Transportation Company. He makes his home in Piney Point, MD.

#### JOHN D. SPUEHLER

John D. Spuehler, 62, of Jacksonville, FL, joined the union in 1976. He last sailed in March on a Crowley Towing and Transit vessel. Brother Spuehler also worked on such vessels as the Tug Crusader and the Sea-Land Charleston. He sailed in the deck department.

#### JOHN STEINS



John Steins, 62, joined the SIU in the port of Norfolk, VA in 1974. He sailed in the engine department. Born in Buffalo, NY, Boatman Steins is a veteran of the U.S. Navy from 1945 to 1966. He also is a former member of the United Steelworkers union. In 1973 Brother Steins signed on with McAllister Brothers and then with Curtis Bay Towing of Virginia as an engineer. He continues to reside in Norfolk.

#### BILLY H. STUBBLEFIELD

Billy H. Stubblefield, 63, joined the SIU in St. Louis, where he was also born. A chief towboat cook, Brother Stubblefield served in the U.S. Navy from 1943 to 1945. In 1977 he was a delegate to an Education Conference held at the union's Lundeberg School in Piney Point, MD. Pensioner Stubblefield is a resident of St. Louis.

#### WALTER R. VICKERY

Walter R. Vickery, 62, last worked in 1988 on a Mariner Towing tug. Brother Vickery began his career as a boatman in 1956. He sailed as a deckhand and AB for SIU-contracted companies such as Curtis Bay Towing and McAllister. Pensioner Vickery lives in Woodbury, NJ.

#### CALVIN WAGNER

Calvin Wagner, 63, joined the union in 1958 in the port of Houston, TX. Born in Moulton, TX, Boatman Wagner hired on with G&H Towing in 1959. He also served with the U.S. Army from 1950 to 1952. Brother Wagner makes Webster, TX his home.

#### FRANCIS O. WALLACE

Francis O. Wallace, 64, of Mobile, AL, sailed as a chief engineer. A native of New

Hampshire, he joined the union in Norfolk in 1971.

#### SYDNEY WARMACK



Sidney Warmack, 65, of Tampa, FL, retired as an AB. He last sailed on a Mariner Towing vessel in February of 1988. Brother Warmack worked on such vessels as the Navigator and the Seafarer. Pensioner Warmack also sailed as an AB in the SIU's deep sea division.

#### Great Lakes

#### SYLVESTER BLAZIK



Sylvester Blazik, 60 of Kingston, PA, sailed as a wheelsman. Brother Blazik joined the union in 1960. He sailed on such vessels as the steamer Scobell operated by Erie Navigating.

#### MESSAID M. ELJAHMI

Messaïd Eljahmi, 65, joined the SIU in Detroit in 1958. He sailed in the steward department as a porter. He shipped out of the port of Algonac. Born in Yemen, Brother Eljahmi became a U.S. citizen in 1960. He lives in Dearborn, MI.

#### DONALD GORDON

Donald Gordon, 60, joined the union in 1961 in the port of Cleveland. Born in Ohio, Brother Gordon served in the U.S. Army from 1952 to 1960. In 1961 he hired on with Great Lakes Towing. Prior to his sailing career, Seafarer Gordon was employed by General Electric as a lineman. Pensioner Gordon, who shipped out of the port of Algonac, makes Cleveland his home.

#### ROSS GOWANS



Ross Gowans, 65, retired as a wheelsman. Born in Maryland, Brother Gowans joined the union in 1960 in Toledo, OH. He sailed on such vessels as the Saginaw Bay. Pensioner Gowans makes Saginaw, MI his home.

#### ALLEN RENWICK



Allen Renwick, 65, of Lakeland, FL, joined the union in 1961 in Detroit, MI. A native of Romney, Ontario, Canada, Brother Renwick sailed in the engine department out of the union's Great Lakes division.

#### VERNON W. SAVAGE



Vernon Savage, 67, joined the union in 1963 in the port of Chicago and started shipping out with Hannah Inland Waterways. Born in Jersey City, NJ, Brother Savage sailed both as an inland boatman and as a Great Lakes tugboat operator. He also served in the U.S. Navy from 1942 to 1948. He now resides in Wadena, IA.

#### JEROME H. SZMAGALSKI



Jerome H. Szmagalski, 65, of Hammond, IN, joined the SIU in Detroit in 1967. Previously a member of the United Steelworkers Union, Brother Szmagalski became a tug deckhand. He worked on vessels operated by such companies as Hannah Inland Waterways and Great Lakes Towing.

#### Railroad Marine

#### THOMAS J. MCGREAL



Thomas McGreal, 62, joined the union in 1960 in the port of New York. Born in Astoria, NY, Brother McGreal shipped out in the deck department. Some of his earliest tugs were operated by NY Central, Penn Central and NY Dock Railway. In 1962 he wrote to government officials to ask for their help in opposing a railroad merger. In 1982 his daughter, Jane Frances, was the Charlie Logan Scholarship winner, receiving an award in the amount of \$10,000 toward her college education. Seafarer McGreal continues to make New York his home.

**HELP SPAD  
HELP YOU--  
Contribute Today**

# Dispatchers' Report for Deep Sea

JULY 1-31, 1989

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
<b>DECK DEPARTMENT</b>										
New York	37	6	8	30	3	6	5	58	5	3
Philadelphia	2	1	1	0	2	0	1	4	1	1
Baltimore	6	4	0	5	5	0	1	8	1	0
Norfolk	10	5	4	12	8	5	3	8	3	2
Mobile	6	6	7	3	4	6	0	13	4	4
New Orleans	35	6	11	26	7	14	10	44	8	4
Jacksonville	28	5	7	24	6	6	4	43	7	5
San Francisco	36	17	4	23	7	2	6	59	14	6
Wilmington	21	6	8	17	3	3	5	22	9	7
Seattle	43	5	3	37	4	1	8	53	5	6
Puerto Rico	12	4	1	7	4	0	1	18	1	1
Honolulu	8	11	9	6	6	6	11	10	9	8
Houston	35	12	5	32	12	7	8	38	5	2
St. Louis	0	1	2	0	3	3	0	0	1	0
Piney Point	2	4	3	2	2	4	0	1	3	1
<b>Totals</b>	<b>281</b>	<b>93</b>	<b>73</b>	<b>224</b>	<b>76</b>	<b>63</b>	<b>63</b>	<b>379</b>	<b>76</b>	<b>50</b>
<b>ENGINE DEPARTMENT</b>										
New York	19	9	2	14	1	2	3	36	10	4
Philadelphia	3	2	1	1	1	1	1	2	1	0
Baltimore	4	3	1	4	3	1	0	11	3	0
Norfolk	3	5	3	0	5	2	0	4	4	1
Mobile	12	3	0	8	2	0	2	13	4	0
New Orleans	15	5	5	18	2	5	2	26	7	3
Jacksonville	11	5	5	16	3	1	1	17	5	4
San Francisco	21	4	11	14	4	9	3	33	5	4
Wilmington	11	3	3	13	5	0	3	13	2	5
Seattle	16	5	1	15	1	1	2	26	7	1
Puerto Rico	6	0	0	6	1	0	1	5	0	0
Honolulu	1	8	2	2	7	5	3	1	10	4
Houston	35	6	0	21	6	0	4	33	3	0
St. Louis	0	0	2	1	2	2	0	1	0	1
Piney Point	3	5	5	4	4	6	0	1	5	1
<b>Totals</b>	<b>160</b>	<b>63</b>	<b>41</b>	<b>137</b>	<b>47</b>	<b>35</b>	<b>25</b>	<b>222</b>	<b>66</b>	<b>28</b>
<b>STEWARD DEPARTMENT</b>										
New York	16	4	0	10	2	0	8	35	3	0
Philadelphia	1	0	0	1	1	0	2	1	0	0
Baltimore	1	1	0	3	3	0	2	1	2	0
Norfolk	9	1	3	5	1	2	1	9	1	2
Mobile	4	2	0	3	1	0	0	7	3	0
New Orleans	12	2	1	14	1	1	4	19	2	1
Jacksonville	15	5	1	12	4	0	4	17	3	1
San Francisco	42	6	4	16	6	5	4	72	4	5
Wilmington	15	3	0	15	0	0	4	16	5	0
Seattle	17	5	0	10	5	0	2	32	4	0
Puerto Rico	4	0	0	2	0	0	1	7	0	0
Honolulu	4	26	14	4	21	23	61	5	38	15
Houston	19	2	0	14	1	1	2	26	4	0
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	3	7	0	2	5	1	0	5	10	0
<b>Totals</b>	<b>162</b>	<b>64</b>	<b>23</b>	<b>111</b>	<b>51</b>	<b>33</b>	<b>96</b>	<b>252</b>	<b>80</b>	<b>24</b>
<b>ENTRY DEPARTMENT</b>										
New York	13	13	7	6	12	8	0	28	13	5
Philadelphia	1	2	1	0	0	0	0	1	2	1
Baltimore	5	3	0	0	2	0	0	7	3	1
Norfolk	7	9	7	4	4	5	0	5	10	6
Mobile	3	6	2	2	3	1	0	3	4	1
New Orleans	15	8	12	13	11	14	0	19	5	13
Jacksonville	5	4	9	4	5	7	0	2	3	7
San Francisco	28	13	11	15	5	8	0	41	17	14
Wilmington	10	10	4	8	9	0	0	10	10	9
Seattle	14	6	2	10	7	2	0	25	10	0
Puerto Rico	8	7	0	11	4	1	0	6	7	0
Honolulu	3	38	133	0	44	172	0	4	54	100
Houston	7	12	6	5	9	9	0	12	10	6
St. Louis	0	0	0	0	1	0	0	0	2	0
Piney Point	1	3	0	0	3	1	0	1	2	1
<b>Totals</b>	<b>120</b>	<b>134</b>	<b>194</b>	<b>78</b>	<b>119</b>	<b>228</b>	<b>0</b>	<b>164</b>	<b>152</b>	<b>164</b>
<b>Totals All Departments</b>	<b>723</b>	<b>354</b>	<b>331</b>	<b>550</b>	<b>293</b>	<b>359</b>	<b>184</b>	<b>1,017</b>	<b>374</b>	<b>266</b>

