

# SEAFARERS' LOG

Volume 52, Number 4

April 1990

## Giant Agribusiness Lust For Greater Profits Would Destroy Nation's Shipping Independence



SOURCE: United States Department of Agriculture 1991 Budget Summary, Budget of the United States Government FY 1991, USDA Office of Budget and Program Analysis, Maritime Administration Budget Fiscal Year 1991.

Once again the giant commodity interests are trying to get Congress to reduce or drop the cargo preference requirement that applies to three percent of government-supported agricultural export products.

But some members of Congress, conscious of the vital role played by U.S. shipping in the national economic and security interests, are striking back with threats of allowing the purchase of such cargoes on the world's open markets. For stories on the cargo preference issue, see pages 3, 16 and 17.

## Agriculture Panel Moves Ship Fight To Senate Floor

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## Great Lakes Seafarers Get Set for Fitout

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## Seafarers Get New Firefighting Course

The SIU's Lundeberg School of Seamanship has launched a new advanced training course in firefighting that includes the latest technology for handling marine fires.

Coinciding with the offering of the new class, the Lundeberg School has begun conducting its firefighting courses at the University of Maryland in La Plata, less than an hour away from Piney Point, where the union's educational facility is located.

In photo at right, taken by SIU member Les R. Farrell, Seafarers practice extinguishing a simulated deck fire at the La Plata training facility. For more photos and story, see page 6.



## Time to Return Maritime Administration to Commerce Department

See President's Report

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## President's Report

There can be no mistaking now that the Department of Transportation hasn't the slightest intention of making any serious creative effort to reverse the decline of the American-flag shipping industry. The record of the Department since 1981, when it took on the responsibility for maritime from the Department of Commerce, shows a steady lessening of interest in the state of the country's shipping capability. But the clincher is the Transportation Department's recently issued "Statement of National Transportation Policy" which, so far as railroads, bridges and highways are concerned, has been variously appraised as a "dud" that "should be sent to the White House dumpster." On maritime it is even worse.



Aside from some acknowledgment that maritime is vital to the national security and some vague references to the need for shipping reform so that it can improve its competitive position, the "statement of policy" gave not the slightest sign of encouragement: no positive goals were set, no evidence shown that the department intends to do anything to promote American shipping. Not that we expected anything more from DOT; but we gave them the benefit of the doubt in the hope that the "statement of policy" might finally reveal that it understands the differences between the problems of maritime and those of the railroads, buses, Coast Guard, bridges, highways and the rest of its responsibilities.

So if anyone was waiting for further proof that DOT has no intentions of moving maritime forward, we have it now. And that brings me to a suggestion that I put forth just a year ago: that on the basis of the record since 1981, it was a serious mistake for all of the maritime industry to have agreed, as it did, with the Reagan administration, to transfer the Maritime Administration from the Department of Commerce to the Department of Transportation.

I remember how we in the SIU and the rest of the industry, in the late '60s under the late Paul Hall's leadership, fought successfully against President Lyndon Johnson's move to transfer the Maritime Administration to a newly created Department of Transportation. We were to be shifted, along with the Coast Guard, to DOT which would also be responsible for rails, highways, bridges and airlines. The Congress voted to exclude the Maritime Administration from the new federal department, and MarAd remained in Commerce.

SIU President Hall felt, however, that the nation's maritime affairs were important enough to warrant them being housed in an independent agency where they would get maximum attention and be directly responsible to the president. Backed by the AFL-CIO and almost all of the maritime industry, the independent agency plan was overwhelmingly approved by a vote of 324 to 44 in the House of Representatives, including "yes" votes by former President Gerald Ford and the now president of the United States, George H.W. Bush, and then by the Senate.

But an angry Lyndon Johnson let the bill die on his desk without taking any action, effectively killing the proposal to establish the Maritime Administration as an independent agency. When the Nixon administration took over the reins of government, it immediately began working to strengthen American-flag shipping as candidate Nixon had said he would. MarAd was continued in the Department of Commerce and the Merchant Marine Act of 1970 resulted. As evidence of the Nixon administration's determination to improve the nation's maritime posture, the new act provided that the Maritime Administrator be elevated to Assistant Secretary of Commerce for Maritime Affairs, a post that was ably handled by Andrew Gibson. The Nixon and Ford administrations were the last to show concern for the state of America's shipping industry, and it has been going downhill ever since.

President Reagan, who had pledged a program to revitalize shipping, got industry support in 1981 for the transfer of the responsibility for maritime from Commerce to the Department of Transportation, and it has been suffocating from that moment to this.

The record of DOT is a poor one. In 1981 the U.S. had 612 active, privately owned vessels. Today the number is 377. Although the SIU has maintained a favorable job ratio, seafaring jobs overall have been cut in half since 1981. Since 1981, the construction differential subsidy, and with it our shipbuilding base, has disappeared. Operating subsidies have

been slashed and Title XI loan guarantees have been discontinued.

Here is another example of the industry's deterioration under the DOT. Either the Transportation Department does not understand the significance to the United States of a merchant fleet operating on the oceans of the world or it chooses to ignore it. One of the most convincing proofs of DOT's determination to downgrade the role of U.S. shipping was its decision to eliminate the four maritime attache posts in the American embassies in Great Britain, Brazil, Greece and Japan. Not only were these offices sources of vital maritime information to this country, they were physical reminders to the world of America's position as a maritime nation and a world power. They were appropriate and necessary instruments of foreign policy. Their closing signaled to the world that the U.S. was continuing on the slide down to a second-rate power.

So the experience of the nine years under DOT certainly indicates that the move from the Department of Commerce was not only not helpful, it appears to have been an error of some magnitude, and there is no sign of any improvement anywhere on the horizon.