Totals All Departments  
 \*\*Total Registered\*\* means the number of men who actually registered for shipping at the port last month.  
 \*\*\*Registered on the Beach\*\* means the total number of men registered at the port at the end of last month.  
 Shipping in the month of July was up from the month of June. A total of 1,386 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,386 jobs shipped, 551 jobs or about 40 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 184 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 10,446 jobs have been shipped.

## Seafarers International Union Directory

Michael Sacco, President  
 Joseph Sacco, Executive Vice President  
 Joe DiGiorgio, Secretary-Treasurer  
 Angus "Red" Campbell,  
 Vice President of Contracts  
 Jack Caffey, Vice President  
 Thomas Glidwell, Vice President  
 George McCartney, Vice President  
 John Fay, Vice President  
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**HEADQUARTERS**  
 5201 Auth Way  
 Camp Springs, MD 20746  
 (301) 899-0675

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SAN FRANCISCO**  
 350 Fremont St.  
 San Francisco, CA 94105  
 (415) 543-5855

**SANTURCE**  
 1057 Fernandez Juncos St.  
 Stop 16  
 Santurce, PR 00907  
 (809) 725-6960

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

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

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

**SEAFARERS WELFARE PLAN**  
**1-(800)-CLAIMS-4**  
**1-(800)-252-4674**

# Dispatchers' Report for Inland Waters

JULY 1-31, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	1	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	19	5	0	12	2	0	60	21	8
Mobile	0	1	1	0	1	1	0	1	1
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	14	0	0	5	0	0	14
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	3	24	10	6	43	6	4	61
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	1	1	0	0
Algonac	31	12	0	16	1	0	41	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>52</b>	<b>21</b>	<b>39</b>	<b>39</b>	<b>10</b>	<b>50</b>	<b>109</b>	<b>49</b>	<b>84</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>ENGINE DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	2	0	0	16	6	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	2	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	3	0	0	0	1	0	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	1	0	0	0
Algonac	21	9	0	12	1	0	25	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>25</b>	<b>9</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>29</b>	<b>6</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>STEWARD DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	1	0	0	2	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	1	0	3	0	0	12	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	5	0	0	1	1	0	10
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	1
Algonac	9	5	0	7	0	0	10	6	0
St. Louis	0	0	2	0	0	1	0	0	1
Piney Point	0	1	2	0	1	2	0	0	0
<b>Totals</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>26</b>	<b>10</b>	<b>13</b>

**Totals All Departments** 89 37 54 64 12 55 177 88 103  
 \*\*\*Total Registered\*\* means the number of men who actually registered for shipping at the port last month.  
 \*\*\*Registered on the Beach\*\* means the total number of men registered at the port at the end of last month.

# Dispatchers' Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	10	3	0	31	19	0	7	1
<b>ENGINE DEPARTMENT</b>									
Algonac	0	16	2	0	13	6	0	2	1
<b>STEWARD DEPARTMENT</b>									
Algonac	0	1	1	0	9	9	0	1	0
<b>ENTRY DEPARTMENT</b>									
Algonac	0	21	30	0	75	34	0	16	40
<b>Totals All Departments</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>0</b>	<b>75</b>	<b>34</b>	<b>0</b>	<b>26</b>	<b>42</b>

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

## Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**  
Tuesday, September 5
- New York**  
Tuesday, September 5
- Philadelphia**  
Wednesday, September 6
- Baltimore**  
Thursday, September 7
- Norfolk**  
Thursday, September 7
- Jacksonville**  
Thursday, September 7
- Algonac**  
Friday, September 8
- Houston**  
Monday, September 11
- New Orleans**  
Tuesday, September 12
- Mobile**  
Wednesday, September 13
- San Francisco**  
Thursday, September 14
- Wilmington**  
Monday, September 18
- Seattle**  
Friday, September 22
- San Juan**  
Thursday, September 7
- St. Louis**  
Friday, September 15
- Honolulu**  
Friday, September 15
- Duluth**  
Wednesday, September 13
- Jersey City**  
Wednesday, September 20
- New Bedford**  
Tuesday, September 19

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

## NOTICE FOR AMSEA CREW

Crewmembers employed aboard the vessels named below during the specified dates are due an Economic Price Adjustment (EPA) as per Article II, Section 5(b)2 (page 15) of the AMSEA agreement.

To verify employment, please forward copies of discharges or pay vouchers to the contract department at the union's headquarters, 5201 Auth Way, Camp Springs, MD 20746. Members writing the contract department should include a current address.

Upon receipt of the employment verification, monies due will be processed and sent to the address specified in the letter mailed to the contract department.

- MV First Lt. Baldomero Lopez**  
1/1/87 to 12/31/88
- MV Second Lt. John P. Bobo**  
1/1/88 to 12/31/88
- PFC Dwayne T. Williams**  
1/1/88 to 12/31/88
- MV Jack Lummus**  
1/1/88 to 12/31/88
- MV William R. Button**  
1/1/88 to 12/31/88

## Kirksey Photographs Life Onboard the Overseas Chicago

SIU crewmember and deck delegate Alvin Kirksey photographed his shipmates on a recent voyage.

Pictured in clockwise order are: AB's Eddie Hall and Eric Young enjoying a moment of leisure, Chief Steward Clyde Kreiss preparing

a crew meal, Chief Cook Charles Hall in the Overseas Chicago galley, QMED Charlie Pickren dropping by the crew lounge to talk to Hall and Young and during a payoff, AB Alvin Kirksey (left), SIU Representative Joe Perez and Bosun E. Bronsting.



## 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 three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify

the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

Full copies of contracts as referred to are available to you 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 you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY—THE LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also 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 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 you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

**SEAFARERS POLITICAL ACTIVITY DONATION—SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your 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 and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

## Union Members Missing Mail Should Contact Headquarters

To ensure delivery of the Seafarers LOG each month and receipt of W-2 forms, Seafarers Welfare Plan bulletins and other communications from the SIU's headquarters, members should provide the national office with an up-to-date home address.

The home address is considered by SIU headquarters to be a member's permanent residence.

### Other Changes—Notify HQ

SIU members who have changed their names should also notify headquarters. Individuals receiving duplicate copies of the LOG are asked to advise the union of this matter. If addresses or names are incorrectly noted on current mailings, contact headquarters.

All of the above communication with the union's national office can be accomplished by filling out the form next to this article and mailing it to 5201 Auth Way, Camp Springs, Maryland 20746. ATT: SIU Address Correction Department. SIU members can also fill out change of address cards at any union hall.

HOME ADDRESS

PLEASE PRINT

Date: \_\_\_\_\_

This will be my permanent address for all official Union mailings.

This address should remain in the Union file unless otherwise changed by me personally.

Social Security No. \_\_\_\_\_

Your Full Name \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_  
Area Code \_\_\_\_\_

Street \_\_\_\_\_

Apt. or Box # \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

ZIP \_\_\_\_\_

Book Number \_\_\_\_\_

Active SIU Member

SIU Pensioner

Other \_\_\_\_\_

Please check one:

This is a change of address

This is a new request. I have never received the LOG at my home address

I am receiving more than one copy of the LOG

8/89

(Signed) \_\_\_\_\_

**ADONIS** (Apex Marine), April 9—Chairman Richard K. Wardlaw, Secretary Grant Marzett, Deck Delegate Eric Ruiz, Sal Salazar, Steward Delegate G. Alvarez. Chairman noted it has been a long trip, three-and-a-half months, with several diversions. Everything is running smoothly with a good SIU crew. Vessel will arrive in Gulf of Mexico around May 9 for a payoff, then on to Suez Canal. There is \$51 in ship's fund. Deck delegate stated there has been quite a bit of confusion since new, non-union chief mate came aboard in Singapore. Engine and steward departments each had a man get off in Singapore due to illness. Replacements were received. Problems to be looked into: when Adonis arrived in Taiwan—ship not cleared until five days later, watches broken and no shore leave given. Next port: Houston, TX.

**GALVESTON BAY** (Sea-Land Service), April 2—Chairman Paul Butterworth, Secretary Terry J. Smith, Educational Director O. Duffy, Deck Delegate Irvin Glass, Engine Delegate Donald Bush, Steward Delegate Fredrick E. Otto. No beefs or disputed OT reported by department delegates. There is \$268 in the ship's movie fund. It was requested that a union official be present when Customs comes aboard in Felixstowe, England. As a safety precaution, engine room crewmembers requested an eye wash station. Other suggestions made: get another washing machine in the crew laundry, get VCR cleaned, increase stores, fix heat and add a carpet in crew's rec room. Next ports: Charleston, SC; Port Everglades, FL; Houston, TX, and Jacksonville, FL.

**GROTON** (Apex Marine), April 30—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director A. Gardner, Deck Delegate Macario Torre, Engine Delegate Alfred Gonzalez, Steward Delegate Michael Hammock. Chairman reported ship will arrive in Stapleton, NY at noon on May 5 with payoff scheduled for arrival. New captain will come aboard for next voyage.

**LNG AQUARIUS** (Energy Transportation Corp.), April 30—Chairman J.W. Garner, Secretary Alexander P. Reyer. No beefs or disputed OT reported. Bosun read from Marine Index about lost jobs in maritime industry and stressed importance of contributing to SPAD as a way to fight back. Secretary urged members to work safely, stay alert and upgrade whenever possible. There is \$3,000 in ship's fund. On this voyage, fund has purchased a rice cooker and a microwave oven. Vote of thanks given to steward department for a job well done. Next ports: Nagoya, Japan and Bontang, Indonesia.

**LNG ARIES** (Energy Transportation Corp.), April 9—Chairman Robert D. Schwarz, Secretary Harold Markowitz. No beefs or disputed OT reported. Bosun discussed problems arising from crew flights on Japan Air Lines. Crewmembers unanimously agreed changes need to be made as JAL service has been very poor. Everything onboard is running smoothly. Steward asked for the cooperation of crew in helping to keep mess halls and lounge clean by returning glasses, plates and silverware after use. Vote of thanks given to chief steward and his department for a job well done. Next ports: Osaka, Japan; Bontang, Indonesia, and Tobata, Japan.

**LNG CAPRICORN** (Energy Transportation Corp.), April 23—Chairman Eugene A. Bousson, Secretary Francis E. Ostendarp, Educational Director Engang Abidin, Deck Delegate Leon Piero, Engine Delegate T.R. Van Pelt, Steward Delegate B.T. McEleney. No beefs or disputed OT reported. There is \$440 in ship's fund. Educational director urged eligible members to upgrade when possible. All communications read and posted. Next port: Nagoya, Japan.

**LNG GEMINI** (Energy Transportation Corp.), April 16—Chairman Robynson Suy, Secretary Doyle Cornelius, Educational Director Thomas Harris, Deck Delegate John O'Connell, Engine Delegate David Veldkamp, Steward Delegate Gregory Evans. No beefs or disputed OT reported. There is \$80 in ship's fund which is kept in captain's safe. Bosun reported everything is going smoothly for dry-docking in Sakai, Japan. He discussed new drug testing information received from

ship sailed from Miami on April 14 bound for Trinidad. Extra riders picked up for tank cleaning and welding and the ship is returning back to USA. The OMI Charger is due to pay off in Texas City May 1, pick up a partial load and sail for Corpus Christi. Secretary talked about drug testing rules. He expressed belief that new regulations are biased against U.S.-flag merchant mariners since drug testing is not required for foreign-flag vessels. He encouraged all members with a drug/alcohol problem to go to ARC and not wait until it's too late. Educational director stressed need for union members to upgrade skills at SHLSS and to be ready to replace some of the older members, now retiring. One minute of silence was observed in memory of departed brothers and sisters. Next port: Texas City, TX.

**OMI DYNACHEM** (OMI Corp.), April 16—Chairman Carrol G. Heick, Secretary Don Collins, Educational

Secretary A.M. Mercado. Chairman talked about new drug testing rules and asked all members to discuss the matter with other crewmembers. Educational director noted good, new movies are needed aboard ship. In deck department, bosun reported two hours of disputed OT. Steward department covering for a sick member of the galley crew. Under good and welfare, it was reported stack gas has come up again and something should be done to correct situation.

**ROBERT E. LEE** (Waterman Steamship Corp.), April 9—Chairman Mark Trepp, Secretary G.T. Aquino, Educational Director B. Cooley, Deck Delegate E.D. Moll, Engine Delegate William Parker. No beefs or disputed OT. Minutes from the last meeting read and approved. Bosun talked about never-ending need for SPAD contributions and how union must keep its position strong in Washington, DC. He said, if SIU loses out on union projects, all union members will be dead ducks. Steward talked about need for qualified persons in all departments. He suggested each eligible member consider going to Piney Point to upgrade and increase potential earning power, gain useful knowledge and keep union staffed with qualified personnel. Steward thanked all hands who helped keep mess room and pantry clean and neat. He anticipates a good trip to Alexandria, Egypt and will advise the Seafarers LOG of any interesting happenings along the way. One minute of silence observed in memory of departed brothers and sisters. Next port: Alexandria, Egypt, with payoff expected in June in Newport News, VA.

**SEA-LAND ANCHORAGE** (Sea-Land Service), April 4—Chairman John Lundborg, Secretary J. Wright, Educational Director A. Jaramillo, Deck Delegate J. Hendrix, Engine Delegate J. Penrose, Steward Delegate J. Lubach. No beefs or disputed OT reported. There is \$208 in the ship's movie fund. Letter from headquarters on drug testing policy read and discussed. It has been posted on the bulletin board. Three written resolutions and motions filed: union should go back to the old shipping rule of six months on a ship with a relief possible after 60 days, pension should be raised to \$1,000 a month for 7,300 days sea time and increments be increased to \$100 and maintenance and cure should be raised from present rate of \$8 per day to an amount that would allow a seaman to keep up with the economy or at least keep bill collectors away. Under good and welfare, crewmembers discussed the washing machine. It was suggested it be checked to determine how to prevent it from stopping in mid-cycle. Vote of thanks given to steward department for a job well done. Next port: Tacoma, WA.

**SEA-LAND CHALLENGER** (Sea-Land Service), April 24—Chairman Glen James, Secretary George W. Gibbons, Educational Director Leon Acosta, Steward Delegate Arthur Rubinstein. A few beefs in deck and engine departments will be worked out with the patrolman. Aft wrench has not been working for some time, requiring everything to be done by hand. Crewmembers hope nobody gets hurt with lines until it is fixed. Men have been working on it, but with no luck. Chairman reported a good trip. Secretary noted some men will be getting off at end of voyage and he wished them a good vacation. Ship is trying to get back on schedule, docking Wednesday morning at 0700. Payoff will be

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## Digest of Ships Meetings

The following ships minutes are just a sampling of the many meeting reports the SIU receives each month from its ships around the world.

Ships' minutes are reviewed by the Union's Contract Department. Those issues requiring attention or resolution are addressed by the Union upon receipt of the ship's minutes.

headquarters. All communications received were posted for all to read. There has been no news yet about LNG crewmembers using American airlines instead of JAL. Crewmembers unanimously agreed there has been general dissatisfaction with JAL, and LNG-assigned SIU members should be flown on American carriers. Steward thanked crew for cooperation in returning excess linen to store room. Vote of thanks given to steward department for a job well done.

**LNG VIRGO** (Energy Transportation Corp.), April 30—Chairman Luther Myrex, Secretary Robert H. Forsee, Deck Delegate B.T. Fleming, Engine Delegate Kevin W. Conklin, Steward Delegate Zein Achmad. No beefs or disputed OT reported. There is \$145 in ship's fund. All communications have been read and posted. Chairman led a discussion on problem of drug testing and its effect on the membership. He went over the information sent out by union on AIDS and stressed importance of contributing to SPAD and of upgrading. Vote of thanks given to steward department for fine meals. Next ports: Tobata, Japan; Arun, Indonesia; Bontang, Indonesia, and Nagoya, Japan.

**NEDLOYD HUDSON** (Sea-Land Service), April 10—Chairman John R. Neff, Secretary Raymond G. Connolly, Educational Director M.K. Overgaard. There is \$190 in the ship's fund—to be spent on movies for ship's crew. Report from headquarters on drug testing read to crew. Discussion ensued. Concern expressed about cost of taking test a second time, especially for seamen who live a long way from their doctor, clinic or union hall. Next port: Houston, TX.

**OMI CHARGER** (OMI Corp.), April 30—Chairman H.B. Rains, Secretary N. Johnson, Educational Director G. Rodriguez. No beefs or disputed OT reported. Currently there is no ship's fund since everything was donated for movies. Chairman stated

Director F.P. Durand Jr., Deck Delegate Errol Pak, Engine Delegate John R. Day, Steward Delegate Camilo Camarea. Chairman noted a few beefs in deck department regarding OT and personalities. Problems will be brought to attention of boarding patrolman. One QMED sent to the hospital in Panama following an accident. Otherwise, everything running smoothly. Chairman explained where SPAD dollars go and stressed importance of upgrading skills at Piney Point. Educational director said one look at Lundberg school's course schedule in the Seafarers LOG shows the many kinds of courses offered at union's school. Secretary said programs at SHLSS give a seaman an excellent chance to get a good education and noted new look for the Seafarers LOG is welcome change. Secretary announced receipt of a bulletin from headquarters about drug testing. Several paragraphs read to membership and it was posted for all to review. There is \$437 in movie fund. Suggestion made to check with patrolman to see if cash draws can be made at sea before arrival in port. Vote of thanks given to steward department for excellent food and super cleaning job. Steward asked members to keep ship clean by using wall ashtrays for cigarettes only, not as trash cans, and reminded everyone to place all dishes in sink with water. Next ports: Houston, TX and Long Beach, CA.