It should be pointed out that the problem is not one of personnel. The Secretary of Transportation has in several instances been supportive of American shipping, as he was when certain interests sought to exempt the Polish aid shipments from cargo preference, and as he is in the current oil spill problem. The people in the Maritime Administration are competent and dedicated. The problem is that maritime does not belong in a department that has other priorities and is concerned principally with railroads, bridges, highways and airlines. It is a department that is regulatory oriented, rather than promotional. It is logical that maritime belongs in a department more concerned with promoting U.S. industries at home and abroad and which has the mechanism for dealing with international commerce, of which ocean shipping is a part. Within DOT, the Maritime Administration operates under a handicap, for example when it attempts to negotiate shipping agreements with the Soviet Union and China.

While the location of the agency responsible for the welfare of U.S. shipping is alone no assurance that it will prosper, it can at least provide the proper atmosphere wherein its problems are understood and the attention it gets is not subordinated to other concerns that are given much higher priority.

To our list of objectives for improving the condition of U.S.-flag shipping, we must now add getting the Maritime Administration into the appropriate federal department--the Department of Commerce.



### Rank and File Finance Group Meets

SIU members elected to review the union's fourth quarter of 1989 financial records meet with Secretary-Treasurer Joseph DiGiorgio. Pictured above are (clockwise from bottom left) Wagner Pellerin, Robert Carson, Charles C. Clausen Jr., DiGiorgio, Stanley D. Vienna, Joseph Fratini, Gregorio A. Blanco and Arthur H. Baredian.

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# Commodity Interests Seek to Scuttle U.S. Shipping

## Anti-Cargo Preference Amendments to Farm Bill Will Be Brought to Senate Floor Debate

The first shot has been fired in the 1990 battle to maintain the law that calls for carriage of 75 percent of U.S. government-generated agricultural cargoes to be shipped on American-flag bottoms.

Earlier this month in a meeting of the Senate Agriculture Committee where the main subject was the Food for Peace provisions of the so-called 1990 farm bill, Senator Richard Lugar (R-IN) launched an effort to eliminate or weaken the cargo preference requirement that applies to government-impelled food aid. Although Lugar agreed to raise his amendments on the Senate floor, he used the meeting as a forum to begin his 1990 campaign against U.S. shipping.

Currently, 75 percent of government-generated food aid must be carried on U.S.-flag vessels. Prior to 1985 the amount allocated through the cargo preference law for American ships was 50 percent. The enactment of the 1985 food bill, known as the Food Security Act, contained a carefully constructed compromise reached between maritime and agricultural groups and supported by a majority in the Congress.

As part of the compromise, maritime groups agreed to limit the application of cargo preference to aid cargoes and not to promotional programs of the Department of Agriculture and the Commodity Credit Corporation. In return, the

farm lobby agreed to increase the share of food aid transported by waterborne commerce to 75 percent.

The three-tier amendment Lugar introduced during the Senate Agriculture Committee meeting proposed the following scenarios. First, complete exemption from cargo preference laws for U.S. government agricultural assistance programs to foreign recipients. If this amendment fails, Lugar's second proposal would bring down the share of total food aid carried on U.S.-flag vessels from 75 percent back to 50 percent, the level established by the 1954 Cargo Preference Act and in place up until the compromise of 1985.

In the event that this amendment fails, Lugar's third proposal would mandate that 25 percent of all food aid cargoes be shipped from Great Lakes ports.

Senator Slade Gorton (R-WA) also proposed a rollback to a cargo preference requirement of 50 percent, citing the absence of grain cargoes originating from his home state of Washington.

Speaking eloquently in defense of cargo preference, Senator Thad Cochran (R-MS) pointed out how foes of the ship American concept often distort facts. "... On November 8, 1989, the Department of Agriculture approved the P.L. 480 cargo preference shipment of grain — 50,000 tons of corn to

Poland. The rate being charged by the U.S. vessel was \$36 a ton." At the same time, Cochran noted, some Senators were saying the cost of shipping on U.S.-flag vessels was around \$70 to \$80 per ton.

Senator Thomas A. Daschle (D-SD) reminded the committee members that advocating the use of foreign-flag carriers because of a so-called cheaper cost could raise questions about doing the same for the food aid commodities themselves. Daschle asked the committee members if anyone knew the cost of wheat in other nations.

Senator Lugar withdrew his anti-cargo preference amendments presented to the committee and said he would raise them during the floor debate in Congress on the 1990 farm bill. The Indiana senator took this course of action because of a Senate rule that would allow another committee to take up any introduced amendment that dealt with an issue within its jurisdiction.

In the case of the cargo preference amendments, the matter could have been taken up by the Senate Commerce Committee and its merchant marine subcommittee. A review by another committee could have delayed the 1990 farm bill, a consequence Lugar and other senators were not anxious to activate.

Lugar's promise to raise his opposition to cargo preference when

the farm bill is being discussed by the full Senate indicates the maritime community can expect yet another battle on the issue of the carriage of 75 percent of the food aid cargoes by U.S.-flag vessels.

**For an analysis of U.S. government monies spent to support the promotion of agricultural products, including grain, and the amount directed towards shipping costs, see centerfold pages 16 and 17.**

Anticipating the attack on cargo preference, the presidents of four maritime unions, including the SIU, urged Senator Patrick Leahy (D-VT), who serves as chairman of the committee, to reject any attempt to circumvent the existing cargo preference law.

The maritime union presidents pointed out, "We have not attempted to increase our statutory share or otherwise change its terms." Their letter said, "Rolling back cargo preference requirements to the 50 percent pre-1985 level would not provide any benefit to the agricultural industry. Under existing law, the cost attributable to the increase in American-flag vessel participation from 50 percent to the 75 percent level is paid by the Department of Transportation, not the Department of Agriculture."

## MarAd Head Insists on U.S. Ship Role in Soviet Pact

The agribusiness lobby has been rebuffed by the head of the Maritime Administration (MarAd) in its attempt to torpedo a proposal to share cargo in equal thirds between Soviet, American and third-nation vessels under the terms of a new maritime agreement between the two superpowers.