**OVERSEAS NEW YORK** (Maritime Overseas Corp.), April 9—Chairman Mario Zepeda, Secretary O.A. Roberts, Educational Director Ed Self. No beefs or disputed OT. There is \$100 in the ship's fund. Recent Seafarers LOG received as well as a letter from headquarters on new drug testing regulations. Educational director urged all eligible members to upgrade skills at Piney Point. Members talked about a raise in the pension plan and vote of thanks given to steward department. Next port: Mobile, AL.

**RALEIGH BAY** (Sea-Land Service), April 16—Chairman Howard Knox,

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around 0900. Repair list has been posted. Vote of thanks given to crew for keeping messroom and pantry clean. Thanks given to Chief Cook Darryl Goggins for putting out good food. Next port: Elizabeth, NJ.

**SEA-LAND EXPEDITION**(Sea-Land Service), April 16—Chairman M. Zimbro, Secretary E. Vazquez, Educational Director David Dukehart, Engine Delegate Johnny O'Neill. No beefs or disputed OT reported. Chairman posted a letter received from headquarters about Coast Guard's drug testing regulations for all seamen. Motion made to increase maintenance and cure from \$8 to \$20. Another motion made to increase deck department by one more able seaman and steward department by one more utility. These motions were forwarded to union's contract office for evaluation. Vote of thanks given to steward department for a job well done.

**SEA-LAND HAWAII**(Sea-Land Service), April 30—Chairman Lester Freeburn, Secretary R. Garcia. No disputed OT reported in the three departments. Chairman noted arrival in Long Beach, CA was estimated for May 7 at 1700 hours. Educational Director upgraded courses at Piney Point to upgrade skills. Deck delegate requested a standby to cover gangway watches. Information on new drug testing policy posted in rec room. All crewmembers asked to pay special attention to the notice. Three motions made: reduce the minimum time requested for application of vacation from 120 to 30 days, welfare plan should consider the use of professional health care programs and return to six month rotary shipping. New mattresses and pillow cases put on list of needed items. Thanks for a job well done given to steward department.

**USNS POLLUX**(Bay Tankers), April 8—Chairman A.E. Weaver, Secretary E. Puryear, Educational Director J. Laratta, Steward Delegate Robert Elliott. Information on drug testing procedures received, discussed and posted. All members in attendance said they understood what was expected of them regarding drug testing. Chairman announced ship would arrive in Port Angeles April 9 at 2400, docking in Tacoma the following day. He noted demonstrations were taking place in Tacoma. While there was no threat to the Pollux, security was being tightened. No beefs or disputed OT reported in deck and engine departments. An inquiry was made concerning additional hours steward department members were putting in to prepare the extra meals for military personnel aboard ship. Crewmembers reported three TVs blew up due to a power surge following a loss of power. Of the TVs, one belonged to the ship, other two were personal and owners are asking for compensation. Next port: Tacoma, WA.

**BAY RIDGE**(Bay Tankers), May 8—Chairman Mark W. Davis, Secretary James E. Lewis, Deck Delegate Jay C. Dillon, Treasurer C. Kirchofer, Engine Delegate A. Stankiewicz, Steward Delegate K. Bragg. New Coast Guard mandatory drug testing rules announced to all members. Effective June 21, 1989, any crewmembers without a drug-free certificate will not be allowed to sign on. Clarification received from headquarters regarding shipping rules. Any class "A" seaman shipped aboard vessels is subject to remain aboard 240 days or one round-trip, whichever is longer.

**BROOKS RANGE**(IOM), May 28—Chairman Error Pak, Educational Director James Flynn, Deck Delegate Jim Carter, Engine Delegate Dave Kopp, Steward Delegate E. Avila. No beefs or disputed OT reported in any departments. Some question of standbys not being called during previous trip. Issue resolved and further problems will be dealt with promptly. Educational director reminded members to rewind VCR tapes when through with them. Communications received concerning mandatory drug testing procedures on arrival in port which will be conducted by IOM. Vote of thanks offered to steward department for being a good feeder. Chairman advised all hands that repair items should be addressed immediately. No need to wait for a union meeting to keep things in proper working order. Next port: San Pedro, CA.

**COVE LIBERTY**(Cove Shipping), May 17—Chairman M. Galbraith, Secretary F. Mitchell Jr., Educational Director William Beatty. No beefs or disputed OT reported in engine and steward departments. Chairman stated ship is due to pay off upon arrival in Houston. He talked about new drug testing procedures going into effect in June and reminded crewmembers that a seafarer who doesn't have drug-free certificate will be pulled off the ship. Bosun stressed importance of contributing to SPAD. Pumpman informed all members about safety in working areas and cautioned all hands to be safety-minded. If any unsafe conditions exist, he said, it should be reported to someone who can correct the situation. Avoiding accidents is of prime importance aboard SIU vessels. Several suggestions were made: Have patrolman see if company can provide some kind of arrangement to get crewmembers to drug testing location, have sailing board posted in accordance with contract on weekends and holidays. Vote of thanks given to steward department. Next ports: Houston, TX; New York, and Jacksonville, FL.

**FALCON CHAMPION**(Seahawk Management), May 20—Chairman J. Chermesino, Secretary M.P. Cox, Educational Director R. Iruia. No disputed OT reported. In engine department, however, a matter will be brought to the attention of union patrolman concerning jurisdiction of engine room duties for unlicensed members. Clarification requested on issue of "all hands" for tank cleaning. Steward department/freezer reported galley refrigerator/freezer, which has been out of order for four months, is still not working. There was \$220.05 in ship's fund until a purchase of movies and tapes wiped it out. Shortage of \$64.95 was paid by steward. Donations welcome to help pay him back. Patrolman will request layoff slips for men at shipyard. Vote of thanks given to steward department for a job well done.

**GALVESTON BAY**(Sea-Land Service), May 7—Chairman Donald Fleming, Secretary J. Rivera, Educational Director C. Sullivan, Engine Delegate D. Bush. No disputed OT reported in any department. Beef in engine department, however, which will be taken up with patrolman. Chairman read letter to crew regarding consequences of drugs and alcohol on-board ship. He brought up new drug testing regulations which will go into effect June 21. Members were reminded about not dumping any plastic overboard. Separate containers have been provided for plastic refuse. Ship will pay off in Houston on May 15. There is \$270 in ship's

movie fund which will be transferred to chief electrician. Secretary thanked deck and engine departments for cooperation aboard ship. Everything ran smoothly. Several items brought up which need attention: two smoking extractors needed for rec room and video needs cleaning. Steward department given vote of thanks for a job well done. Next ports: Charleston, SC; Port Everglades, FL; Houston, TX, and Jacksonville, FL.

**GOLDEN ENDEAVOR**(Apex Marine), May 11—Chairman Bernard Saberon, Secretary Kenneth Hagan, Educational Director F.J. Dukes, Deck Delegate Kenneth Park, Steward Delegate John Reid. Some literature received aboard ship on new drug testing regulations which will go into effect June 21. More information would be appreciated. Motion made for contract negotiating committee to consider raising clothing allowance for tank cleaning. Other suggestions made to help ship run smoothly: repair ice machine, dishwasher and reefer; purchase a new VCR, another washing machine and new chairs for lounge; unplug drains and ensure air quality in tanks is proper. Golden Endeavor is headed for New Orleans, Egypt and in July to a shipyard in Italy.

**GOLDEN MONARCH**(Apex Marine), May 18—Chairman B. Berberena, Secretary L. Iturrino, Educational Director M. Ruhl, Deck Delegate Tommie R. Benton, Steward Delegate Stephanie Smith. No beefs or disputed OT reported. Chairman noted there is a good gang onboard this trip. No money is in the ship's fund, however, members asked to start contributing to a fund so movies can be purchased.

**GREAT LAND**(IOM), May 1—Chairman George Vukmir, Secretary J. Utz, Educational Director Larry Hines. No beefs or disputed OT reported in any of the three departments. Chairman talked about SIU's pending court action with regard to Coast Guard's proposed drug-testing regulations due to go into effect June 21. He discussed problems that could arise for all seamen if new rules are allowed by courts. There is \$40 in ship's fund. Two motions made: raise minimum pension to \$1,000 monthly and, since a union member can stay aboard a ship for only eight months a year, rules for seetime should be changed in shipping rules. Another suggestion agreed to by all hands was dental and optical plans should be raised to at least 60 percent for members and 100 percent for dependents. Next ports: Anchorage, AK and Tacoma, WA.

**GROTON**(Apex Marine), May 27—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director Alan Gardner, Deck Delegate Macario Torre, Engine Delegate Alfred Gonzalez, Steward Delegate Michael Hammock. All three department delegates reported smooth sailing with no beefs or disputed OT. Chairman announced ship would pay off on arrival at Stapleton, NY on May 29. Permanent captain, Charles Ducan, will return from vacation at that time. Chairman Matthey also stressed importance of contributing to SPAD. Request made for members to consider shipmates (who may be sleeping) when watching TV. Keep volume low and door closed. Next port: Stapleton, NY.

**HUNACAO**(Puerto Rico Marine), May 5—Chairman L. Rodriguez, Secretary Cassle B. Carter, Engine Delegate O. Flores, Steward Delegate M.

Robles. No beefs or disputed OT reported, although it was noted the heater/air conditioner still needs repair in some rooms and there are still oil fumes in other rooms. It was suggested that dampers be put in room air conditioning vents so air can be controlled. Letter received from headquarters pertaining to new drug testing program. Copies made and given to each department delegate. Payoff will be in New Orleans on May 6. Suggestion made to see captain about having telephone hook-up by ship's gangway so crew can call ship and find out about sailing time, especially in San Juan. Next port: New Orleans, LA.

**LIBERTY BELLE**(Liberty Maritime), May 7—Chairman William G. Cofone, Secretary/Steward Delegate Paul Burke. No disputed OT mentioned by three department delegates, but complaints raised about needed repairs in engine room. Steward department would like clarification on working rules for its department. Chairman encouraged all eligible members to attend upgrading courses at Piney Point. Secretary noted lack of new movies onboard. He expressed interest in finding out about gym access for crewmembers. Other items need attention: new washer/dryer, chairs for mess hall and pots for hot water.

**LNG CAPRICORN**(Energy Transportation Corp.), May 21—Chairman John Davis, Secretary Francis Ostendarp, Educational Director Endang Abidin. No beefs or disputed OT reported. Bosun Doya, who just joined the ship in Nagoya, Japan, reminded members to use care when disposing of plastic waste. Educational director stressed importance of upgrading skills at Piney Point whenever possible. There is \$450 in the ship's fund. Next port: Arun, Indonesia.

**LNG LEO**(Energy Transportation Corp.), May 21—Chairman R. Callahan, Secretary R. Adams, Educational Director John Hoskins, Deck Delegate Bert Gillis, Engine Delegate Cindy Herbert, Steward Delegate Jill Prescott. No disputed OT reported. There is a general beef which should be brought to company's attention. Ship is not receiving fresh fruit, juices and certain sundries in sufficient quantities. Members are running out of these items for as many as five days each voyage. Laundry powder has been gone for about five months and has been ordered three times—with no results. Present supply of sougee powder and dishwashing detergent is about exhausted. There is \$353 in the ship's fund. No news yet on new washing machine or toaster. Installation of microwave oven has been promised for next shipyard period in October 1989. Information on new drug testing regulations in Seafarers LOG was passed around for all to read. Chairman called for continued support of SPAD. He requested Captain Self send a special order for laundry soap and powder. Brother Hoskins recently upgraded at SHLSS and urged shipmates to take advantage of opportunities offered to better themselves, mentally and financially. Next port: Himeji, Japan.

**NEWARK BAY**(Sea-Land Service), May 21—Chairman D. Manson, Secretary Jonny Cruz, Educational Director J. Shuler, Deck Delegate A. Voss, Engine Delegate F. Tierney, Steward Delegate B. Winfield. No beefs or disputed OT reported. Chairman led a discussion on benefits derived by membership from supporting SPAD. Secretary reminded brothers that upgrading at

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# Final Departures

## Deep Sea

### HENRIK ANTON BJERRING



Henrik Bjerring, 77, died February 28, 1989 in Larvik Hospital, Larvik, Norway. Seafarer Bjerring joined the SIU in 1947 in the port of New York. He sailed in the deck department. Formerly a resident of Brooklyn, but more recently living in Norway where he was born, Bjerring was a veteran of the U.S. Navy. He served from 1935 to 1939. Pensioner Bjerring's remains were cremated at Larvik Crematorium, with the urn to be interred at Undersho Cemetery in that city. He is survived by his wife, Ingrid.

### WILLIAM OGDEN BOLLING



William Bolling died at the Northshore Regional Medical Center in Slidell, LA on May 28, 1989 as a result of heart failure. He was 64. Born in Norfolk, VA, Seafarer Bolling joined the union in 1944 at the union's hall in that port. He sailed in the deck department. Bolling was also a veteran of the U.S. Army from 1950 to 1952. Burial took place May 30 at Forest Lawn Cemetery in Slidell. His wife, Dorothy, survives him.

**JAMES CAMPFIELD III**  
James Campfield III, 47, died November 8, 1988 following a heart attack. Born in New Orleans, LA, Brother Campfield started sailing in 1959 as a messman. He was a graduate of the union's entry program in 1961, and received his probationary book in 1962 in the port of New Orleans. In 1968 his "A" book was issued in the port of New York. Seafarer Campfield sailed in the steward department and completed the Lundeberg School's steward recertification program in 1981. Some of the ships he sailed on include the S.S. Connecticut, the S.S. Delta Caribe and the S.S. Del Monte. A resident of Baton Rouge, LA, Brother Campfield was buried in Winnfield Cemetery in that city. He is survived by his wife, Martha.

### BOLESLAW DEROL



Boleslaw Derol, 76, died June 27, 1989. Born in Poland, Seafarer Derol was issued a union permit in 1947 in the port of New York. His full book was issued in 1955 when Brother Derol was

sailing as an FOWT. One of the first ships Brother Derol sailed on was the Seatrain New York. In 1961 he received a personal safety award for helping to make the S.S. Seatrain Georgia an accident-free ship for the period August 1960 through January 1961. Derol attended the engineer's training school program at the Lundeberg School in 1967. He retired in 1979. Pensioner Derol is survived by his wife, Theresa.

### FRED J. DURHAM



Fred J. Durham, 68, died June 20, 1989. Born in Chamblee, GA, Brother Durham joined the union in 1947 in the port of New Orleans, LA. He sailed in the deck department. Seafarer Durham also was a veteran of the Army Corps of Engineers, serving from 1940 to 1945. Surviving is his mother, Fannie Durham.

### CLYDE GARNER



Clyde Garner, 81, died June 21, 1989. Born in Randleman, NC, Brother Garner joined the SIU in the port of Norfolk, VA in 1947, but had been sailing since 1944. He sailed in the steward department, most recently as a chief steward. Garner also served in the military from 1939 to 1943. He retired from the union in 1972. Seafarer Garner was issued a personal safety award for helping to make the S.S. DeSoto an accident-free ship during the first half of 1960. He also was chief steward aboard the S.S. Arizpa when it received a certification of sanitation for its high standards of food service and sanitation.

### GENNARO ESPOSITO



Gennaro Esposito died February 26, 1989 at the C.T.O. Hospital in Naples, Italy following a heart attack. He was 62. Brother Esposito, who was born in Naples, became a naturalized U.S. citizen in 1975. He graduated from the Italian Engineering Institute in 1946 as a diesel naval mechanic. He had sailed aboard foreign-flag vessels and belonged to a few foreign unions before arriving in the United States. Based on his experience with other unions, Brother Esposito was known to remark to fellow Seafarers that the SIU was the best seamen's union in the world. After joining the SIU in 1968 in the port of New York,

Seafarer Esposito received his "B" book in 1971 and his "A" book in 1975. He graduated from the Seafarers Lundeberg School QMED upgrading program, from the "A" seniority upgrading program in 1975, the LNG course in 1979 and the 3rd assistant engineer program in 1984. In 1969 Brother Esposito received a commendation for his action in an emergency on the Buckeye Atlantic, and in 1973 he was complimented by the chief engineer for his proficiency, reliability and courteousness aboard the S.S. Shenandoah. Still an active member at the time of his death, Esposito was buried in Naples. He is survived by his wife, Rosa.

### BERNARD JACKSON



Bernard Jackson, 56, died April 19, 1989 at sea aboard the Cove Liberty. Born in Tanner-Williams, AL, Brother Jackson was issued a union port permit in 1951 in Mobile. That year he sailed the Alcoa Ranger as an OS. In the following year he sailed the Alcoa Pennant, the Alcoa Patriot and the Alcoa Pegasus, among others. He received his full book in 1957. Seafarer Jackson was a veteran of the U.S. Army, serving from 1954 to 1956. He graduated from the bosun recertification course at the union's Lundeberg School in Piney Point, MD in 1986. Surviving is his wife, Susan.

### EDWARD F. LAMB



Edward F. Lamb, 70, died June 6, 1989. Born in Philadelphia, PA, Seafarer Lamb joined the union in 1948 in the port of New York. He sailed in the steward department. Some of his early ships included the Nashua Victor and the Joseph A. Brown in 1951 and the Sea-Wind in 1952. Brother Lamb also served in the U.S. Army from 1942 to 1945. He retired on pension in 1968.

### JUAN MIRANDA



Juan Miranda died of cancer May 7, 1989 at home in Hoboken, NJ. He was 55. Born in Puerto Rico, Seafarer Miranda started sailing in 1966 as a galley utility aboard the Gateway City (Sea-Land) and the Western Hunter (Western Agency). He received his "B" book in 1967 in the port of New York and took upgrading courses at the Lundeberg School the following year. In 1971 his "A" book was issued. Most

recently, Brother Miranda worked as a factory machine operator at C&J Industrial Company in Secaucus, NJ. Burial took place at the Hillside Cemetery in Lyndhurst, NJ. Miranda, who was a widower, is survived by his niece, Naomi Colon.