Leback

Last month, the National Association of Wheat Growers notified the administration of its belief that cargo sharing provisions in a American-Soviet maritime pact would harm U.S. grain sales to the Soviets.

Responding by letter to the concerns of the wheat growers, MarAd Administrator Captain Warren G. Leback said the U.S. proposal to provide access to one-third of the cargoes between the two nations to American-flag vessels "in no way jeopardizes the so-called 'free' flow of grain to the Soviet Union. In fact, all decisions on what rates will be paid will remain as they are — with the Soviet entities. U.S.-flag vessels would be eligible to carry one-third of bulk grain cargoes only if they can do so at world market freight rates."

Leback noted the advantage the

Soviet government has by having a "monopoly position in controlling access to cargo by stipulating the terms and conditions of sale." In addition to controlling the large Soviet fleet, the government in that country handles all aspects of vessel chartering.

"Because U.S.-flag vessels will compete on an equal footing with other carriers, it should make no difference to U.S. exporters of wheat whether their cargoes are shipped on a U.S.-flag vessel or a foreign-flag vessel. There is no

obligation that the Soviets pay any additional premium for a U.S.-flag vessel," Leback concluded.

The MarAd chief also took the opportunity of addressing the American Association of Port Authorities earlier this month to stress the administration's commitment to developing trade and transportation markets abroad.

Leback told the participants of that meeting the concept of cargo sharing is a fair one, stating, "the cargo originates here, it's only fair that American-flag carriers" be al-

lowed to transport a portion of the products to be shipped, if they remain competitive with world rates.

Talks with the Soviets on a bilateral maritime pact will continue in Moscow next month. Two rounds of negotiations have been held to date. The Maritime Administration is the lead American government agency in the talks.

On the negotiating table are the

*Continued on page 10*

## SIU Gov't Services Division Wins MSCPAC Pay Beef

Unlicensed deck department members of the SIU's Government Services Division will be receiving back pay with interest for all claimed overtime for watchstanding in port between the hours of 1700 and 0800 the next day denied since May 1, 1989.

The Military Sealift Command—Pacific Fleet (MSCPAC) announced the agreement before a hearing by the Federal Labor Relations Authority (FLRA) took place. Four union members—Barry D. Smith, Jinks Rhaney, John Meno Torres and Owen Dale Mooney—officially filed the grievance, stating the lack of overtime pay was a violation of the union's contract with MSCPAC.

Roy "Buck" Mercer, SIU vice president for the Government Services Division, said this is a major victory for the members and would result in thousands of dollars going into the affected members' wallets.

The Military Sealift Command (MSC) eliminated the overtime unilaterally in an effort to save money. Under the agreement, MSC stated it would "not interfere with the bargaining relationship between MSCPAC and the SIU by unilaterally implementing changes in overtime pay practices" without first bargaining with the SIU.

MSC also agreed that it would not make any changes in the contract without first negotiating with the union, would not interfere with

employees' rights to file a charge with the FLRA and would reinstate the overtime pay as well as provide back pay for those affected. A copy of the agreement is being sent to all vessels in MSCPAC for members to review.

After receiving the charges, the FLRA asked the SIU for all documents relating to the case. It also interviewed the union officials who attended the meetings to find out why the overtime was cut out.

Mercer said he hoped the agreement will end the confusion that has enveloped deck department members for almost a year. He was not certain when checks would be issued.



# Fire on Bahama-Flag Ship Ends in 200 Deaths

## Scandinavian Star Had Been Cited Previously by NTSB

The loss of close to 200 lives in a fire aboard a Bahamian-flag passenger/ferry vessel would not have happened if recommendations made by the American government's transportation safety agency had been implemented last year.

The Scandinavian Star, which caught fire earlier this month as it sailed between Norway and Denmark, was the same vessel investigated by the National Transportation Safety Board (NTSB) for an engine room blaze that occurred when the ship was engaged in the passenger cruise trade operating out of a U.S. port and owned by SeaEscape.

The NTSB found the probable cause of the March 1988 Scandinavian Star fire to be lack of preventive maintenance, inadequate crew training, lack of written firefighting procedures, malfunctioning of a fire suppression system and the inability of crewmembers to communicate in a common language with each other and with passengers.

The NTSB recommended that safety standards and training procedures be adopted not only on the Scandinavian Star but also on all foreign-flag cruise ships carrying American passengers and sailing from U.S. ports.

Initial investigations and testimony regarding the April 7 fire on the Scandinavian Star indicate that crewmembers appeared confused and ill-equipped to handle the emergency situation.

According to the Associated Press, in a hearing before a Scandinavian maritime authorities, police and judges, the master of the vessel, Oddvar Finstad, said he knew nothing about the ship's emergency plan or evacuation procedures and he was unaware of his role in an emergency team.

The Scandinavian Star captain also acknowledged that the required fire and evacuation drills had not been held. The ship's first officer, who held the position of safety officer, said in testimony that he knew nothing about international safety regulations that require fire drills when more than 25 percent of the crew is new.



Firemen try to put out the fire in the bridge of the Scandinavian Star hours after the crippled ferry was towed to the port of Lysekil, Sweden. Officials suspect arson as the cause.

News reports quoted passengers who said three separate fires were set outside of cabins near the stern of the vessel while the Scandinavian Star, which is now owned by the Danish company Da-No Line, was sailing between Norway and Denmark.

Passengers said the crew, made up of individuals from the Philippines and Portugal, were unable to understand the commands of the Norwegian master or other Scandinavian officers. Additionally, crewmembers could not communicate with passengers.

Most of the crew had only signed on the Bahamian-flag vessel a few days before the fire. The master testified that safety procedures were not checked because "we had been onboard such a short time that we hadn't gotten around to it."