### HUBERT E. MATHES

Hubert E. Mathes, 69, of Monroe, NC, died March 9, 1989. Born in Kanapolis, NC, Brother Mathes received his union port permit in 1946 in Savannah, GA, where he sailed as a 2nd cook. He continued in the steward department, becoming a full SIU book member in 1954 in the port of New York. Some of the early ships he sailed were operated by Bull Line, Seatraders, Seatrain and Waterman. Seafarer Mathes retired on pension in 1980. He was married to the late Viola Barrineau Mathes. Survivors include one son, Eugene William Mathes of Monroe, NC; one daughter, Michelle Langsdon of Charleston, SC; one sister, Margret Mical of Monroe, and two grandchildren.

### LESTER W. PEPPETT



Lester Peppett, 70, died May 18, 1989. Born in Natick, MA, Brother Peppett joined the union in 1943 in the port of Boston, MA. He sailed in the engine department. In 1976 Seafarer Peppett took the QMED upgrading course at the Lundeberg School and retired on pension in 1984.

### RAYMOND PROULX



Raymond Proulx died of lung cancer on May 3, 1989 at the Veterans Administration Medical Center in Portland, OR. He was 74. Born in Fall River, MA, Brother Proulx had been sailing since 1951. He was a member of the Marine Cooks and Stewards union until he joined the SIU in 1956 in the port of New York. Some of his early ships included the S.S. Lake George and the S.S. Cities Service. He retired in 1978. Seafarer Proulx was a wounded Army veteran, serving from January to November 1943. Burial took place at Willamette National Cemetery in Portland.

### WALTER C. PATTERSON



Walter Patterson, 88, died July 6, 1989. Born in Dothan, AL, Brother

Patterson joined the SIU in 1945 in the port of Boston, MA. He sailed in the steward department. Some of Brother Patterson's first ships included the William Wirt, Citadel Victory and Alcoa Partner. In the early 1960s he sailed aboard the Orion Planet. Steel Architect and Steel Recorder. Seafarer Patterson went on pension in 1963. He was a veteran of the U.S. Army, serving from 1919 to 1923, and was discharged as a dental assistant. He then held a number of Civil Service jobs until joining the SIU. Patterson, who made his home in Peru, NY, is survived by his wife, Adeline.

### FRITZ LOUIS RONZ



Fritz Ronz, 72, died May 15, 1989 at Pacific Hospital of Long Beach, CA following a heart attack. Born in San Francisco, CA, Brother Ronz joined the SIU in the port of Wilmington, CA. He was a former member of the Marine Cooks and Stewards union and had sailed continuously on West Coast ships dating back to 1936. An active member at the time of his death, Seafarer Ronz was cremated and his ashes scattered three miles off the coast of Long Beach. He is survived by his wife, Florence.

### DAVID R. YOTTER

David R. Yotter, 64, died June 25, 1989. Born in Leon, KS, Brother Yotter served nine months in the Marine Corps during 1941 to 1942. He then got his union port permit in 1956 in the Seattle port. Brother Yotter received his "A" seniority in 1961. He sailed in the deck department. Some of his early ships included the Young America and Wacosta (both Waterman ships) and the Pennmar (Calmar). Brother Yotter retired on pension in 1986.

## Inland

### DANIEL F. CAREY



Daniel F. Carey, 56, died June 17, 1989. Born in Racine, WI, Brother Carey obtained his union port permit in 1952 in the port of Baltimore, his probationary book in 1956 and his "A" seniority in 1959. He sailed in the steward department. Boatman Carey was a veteran of the U.S. Army, serving from 1953 to 1956. In the early '60s he was a diver and messman for the M/V USAF CA 50-1816, a sub-cable ship operated by Pan American World Airways

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## Digest of Ships Meetings

Continued from page 23

Piney Point not only helps job security, but enables Seafarers to be trained for any kind of ship the SIU gets. Educational director reported on new drug testing regulations and requested more information for crew. Shipboard vote was taken: 1 for testing, 10 against. VCR needs to be replaced, and a new radio is needed in lounge. AB Don Paccio gave steward department a big thanks for a job well done. Next ports: Boston, MA and Elizabeth, NJ.

**NUOVO SAN JUAN** (Puerto Rico Marine), May 7—Chairman James E. Davis, Secretary J. DeLise, Engine Delegate Peter McAneney, Steward Delegate Jackson Fong. Two hours disputed OT on delayed sailing was reported in engine department. Otherwise, everything is running smoothly. Everything was given to

members on new drug testing procedures which go into effect June 21. There is \$381 in the ship's fund. Motion made to recognize Martin Luther King's birthday. Under Good and Welfare, recreation room couch and chairs needed, as is an iron and ironing board. Vote of thanks given to steward department for a job well done. Next port: Baltimore, MD.

**OMI DYNACHEN** (OMI Corp.), May 29—Chairman Larry Kunc, Secretary Donnie W. Collins, Educational Director Felix P. Durand, Deck Delegate Michael A. St. Angelo, Engine Delegate George F. Darney, Steward Delegate Camilo Camarena. No disputed OT reported. Steward reported problems with company about getting needed stores—particularly fresh fruit, milk and vegetables. He also had a beef about garbage disposal which was taken out more than three months ago and has

not yet been replaced. Secretary noted new look of the Seafarers LOG and the fine articles. He reminded members to support SPAD—especially since President Bush has not made a move to help the maritime industry. Educational director stressed importance of upgrading. Union always needs rated members. Fifteen movies were bought in Houston, leaving \$198 in movie fund. Next port: New York.

**OMI LEADER** (OMI Corp.), May 4—Chairman R. Darville, Secretary H. Scypes, Educational Director C. Durden. Some disputed OT reported in deck department. Chairman said he would talk with boarding patrolman about better mail service and getting new movies onboard. Same videos have been on ship for more than six months. He will check on getting money sent home, especially for unlicensed personnel who don't get off in time to go to post office to send a money order home. Secretary noted need for a permanent chief

cook on these ships. He said it would ease some of the load off the steward. Also, some chairs and a couch needed for crew lounge. Vote of thanks given to steward department for some nice meals. Next port: New Orleans, LA.

**OVERSEAS MARLYN** (Maritime Overseas), May 8—Chairman Daniel Laitinen Jr., Secretary Norman J. Duhe, Deck Delegate J. Hayes, Engine Delegate P. Vasquez, Steward Delegate P. Lambis. Some disputed OT reported in deck and steward departments. Chairman urged eligible members to take time to go to Piney Point to upgrade so they will be prepared for the jobs of the future on all types of ships. By waiting, a member will be left behind, he added. Secretary asked crewmembers, when leaving ship, to make sure rooms are clean for next occupants. He said some kind of identification card is needed for members going to a doctor or hospital so they will know of SIU's insurance coverage. Vote of thanks given to steward department for a job well done.

**PRIDE OF TEXAS** (Seahawk Management), May 28—Chairman J. Rodrigues, Secretary Joseph Bennett Jr., Engine Delegate Gary G. Pratts. No beefs or disputed OT reported. Everything is running fairly smoothly. Ship sailed on stores, but all is going OK, according to the secretary, with a very good crew of officers and unlicensed men. He thanked all crewmembers for cooperation. Prices in slop chest should be looked into. Vote of thanks given to steward department for a fine job. In its report to the Seafarers LOG, crewmembers noted the ship was in Gibraltar for 19 days being repaired—a great vacation spot! Next port: Houston, TX.

While it is the policy of the Seafarers LOG to print as many digests of ship's minutes as possible, occasionally, due to space limitations, some will be omitted.

### NOTICE TO SHIP'S CHAIRMEN

Please make sure the names of all union representatives and delegates are printed legibly or typed on the Ship's Minutes Form mailed to headquarters. This will ensure the correct spelling of SIU members' names in the LOG's Digest of Ship's Minutes.

## Final Departures

Continued from page 24

and under contract to the SIU. He sailed both deepsea and inland, and retired on pension in 1983.

### ESCHOL HENRY GRAHAM



Eschol Graham died of lung cancer May 29, 1989 at home in Jacksonville, FL. He was 59.

Born in Hazlehurst, GA, Boatman was issued his "B" seniority in the port of Jacksonville, and his full book was issued in 1964. In that year he sailed as an engineer aboard the Steel Scientist (Isthmian) and as an oiler aboard the Robert Conrad. Seafarer Graham graduated in 1967 from the engineers training program at the union's Lundberg School with a 3rd assistant engineers license. In the late 1970s and early 1980s he sailed aboard such vessels as the M/V Sugar Island (NATCO) and the Alice Moran (Moran Towing). A former member of MEBA D-2, Brother Graham also sailed deepsea in 1984. A resident of Jacksonville, burial took place at the Palms Memorial Gardens in Hazlehurst.

### CHARLES MAYNARD UMPHLETT



Charles Umphlett died May 4, 1989 following a heart attack at the

Plumlee Nursing Home in Plymouth, NC. He was 77. Born in New Hope, NC, Brother Umphlett joined the union in 1968 in the port of Norfolk. He sailed in the steward department. He had previously worked for IBC Co. and GATCO and was employed by IBC Co. at the

time the company was organized by the SIU's Inland Boatmen's Union. Burial took place at Manteo Cemetery in Manteo, NC.

### Railroad Marine

#### ANEUS OLSON



Aneus died of heart failure at the Hollywood Medical Center in

Florida. He was 85. Born in Sweden, Brother Olson joined the union in 1960 in the port of New York. He sailed in the deck department. Previously, he was a member of the Master, Mates and Pilots union. Seafarer Olson retired from the SIU in 1968 and most recently worked as a construction contractor. Cremation took place at Goldcoast Crematory in Ft. Lauderdale, FL. Surviving is his wife, Regina.

#### WILLIAM R. STENG



William Steng, 89, died March 29, 1989 at Kensington Manor in Sarasota,

FL. Born in New York, Brother Steng had been a member of the Master, Mates and Pilots from 1920 to 1959. He joined the union in 1960 in the port of New York, sailing in the deck department. Although he went on pension in 1964, Boatman Steng continued to send contributions to SPAD, once with a note saying, "Talking with friends who belong to another union, I feel we SIU members belong to the greatest union of them all." Cremation took place at Toale Brothers Crematory in Bradenton, FL. He is survived by his wife, Mable, and a son, William Jr.

## Shipboard Sketches

by Ben Graham



"This is so thrilling! I envy you seamen..."

In the late 1950's and early '60s, SIU member Ben Graham contributed cartoons to the Seafarers LOG. Graham, a deck department seafarer, decorated any ship he was on with humorous drawings on shipboard living. Reproduced in this issue of the LOG, is one of his many cartoons.

## Bosun Thomas Seager Buried at Sea in June

Final respects were paid to Bosun Thomas Seager by the crew of the Sea-Land Expedition in June when the members scattered his ashes in the Atlantic Ocean.

Brother Seager suffered a fatal heart attack onboard the Puerto Rico Marine ship Mayaguez as it was docking in Jacksonville on May 1, 1989. He had been sailing out of the port of Jacksonville for several years.

The deep sea veteran first sailed for the SIU in 1967 after serving in the Air Force. He upgraded to able body tankerman in the port of New York in 1971. During 1979 he served the port of Tampa as a representative and organizer. Seager returned to sea duty and became a recertified bosun in 1985.

Born February 3, 1940, in Pensacola, FL, Seager is survived by his wife Mary and his mother Laura.



The crew of the Sea-Land Expedition listen to Master J. Slier as he delivers the memorial service for Brother Thomas Seager.

## SEAFARERS' PENSION PLAN

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

### SUMMARY OF ANNUAL REPORT

This is a summary of the annual report of the Seafarers Pension Plan for the year ended December 31, 1987. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

Benefits under the plan are provided by the Trust.

Plan expenses were \$23,972,264. These expenses included \$3,308,821 in administrative expenses and \$20,663,443 in benefits paid to participants and beneficiaries.

A total of 18,776 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$363,910,506 as of December 31, 1987, compared to \$381,089,746 as of January 1, 1987.

During the plan year, the plan experienced a decrease in its net assets of \$17,179,240. This decrease included unrealized depreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$47,470,823, including employer contributions of \$8,465,940, gains of \$12,971,900 from the sale of assets, and earning from investments of \$25,930,999 and other income of \$101,984.

#### Minimum Funding Standards

An actuary's statement shows enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed are included in that report: (1) An accountant's opinion, (2) Assets held for investment and (3) Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)899-0675.

The charge to cover copying costs will be \$3.10 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

*Continued from page 12*  
so that he could save money to take the course over again.

Some just gave up if they had trouble with a course. I was lucky because I had on-the-job-training with crewmembers who helped me gain the knowledge and skills I needed to get my endorsements. I will always be thankful to them.

In particular, the third assistant engineer on the Steel Flyer did so much to help me that he deserves some kind of medal. Without him and other supportive SIU members I could never have upgraded, especially since we didn't have the same kind of training facilities like the youngsters have today. Where would you all be without Piney Point? Be grateful that you have the school.

**Walker Karlak**  
Woodside, N.Y.

Editor's Note: Brother Karlak is a retired SIU member.

## LUNDEBERG SCHOOL OPEN TO UNION MEMBERS FOR SUMMER VACATIONS

The Seafarers Harry Lundeberg School of Seamanship—located in Piney Point, MD—has set aside rooms for SIU members and their families who wish to spend their vacation in scenic and historic St. Mary's County. The costs for room and board have been kept to a minimum, in order to provide union members with access to top notch vacation facilities without straining a family budget. A vacation stay is limited to two weeks. To apply, send the following application to the union's school.

ROOM RATES:	Member	\$30.00 per day
	Spouse	\$5.00 per day
	Children	\$5.00 per day
MEALS	Member	\$8.50 per day
	Spouse	\$4.00 per day
	Children	\$4.00 per day

NOTE: No lodging or meal charge for children under age 12.



### SEAFARERS TRAINING & RECREATION CENTER

#### Reservation Information

Name: \_\_\_\_\_  
S.S.# \_\_\_\_\_ Book# \_\_\_\_\_  
Address: \_\_\_\_\_  
Telephone # \_\_\_\_\_  
Number in Party \_\_\_\_\_  
Date of Arrival: 1st Choice \_\_\_\_\_  
2nd Choice \_\_\_\_\_ 3rd Choice \_\_\_\_\_  
Stay is limited to 2 weeks  
Date of Departure \_\_\_\_\_

Send to: Seafarers Training & Recreation Center; Piney Point, MD 20674; or call 301-994-0010

## LEGAL AID

The following list of attorneys is provided for the convenience of Seafarers who may have need for legal assistance.

#### Alabama

John Falkenberry  
300 N. 21st St.  
Birmingham, AL 35203  
(205) 322-1100

Simon, Wood & Crane  
1010 Van Antwerp Bldg.  
Mobile, AL 36602  
(205) 433-4904

#### California

Les Ostrov  
Fogel, Feldman, Ostrov,  
Ringle & Klevens  
5900 Wilshire Blvd.  
Suite 2600  
Los Angeles, CA 90036  
(213) 834-2546

John Paul Jennings  
Henning, Walsh & King  
100 Bush St.  
Suite 440  
San Francisco, CA  
94104  
(415) 981-4400

#### Florida

Frank Hamilton III  
Hamilton & Associates,  
P.A.  
2620 W. Kennedy Blvd.  
Tampa, FL 33609  
(813) 879-9842

#### Illinois

Katz, Friedman, Schur  
& Eagle  
7 S. Dearborn St.  
Chicago, IL 60603  
(312) 263-6330  
Thomas Lakin  
Lakin & Herndon, P.C.  
251 Old St. Louis Ave.  
Wood River, IL 62095-  
0027  
(618) 254-1127  
(800) 851-5523  
toll-free

#### Louisiana

Louis Robein  
Gardner, Robein &  
Urann  
2540 Severn Ave.  
Suite 400  
Metairie, LA 70002  
(504) 885-9994  
Kristi Post  
Canal Place One  
Suite 2300  
New Orleans, LA 70130  
(504) 524-6207  
(504) 524-6208

#### Maryland

Charles Heyman  
Kaplan, Heyman,  
Greenberg, Engelman  
& Belgrad  
Sun Life Bldg.  
Charles & Redwood Sts.  
Baltimore, MD 21201  
(301) 539-6967

#### Massachusetts

Orlando & Associates  
1 Western Ave.  
Gloucester, MA 01930  
(508) 283-8100

#### Michigan

Victor G. Hanson, P.C.  
19268 Grand River Ave.  
Detroit, MI 48223  
(313) 532-1220  
Christopher Legghio  
Miller, Cohen, Martins  
& Ice  
1400 N. Park Plaza  
17117 W. Nine Mile Rd.  
Southfield, MI 48075  
(313) 559-2110

#### New York

Howard Schulman  
485 Madison Ave.  
New York, NY 10022  
(212) 421-0017

#### Pennsylvania

Kirschner, Walters &  
Willig  
1608 Walnut St.  
10th floor  
Philadelphia, PA 19103  
(215) 893-9000

Margaret Browning  
Spear, Wilderman,  
Sigmond, Borish &  
Endy  
260 S. Broad St.  
Suite 1500  
Philadelphia, PA 19102  
(215) 732-0101

#### Texas

Marvin Peterson  
1200 Travis  
Suite 2020  
Houston, TX 77002  
(713) 659-4422

#### Virginia

Arthur Rutter  
Rutter & Montagna  
415 St. Paul's Blvd.  
Suite 720  
Norfolk, VA 23510  
(804) 622-5000

#### Washington

Rob Williamson  
Davies, Roberts & Reid  
101 Elliott Ave. West  
Suite 550  
Seattle, WA 98119  
(206) 285-3610

### SEAFARERS WELFARE PLAN NOTICE

#### COBRA: Continuation Health Coverage

If you or your dependents lose your eligibility for health care coverage under the Rules and Regulations of the Seafarers Welfare Plan, you and your dependents may be eligible to purchase, at a premium, Welfare coverage directly from the Plan. If you find that you have lost your eligibility for Plan coverage, you must notify the Plan office immediately to find out whether or not you or your dependents may elect to continue your benefits under this program.