The Scandinavian Star's safety officer reported during the inquiry that he had not had any time to train the crew in rescue operations before the vessel was underway across the Skagarrak Channel.

The officers of the vessel testified that they abandoned the

burning ship in a lifeboat while many passengers remained aboard waiting to be rescued.

Over 160 bodies have been recovered. The death toll is estimated to be closer to 200 because no exact number of passengers is

available. It had been the practice of the Scandinavian Star to not include children on the list of passengers. Additionally, the only passenger list on the date of the fire was kept on the bridge. That list was partially burned on April 7.

## Butcher Named to TRANSCOM, Donovan New Head of MSC

President George Bush has nominated Vice Admiral Paul D. Butcher to be the deputy commander and chief of staff of the U.S. Transportation Command (TRANSCOM). Butcher, who has been the commander of the Military

TRANSCOM coordinates the wartime work of the Navy's MSC, the Air Force's Military Airlift Command and the Army's Military Traffic Management Command.

Donovan also joined the Navy as an enlisted man. In 1955, he received a fleet appointment to the



Admiral Francis Donovan

Sealift Command (MSC), will be relieved by Rear Admiral Francis Donovan.

Butcher, a West Virginia native, started his career in the Navy as an enlisted man in 1948. He has commanded several vessels and task forces. He is a former commander of Naval Surface Group/Western Pacific and deputy commander and chief of staff of the Atlantic fleet.



Admiral Paul D. Butcher

U.S. Naval Academy at Annapolis, MD. Besides being commander of five ships and an amphibious force, he is a former deputy commandant of Annapolis and operations director at the National Military Command Center of the Joint Chiefs of Staff.

The MSC provides logistical support to U.S. forces deployed worldwide.



A rescue helicopter hovers over the ferry Scandinavian Star after it caught fire in the North Sea between Norway and Denmark.



## House Panel Reviewing Cost of Double Hulls/Bottoms

Impact of International Protocols Also Under Study as Congress Moves to Enact Oil Spill Legislation

The U.S. House of Representatives conferees for the omnibus oil spill legislation have asked their staff to provide further information about the cost of fitting U.S.-flag tankers and barges with double hulls or double bottoms.

The conferees, meeting before Congress recessed for Easter, also asked the staff to gather opinions from states' attorneys general on the possible impact of federal ratification of the protocols of liability on laws being considered and passed by states.

The conferees' meeting was the first since House and Senate staffers began working on compromise language for the legislation. Both houses of Congress passed by a large majority oil spill bills. However, differences in several major areas have prevented overall passage of the legislation. The action of the House conferees is expected to delay by several more weeks any possible action.

Under the House bill, all newly

constructed tankers entering U.S. ports must be fitted with double hulls or bottoms. Existing tankers, under the House bill, would be required to phase in the double hulls and double bottoms over a 15 year period. The Senate bill requires the federal government to issue regulations on tanker construction. House conferees stated they had insufficient information concerning the costs to tanker and barge operators as well as the consumer.

Another difference between the Senate and House versions of the legislation concerns American participation in the international protocols governing liability for oil spills. Under the House bill, the United States would be a participant in the international liability fund. The Senate bill, however, does not allow the United States to sign on to the international conventions governing oil spill liability.

While work has been continuing on the oil spill bill, a House oversight subcommittee heard from a Coast Guard official that double

hulls or bottoms are not the total answer.

Rear Admiral Joel Sipes of the

### Differences have prevented passage of the bill.

USCG Office of Marine Safety, Security and Environment told the a hearing on the Exxon Valdez that while double hulls and bottoms may be effective in groundings they would not protect the environment from spills caused by collisions. Sipes said collisions are the prime cause of oil spills. He also noted that retrofitting tankers and barges with double bottoms and hulls could create a safety problem.

U.S. Representative Billy Tauzin (D-LA) said oil spill conferees are looking at something other than double hulls and bottoms, including the hydrostatic loading plan that was described in depth in the March 1990 edition

of the Seafarers LOG

Under a proposal put forth by George Blake, executive vice president of Maritime Overseas Corporation, a tanker would be loaded to the point that the weight of the oil carried equals the pressure of the seawater surrounding the vessel. In the event of a grounding, if the tanker's load is hydrostatically balanced with the seawater, the amount of spillage would be minimal.

The beauty of the Blake proposal is that it could be implemented immediately, without expensive retrofitting or new construction.

## Bosun Ross Hailed by MSC



Bosun Jose Ross takes a break outside one of the liferafts he and his deck department prepared for inspection on the USNS Chauvenet.

Bosun Jose Ross was recognized by Vice Admiral Paul Butcher for the work he and his deck department crew did in preparing the USNS Chauvenet for its inspection after an overhaul.

In a letter dated to SIU member Ross, the commander of the Military Sealift Command, said, "You are commended for your stellar performance as ship's bosun (on the) USNS Chauvenet. You exercised superb professional knowledge and leadership in organizing a deck department previously ignored."

Butcher noted the work performed to prepare winches, cargo booms, davits, ground tackle and lifeboats during the overhaul and inspection. He closed by saying, "It is a pleasure to work with men of your caliber and I look forward to that opportunity again."

Ross, who graduated from the Lundeberg School in 1980, said he was surprised when he received the letter aboard the USNS Chauvenet. He said both the deck and engine departments deserved the praise.

"All of my ABs worked very hard for this inspection," Ross noted. The able seamen on the Chauvenet were David Hooper, Hershel Turner, Jeffrey Serman, Robert Wankmueller, Charles Willingham and William Steele.

Before joining the SIU, Ross served in the U.S. Navy during the Vietnam War. His younger brother, Frankie, sails with the SIU in the steward department.

## SIU Cooks Capture Famed Culinary Prize

Two students from the Seafarers Harry Lundeberg School, along with Executive Chef Romeo Lupinacci, showed they are better than "the best" last month at a regional culinary competition in Washington, DC.

Chief Steward Lauren Crume, Chief Cook Steve Avalon and Lupinacci finished third in the American Culinary Federation's Grand Salon of Culinary Arts competition for the Washington, DC area held last month. The trio was up against the best chefs from more than 60 restaurants, hotels and resorts from Maryland, Virginia, Delaware, West Virginia and Washington.

"I am really proud of what they did," Lupinacci said as he delivered the third place trophy to Lundeberg School Vice President Ken Conklin. "This was the first time the Lundeberg School competed. Crume and Avalon really were dedicated, putting in more than 200 hours into the project."



Crume



Lupinacci



Avalon

Among the many items prepared for the contest were platters of meats and seafood, Maryland stuffed ham, vegetable garnishes, hors d'oeuvres and much more. The highlight

of the 65-foot display was an enormous tallow sculpture of a bald eagle with its wings spread.

The trio spent the morning setting up the display, Lupinacci said. They had three hours to work on it in the ballroom of the Washington Sheraton before all the chefs had to leave so judging could take place. The only identification to each group's display was a number assigned by the federation so the judges would have no idea who prepared what.

The competition is held by the federation among its members in various locations across the country to determine the U.S. Culinary Olympic team. Lupinacci has not heard if any members of the Lundeberg team has qualified.



The centerpiece of the Lundeberg School display is this bald eagle made of hardened animal fat.



This pork plate including stuffed leg of old Maryland ham, cheeses and vegetables was one of many items the trio spent more than 200 hours preparing for the competition.



## Advanced Firefighting Course Added to SIU School Agenda

With the addition of an advanced firefighting course to its curriculum, the Seafarers Harry Lundeborg School of Seamanship has become the first union training facility to offer both U.S. Coast Guard-approved basic and advanced firefighting training for merchant mariners.

To efficiently conduct both courses, the school has moved its firefighting training facility from the federally-run center in Freehold, NJ to one owned by the University of Maryland in LaPlata, less than 45 miles from where the Lundeborg School is located in Piney Point.

Only five other schools in the country offer the U.S. Coast Guard approved advanced training, according to Bill Eglinton, director of vocational education.



Neetran Nee (left) and Aaron Vaughan unfurl a hose as they prepare for firefighting training at the new LaPlata, MD facility.

"This is a very unique opportunity for SIU members," Eglinton said when the USCG certificate of approval for the Lundeborg School's advanced firefighting class arrived last month. "With the changes in Coast Guard regulations, more members are going to have to renew their firefighting training. The school can provide these courses."

The Coast Guard requires men and women applying for a maritime license, those wishing to upgrade their license and those renewing their license to pass an advanced firefighting course. Before entering an advanced program, the USCG stipulates that mariners must have passed an approved basic firefighting course within five years of taking the advanced session.

The advanced course is designed, through classwork and hands-on experience, to mirror how to supervise an onboard fire, to learn what manpower and equipment should be utilized and how to

keep a fire-damaged vessel afloat. The course covers what may be available to handle fires at sea and in port and how to determine when a fire cannot be extinguished even though the vessel still is operational.

Byran Cummings, a firefighting instructor at the Lundeborg School, said the SIU members taking the course would spend a day on the Bull Shepard, which is docked at Piney Point, and be faced with various fire situations. The students would be graded on how well they handle the simulated fires in order to save the ship. Fellow students will critique each scenario. A 100-question test will be given the final day. A score of 70 or greater is needed to pass.

Hands-on experience for the basic program will switch from the New Jersey location to the LaPlata site. Although firefighting is not required by the Coast Guard for unlicensed mariners, the basic course is required by the Lundeborg School for all graduates no matter if they are trainees or upgraders. "We feel that within a year or two the Coast Guard will demand it," Cummings said. "We want our members to be prepared."

The basic course features two days of classroom training followed by a day at the LaPlata facility. To graduate, students must score at least 70 percent on a 50-question test.

Eglinton said the school has been negotiating with the University of Maryland, the Maritime Administration (MarAd) and USCG for more than 18 months to allow the Seafarers to use the LaPlata location. The Maryland training area has a three-story building which can be used to simulate fires on a deck or within an engine room, pits for mock tank fires and a converted trailer that is set up to spew various smokes and gases that might be encountered on a vessel.

Cummings noted the LaPlata facility offers students a realistic approach to firefighting. "The stu-



While a straw fire is unlikely aboard a vessel, this Lundeborg trainee approaches the fire as if it were in the engine room.



Jeffrey Riemersma (left) assists Jamie Overby into his life support system. All the photographs on this page were provided by AB Les R. Farrell.

dents will be able to feel the conditions of heat and smoke," Cummings said. "We now are able to use different scenarios. SIU members can learn to use their gut feelings to find and extinguish a fire."

Both Eglinton and Cummings noted that Norman Atwater, senior MarAd firefighting instructor at the Freehold, NJ facility, was very instrumental in helping the Lundeborg School get MarAd and Coast Guard approval for the LaPlata site. They also thanked USCG Lt. Commander Scott Glover of Baltimore, Robert Spears of the USCG Washington, DC Training and Qualification Branch of Merchant Vessel Personnel, and Chris Krusa, MarAd's Maritime Training Specialist, for their assistance with the project.

Cummings and John Smith will serve as the instructors for the Lundeborg School firefighting courses. After serving as a volunteer firefighter for six years in Prince George's County, MD, Cummings went to work for the department fulltime. He retired in 1989 after 18 years as a certified master firefighter, the highest ranking recognized by the International Association of Fire Fighters. He started working as an instructor at Piney Point in July 1989.

Smith came to the Lundeborg School in March 1988 after retiring from the Navy. He received his training at Texas A&M University and has been a volunteer firefighter in Lexington Park, MD for 25 years. He has served as a firefighting field instructor for the University of Maryland.