If you want more information concerning this program you can call the membership services office.

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

or write

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

NOTE: A detailed article explaining this program appeared in the April 1989 issue of the LOG.

# 1989 UPGRADING COURSE SCHEDULE

Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry

June through September 1989  
The following is the current course schedule for June—December 1989 at the Seafarers Harry Lundberg School of Seamanship. The course schedule may change to reflect the membership's and industry's needs.

**PLEASE NOTE:** All members are required to take firefighting when attending SHLSS.

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 4	October 13
	October 30	December 8
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions for starting date)	
Radar Certification	September 11	September 15
	(follows Limited License course)	
	November 13	November 17
Lifeboat	August 21	September 1
	September 18	September 29
	October 16	October 27
	November 13	November 24
	December 11	December 22
LNG—Self-Study	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	
Tankerman	October 16	October 27
Simulator Shiphandling	August 21	September 1
	September 18	September 29
	October 23	November 3
	December 4	December 15

\*Upon completion of course, the Sealift Operations & Maintenance course must be taken.

## New Course

Oil Spill Prevention	September 11	September 15
	October 23	October 27
	December 11	December 15

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 18	December 8
Fireman/Watertender and Oiler	October 30	December 8
Electro-Hydraulics	November 6	December 15
Marine Electrical Technician	September 4	November 24
	November 13	February 2 ('90)
Refrigeration Maint. & Operations	October 2	November 10
Diesel Engine Technology	November 20	December 15
Hydraulics	August 21	September 15
Welding	October 2	October 27

\*All students in the Engine Department will have two (2) weeks of Sealift Familiarization at the end of their regular course.

## 1989 Adult Education Schedule

Course	Check-In Date	Completion Date
The Adult Education Courses for 1989 will be six weeks in length.		
High School Equivalency (GED)	September 4	October 16
	October 30	December 11
Adult Basic Education (ABAE)	September 4	October 14
	October 30	December 9
English as a Second Language (ESL)	September 4	October 14
	October 30	December 9

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes.

ABE/ESL Lifeboat Preparation Course September 25 October 13

This Three week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.

## Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 25	November 6

# SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

## Upgrading Application

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

Address \_\_\_\_\_  
(Street)

Telephone \_\_\_\_\_  
(City) (State) (Zip Code) (Area Code)

Deep Sea Member  Lakes Member   
Inland Waters Member  Pacific

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

Veteran of U.S. Armed Forces:  Yes  No

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, fill in below)

Trainee Program: From \_\_\_\_\_ to \_\_\_\_\_

Last grade of school completed \_\_\_\_\_  
(dates attended)

Have you attended any SHLSS Upgrading Courses:

Yes  No  
(if yes, fill in below)

Course(s) Taken \_\_\_\_\_

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 *must* also submit a COPY of the first page of your union book indicating your department and seniority, as well as, a COPY of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

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

I Am interested in the Following Course(s) Checked Below or Indicated Here if Not Listed

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

- ENGINE**
- FOWT
  - QMED—Any Rating
  - Variable Speed DC Drive Systems (Marine Electronics)
  - Marine Electrical Maintenance
  - Pumproom Maintenance & Operation

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

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

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

### ADULT EDUCATION DEPARTMENT

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

### COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course.

### RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundberg Upgrading Center, Piney Point, MD 20674

## Runaway Julian Paul D'Anjou is Missing and 'Endangered'

**Editor's Note:** *The Seafarers LOG has joined in a campaign with the National Center for Missing and Exploited Children to help locate children who have run away or who have been abducted. Seafarers who have information or who spot any of these children are urged to call the the National Center or the local authorities whose numbers are listed with each article.*

Julian Paul D'Anjou hasn't been home for more than two years. On July 30, 1987, Julian, then 13 years old, escaped from protective custody in Montgomery County, MD. A week later, an adult friend of the family disappeared. Police suspect the two are together.



Julian Paul D'Anjou

Julian has been listed as an "endangered runaway" by the National Center for Missing and Exploited Children. Montgomery County Police have been working

on the case, but say they have few solid leads to Julian's current whereabouts.

At the time of his disappearance, Julian was 5 feet tall and weighed 120 pounds. He has brown hair and blue eyes. His mother, Constance D'Anjou, says Julian has a small scar over his right eyelid. Before he ran away, Julian was a freestyle bicycling enthusiast.

Neither the police nor the National Center have received any recent sightings. Earlier the National Center received reports that the boy and the adult he may be with were spotted in the New England area and New York and Maryland, said Margaret Saunders, a caseworker for the organization. Police also suspect they may have traveled to Montreal, Canada at one time.

"Last fall, we had a report he might be in Montreal, we hired a private investigator, but nothing came out of it," Mrs. D'Anjou said.

### Could Be With an Adult

Police and the National Center believe Julian is in the company of David Vinjamoories. Sgt. Les Crook of the Montgomery County Police Department's Youth Services Division said Vinjamoories is an Indian male, 5 feet 9 inches tall, 145 pounds, dark complexion, black hair and brown eyes.

He is well educated, with an MBA and fluent in several lan-

Date Missing: 07/30/87	Missing From: Rockville, Maryland
Date of Birth: 05/06/74	Age at Disappearance: 13 years old
Sex: Male	Race: White
Height: 5 ft.	Weight: 120 lbs.
Hair: Brown	Eyes: Blue

**Identifying Information:** Child is possibly with an Indian male David Vinjamoories.

**Circumstances:** Child was placed in a Detention Center by police then escaped from the facility.

ANYONE HAVING INFORMATION SHOULD CONTACT

The National Center for Missing and Exploited Children  
1-800-843-5678

OR

Montgomery County Police Department  
301-946-7900

guages, Crook said. In addition, he has worked as a seafood broker, an accountant and as a real estate broker. Police believe he was employed at a fish processing plant in Croydon, NH last year.

Mrs. D'Anjou said before Julian disappeared, Vinjamoories sometimes called Julian by the nick-

name "Bubby."

"Right now it's anybody's guess where they are," Sgt. Crook said.

Mrs. D'Anjou, who now lives in New Hampshire with her two other sons, said if she could get a message to Julian it would be a simple one—"Please call. Let me know you're all right."

### 1989 Labor Day Message

## AFL-CIO Chief Affirms Workers' Rights

The captain of labor's ship said in a 1989 Labor Day message that unions shall "continue to assert the right to all workers to a fair share in the wealth they help create."

Lane Kirkland, president of the federation of American unions—including the SIU—known as the AFL-CIO, said the labor movement also will work to "secure justice and dignity in the workplace and throughout society."

In a Labor Day statement to be publically released on the first Monday of September, Kirkland, who is a former merchant mariner and member of the MM&P, noted the trade union movement has witnessed achievements resulting from a resurgence of solidarity at home and abroad.

"From the steadfast support of AFL-CIO unions for their striking brothers and sisters at Eastern Airlines, to the courageous Polish workers who have gathered under the banner of solidarity to move the course of world history, working people everywhere are banding together . . . to improve their lives and the lives of fellow citizens," Kirkland said.

These developments, Kirkland pointed out, come at a time when forces hostile to trade unionism,

encouraged by government, "seek to gain profit and power by denying working people effective representation at the workplace and in society at large.

"Harsh economic realities—the rapid mobility of capital across borders, the follies of irresponsible deregulation and the predominance of a corporate financial system defined by speculation and greed—threaten workers, their families and national progress," Kirkland added.

Blasting corporate raiders, asset-strippers and influence peddlers, Kirkland went on to say the trade union movement will work with builders, producers and creators to usher in a whole new era of productive and worthy enterprise.

The AFL-CIO's number two man, Thomas R. Donahue, expressed grave concern for the unraveling of laws which have in the past protected the rights of workers.

AFL-CIO Secretary-Treasurer Donahue, in a Labor Day statement, said, "Workers are told they have the right to strike, but that right is curtailed sharply by a continuing shift in the law." However, this and other legal obstacles have not diminished the labor



Lane Kirkland

movement's historic weapons of solidarity and determination.

Donahue cited innovative strategies employed by unions in organizing, bargaining and servicing.

The AFL-CIO represents more than 100 international and national unions made up of working people from all walks of life. In addition, the SIU, organizations of professional, construction, transport, industrial and public workers are members of the federation.

## 107 Years Of Labor Days

The first Labor Day was celebrated on September 5, 1882, in New York City. It was organized by the Knights of Labor, a group active in the last half of the 1800's which considered itself "one big union" for all workers. The Knights of Labor called for observance of the day with festivities, parades and picnics.

After a few years, the idea of Labor Day spread to other industrial centers and finally became the national holiday that will be recognized this year on September 4.

In many places across the country, the day will be observed the same as it was originally, with parades and picnics.

Samuel Gompers, founder and longtime president of the American Federation of Labor, characterized the holiday in this way: "Labor Day differs in every essential from the other holidays of the year in any country. All other holidays are in a more or less degree connected with conflicts and battles of man's prowess over man, of strife and discord for greed and power, of glories achieved by one nation over another. Labor Day . . . is devoted to no man, living or dead, to no sect, race or nation."