Advanced classes are set for May 14 through 18, June 25 through 29, August 13 through 17 and October 29 through November 2. To register for the advanced course, members must have taken basic firefighting within the last five years at a qualified location like the Freehold facility, and present their credentials. Further information on the course is available from the school.



As backups prepare to support the hose, a trainee gives the order to start the water. All Lundeborg students and upgraders now will receive firefighting education at a University of Maryland facility 45 miles from Piney Point.





J.H. "Buddy" Raspberry

## ILA Leader Dies After Long Illness

J. H. "Buddy" Raspberry, 59, general vice president of the International Longshoremen's Association, passed away March 22 in Houston after suffering an extended illness.

Raspberry also served as the president of the South Atlantic and Gulf Coast District of the ILA. From that post, he negotiated in 1986 the first contract for southern and Gulf ports apart from the master contract that had served all Atlantic and Gulf ports. Raspberry proceeded with the negotiations rather than lose jobs to non-ILA dock operators.

The Houston native attended Texas A&M University and the University of Texas before serving in the Air Force. Upon his discharge, he went to work with the ILA.

Raspberry rose through the ranks of ILA Local 1273 serving as personnel director, then getting elected president of the body in 1968. He was named secretary-treasurer of the Atlantic and Gulf Coast District by 1974. Four years later, he became president. In 1987, Raspberry was elected the international's general vice president.

He is survived by his wife, Velda; a son, Randy; two daughters, Chris Raspberry and Lisa Bowers; and two grandchildren. Services were held March 26 in Madisonville, TX.

## SIU Stands by IAM in Year-Long Beef

Seafarers across the country joined striking members of the International Association of Machinists (IAM) to commemorate the one year anniversary of their job action against Eastern Airlines.

Union members representing many different crafts and services rallied at airports served by Eastern to show solidarity with the machinists. Chanting their battle cry of "One Day More!", the machinists' union vowed to remain on the line until Frank Lorenzo, chairman of Eastern's parent organization, Texas Air, is forced to sell the airline or rehire the strikers.

IAM spokesman Frank Ortis said his members have been uplifted by several recent events, despite the inability of the House of Representatives to override a



Chief Steward Raymond Groves (with glasses) and Recertified Steward Lincoln Pinn lead a group of Seafarers past the Eastern ticket counter in Washington's National Airport. These SIU members were among thousands of union members who participated in demonstrations of support for striking machinists held around the country on the first anniversary of the IAM strike against Frank Lorenzo's Eastern Airlines.



Seafarers, from the left, Ambrose Cucinotta, E. Doruth and L. Trott walk the Eastern picket line with representatives from other New York-area unions at La Guardia Airport.

presidential veto in January of a bill that would have required the president to call in a mediator to review and attempt to settle the dispute. He referred to David Shapiro's audit of the company for a federal bankruptcy court and Eastern's reneging of a payback agreement made in March. Shapiro is the court-appointed examiner who reviewed the financial dealings between Eastern and Texas Air.

On March 1, Shapiro told the court Texas Air had underpaid Eastern hundreds of millions of dollars on 12 different accounts,

including the sale of its reservation system. He said the underpayment may have helped launch Eastern into bankruptcy. The independent auditor's report tended to support the machinists' contention that Lorenzo was stripping Eastern of its assets to bolster Texas Air's non-union subsidiary, Continental Airlines. The report contained a quote by one Texas Air official who said Continental would "cherry-pick the core parts of the Eastern system and become in effect the substitute carrier."

Last month, Eastern reached an

agreement with its creditors to pay nearly 50 cents on every dollar of debt. The bankrupt company also offered to make up the remaining debt with stock options. Federal Bankruptcy Judge Burton R. Lifland, who has presided over the Eastern bankruptcy case since the company filed for reorganization five days after the IAM went on strike, approved the deal.

By the end of March, Eastern announced it could not stand by the agreement. The creditors, who are owed about \$1 billion, contacted Judge Lifland and asked the court to appoint a trustee to run the company or order an immediate liquidation of the company to sell the remaining assets. Lifland scheduled April 13 as the date to hear the creditors' complaints against Texas Air. The machinists, who began calling for a trustee to oversee Eastern when the company filed for bankruptcy, also have a hearing in Lifland's court to seek a trustee. This meeting will take place May 9.

The current situation facing Lorenzo—agreement on the part of the creditors, the unions and much of the flying public—has resulted in widespread speculation that the union-buster may be forced to sell Eastern, a move the IAM would welcome.

IAM members began their strike against Eastern on March 4, 1989, after Lorenzo locked them out the day before. The machinists were

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## Byron Kelley Named to Great Lakes Commission

Byron Kelley, SIU assistant vice president for the Great Lakes and inland waters, has become the second labor delegate to the 32-member Great Lakes Commission.

Kelley, 56, was named to the eight-state panel by Michigan Governor James Blanchard to represent groups or organizations interested in or affected by the Great Lakes. Blanchard said in his letter of appointment to Kelley that he had "every confidence that the state of Michigan will benefit from your background and experience."

Kelley joined the Tug, Firemen, Linesmen, Oilers and Watchmen Protective Association, AFL, in 1951. Ten years later, that union became the Inland Boatmen Union of the Great Lakes when it merged with the SIU. Kelley becomes only the second labor official to be named to the commission in its 35-year history.

The goal of the Great Lakes Commission is "to promote the orderly, integrated and comprehensive development, use and conservation of the water resources

of the Great Lakes Basin." It deals with such issues as funding a second lock at Sault Ste. Marie, MI, developing a regional steel policy and creating task forces to advise Washington politicians on the needs of the region.

"I am very honored to be considered and appointed," Kelley said. "I look forward to the opportunity to put forth a balanced opinion to the commission by approaching the side of waterborne transportation."



Recertified Steward Ray Loretta was one of many SIU members to hit the bricks outside National Airport's Eastern terminal on March 3.



## Travelling Union School Team Holds Training on Bellatrix

When the USNS Bellatrix left the North Florida Shipyard in Jacksonville to sail to its new home port of Galveston, TX, the IMC vessel carried an extra crewmember: Lundeborg Instructor Harry Alongi.

The teacher led the SIU crew aboard the ship in a series of training sessions. Among the topics covered were lifeboat drills, firefighting, damage control, flooding and overall job safety. Alongi said classes ran approximately two hours in both the morning and afternoon. They are required periodically by the Military Sealift Command.

One of the instruments MSC wanted Alongi to explain to the crew was the recently installed thermal heat indicator. "I didn't even know how to work it," Alongi recalled. "The crew brought it to me. I read the instructions, then explained it to everyone aboard, from



Crewmembers William Burlis (left) and James Williams learn how to operate a thermal heat indicator which is used to locate personnel trapped in smoke-filled spaces.

the mate on down." He said the sensitive instrument registers differences in heat being given by objects. Its primary purpose is to save the life of a crewmember by finding him or her in a smoke-filled room.

Alongi reported the crew picked up the new procedures very quickly. He praised the group as being very good to work with.



GSU Constance Povalini demonstrates the fit of a survival suit which would be used in the event the USNS Bellatrix had to be abandoned.



### MET Course Grads Find Jobs

Earl Langley (left) became the first graduate of the Lundeborg School's Marine Electronics Technician (MET) course to catch a job as a MET on the cable ship Long Lines. Langley recently completed his training at Piney Point. Along with Frances Brown (center) and Jay Moorehead (not pictured), he studied mathematics, Morse code and analog and digital computers and automation during the 12-week course. All three passed the very demanding FCC radio telegraph exam. Instructor Russ Levin (right) said all three found the course very challenging and rewarding.



### Unionists from Ecuador at School

The Seafarers Harry Lundeborg School of Seamanship recently hosted representatives from the maritime unions of Ecuador. The group toured the facilities as part of a labor exchange in conjunction with the George Meany Institute of Labor Studies and the U.S. State Department. The tour included visits to the shiphandling simulator, several classrooms and the Paul Hall Maritime Museum and Library.

## Karaczynski to Cycle Across United States

The 15-mile roundtrip Jake Karaczynski pedals every day from his home in Great Mills, MD to nearby Piney Point will seem like nothing on May 12. The Lundeborg School instructor will start on a 47-day, 3,200-mile bicycle trip across the country from Los Angeles to Boston for charity.

Karaczynski, 35, has never attempted anything like this before. He has been riding a bicycle for as long as he can remember, but the most riding he ever had done until now was in weekend outings with friends or his cycling club. The vocational instructor also has a history of volunteer work. So, when he heard about the cross-country journey, he put the two together.

His goal is to raise at least \$5,000 to help create an animal shelter in St. Mary's County (where Piney Point is located) for the humane society. "There is no shelter in the county," Karaczynski noted. "Members of the society have to care for the animals until an owner can be found." He found his own pet, a cat named Chainsaw, by

housing it for the shelter.

The tour is sponsored by the League of American Wheelmen of which the Brooklyn native is a member. The trip will follow a route across the desert southwest, down the Santa Fe trail to Dodge City, KS, across the Great Plains and Mississippi River, through the Midwest to the Appalachians and finally Boston. In order to make the trip in 47 days, some of the daily rides will be almost 120 miles long. Besides raising funds for the charities of the numerous cyclists involved, the League is using it to demonstrate bicycling as a transportation mode as well as a form of exercise.

To prepare for the trek, Karaczynski has been riding his bicycle to work every day. On weekends, he has been averaging trips of 75 miles, but recently, as the starting date draws near, he has increased the distance.

If anyone is interested in pledging money for Karaczynski's effort, they can contact him at the Lundeborg School.

## Collision Avoidance Radar Study Is Part of SIU School Curriculum

The Lundeborg School has adopted training on collision avoidance radar as a standard part of the training for students taking the Radar Observer Unlimited course.

Instructor Jim Brown said the school decided to include the training because the Coast Guard is preparing to make it a requirement. "We don't know when the Coast Guard will announce the change, but we will be ready when it does," Brown noted. "The Coast Guard has announced the proposed change. It is up to them to implement it."

Students work in one of the four shiphandling simulator rooms all

five days of the class. During the first four days, they are given the same situation to plot on radar.

On the final day, the scenario takes a new twist. All four simulators recreate a situation where there are ships in open water headed toward each other. The students must decide what to do with their own vessel by determining the speed, direction and any possible course corrections made by the other three ships involved through the use of their own radar.

"It is not exactly like actually being on a ship using the system, but it is as close as we can get," Brown said.



► Sea-Land Port Steward Jimmy Mann (standing) addresses the recertified stewards. Mann is a graduate of the Lundeberg School and sailed in the steward department before being hired by Sea-Land.



Training to be a recertified steward is not limited to the classroom. The stewards have to show they know their way around the galley.



Kris Hopkins (center) and Ray Loretta (right) watch as Rafael Evans decorates a cake made during the galley training part of their recertified steward course.

## Twelve SIU Stewards Study for Top Rating

An even 12—11 men and one woman—marched across the stage last month at Piney Point to receive their certificates of graduation from the Recertified Steward course. The crew studied from January 29 to March 5 and left behind lasting memories at the school.

"They were one of the best groups we've ever had here," said Ken Conklin, vice president of the Lundeberg School. "They worked very hard and took advantage of everything the school had to offer."

Among the items available to the students was the ability to work in both the galley and the classroom. The 12 SIU members studied menu planning and inventory control. They were able to work on computers to learn how effective these machines can be for their jobs. Galley detail included food preparation, dessert and pastry making and ice sculpting. The stewards discussed cost controls, inventories and making effective decisions on food usage with Sea-Land Port Steward Jimmy Mann, a Lundeberg School graduate himself.

The stewards also met with representatives of the union and its health and pension plans. Contracts between the SIU and its various contracted companies were reviewed with officials of the union's collective bargaining department. The union's political operation was viewed firsthand by the stewards during a day spent in Washington with SIU Washington representatives.

"They were a good bunch," said Romeo Lupinacci, executive chef at the school. "They learned a great deal from the course. More than half of them started their careers right here (Piney Point). They were very appreciative and grateful for all that has been done for them by the school."

Carl Peth, director of admissions, recalled one steward in particular. "Kris Hopkins is known throughout Piney Point and the union as being there when needed," Peth noted. "He ships from Piney Point. Bart Rogers and the others in manpower know they can call on him."

As they received their certificates during the March Piney Point membership meeting from Angus "Red" Campbell, SIU vice president for collective bargaining, each of the stewards thanked the union, the school and the instructors for the training and advice they received during their stay.



James Gleaton prepares the final touches on his freshly baked cake.



The recertified stewards are a happy group after receiving their graduation certificates. From the left are Lincoln Pinn, Suhermadhy Ghani, Ray Loretta, Alphonso Holland, Eva Myers, R.T. Magpole, Greg Lynch, Michael Ruggiero Jr., Rafael Evans, Richard Hicks, James H. Gleaton and Kris A. Hopkins.



# MV Omar and MV Justine Rogers Pass Through St. Louis



Deckhands Richard Daily (left) and James Chandler inspect the lines before the Omar leaves the boatyard after repairs.



Deckhand Mark Hargon carries a ratchet to the bow of the Justine Rogers to do some work.

SIU crewmembers on the MV Omar readied the vessel for a new tow after workers at Walkers Boatyard completed minor repairs. Another Orgulf boat, the MV Justine Rogers was on a run on the Mississippi River system last month.

As the two boats neared the port of St. Louis, SIU union representative Joe Sigler boarded the vessels to meet with crewmembers and answer any questions on the conditions of work under the union contract, welfare claims and upgrading at the SIU's Lundeborg School.

The MV Justine Rogers is the larger of the two Orgulf Transportation vessels. Its bridge is almost six stories high. The tug can handle up to 40 barges of dry cargo for runs between Moore's Landing, near Wyatt, MO (where the borders of Missouri, Kentucky and Illinois meet) and the New Orleans delta area of the southern Mississippi River.

The MV Omar runs the Ohio and northern Mississippi rivers from the Moore's Landing staging area. It can push a maximum of 15 barges on its journeys.



Cook Betty Reichert has dinner ready and waiting for the crew. The word from the boat is she does a fine job in the galley.



Lunch is just a few minutes away as Lead Deckhand Elvin Lane (left) and Deckhand W.T. Bush wait in the crew's lounge of the Justine Rogers.

Cook Sharon Munford is busy working on another delicious meal for the crew of Orgulf's Omar tug. ▶



Lead Deckhand Vern Hoens prepares for making up a tow aboard the MV Omar in Walkers Boatyard, Paduch, KY.



SIU Port Representative Joe Sigler (right) helps Deckhand Bobby Mann with a welfare claim.



Deckhand Doug Haston checks a switch on the deck of the MV Justine Rogers.



## Third for U.S. Ships

*Continued from page 3*

following discussion items: greater and easier access for Soviet and U.S.-flag vessels in each nation's ports, involvement in each country's crosstrades and cargo sharing which, in effect, would designate a portion of the products shipped between the two superpowers to the merchant marine of each country.

The SIU position on cargo sharing varies somewhat from the position taken by the Maritime Administration in this respect: the union believes that if grain sales to the Soviet Union are subsidized by U.S. taxpayers, then the cost of transporting the commodity should also be part of the American government's responsibility. Conversely, the union believes that if the grain is purchased at world market rates, then U.S.-flag shipping must also compete with world transportation rates.





The "White Caps" spring into action as a Baltimore-bound, scab-driven Greyhound tries to enter the terminal in Washington, DC. The photo above was taken by SIU Bosun James L. Carter.



QMED Frank Jaworski yells at a fink driver attempting to enter the Philadelphia Greyhound terminal.



Recertified Bosuns Robert Carson and George Diefenbach march with ATU members to demonstrate the support of the SIU against Greyhound.

## Turner Joins Headquarters Government Relations Dep't

The Seafarers International Union has named Terry Turner, 42, as a Washington Representative for the union's Department of Congressional and Governmental Relations.

Turner's assignment's will include tracking maritime activity in the Senate. He joins the union's Washington team that includes Frank Pecquex, whose primary area of responsibility is the House of Representatives.

Turner has an extensive background in maritime legislative affairs for the SIU having been the field representative for Kentucky since 1981.

The San Diego, CA native graduated from the University of Missouri in 1970 with a degree in psychology/special education.

In 1975, Turner worked as a political organizer in the Jimmy Carter presidential campaign. He worked on the staff of Chuck



Terry Turner

Robb's campaign to become Virginia's lieutenant governor during 1977, then was employed in the White House Speaker's Bureau for President Carter.

Turner worked as a political consultant for a Washington-based firm from 1978 to 1979 before he signed on to the campaign for the Carter/Mondale presidential/vice presidential ticket.

## Union Shows Solidarity With Greyhound Strikers

Seafarers have joined their brothers in the Amalgamated Transit Union (ATU) on the picket line against the management of Greyhound Lines, Inc., the owners of America's single nationwide bus service.

From Washington, DC to Los Angeles, SIU members have hit the bricks in a show of unity with the bus drivers, maintenance workers and some office personnel who went on strike March 2.

After years of concessions and wage cutbacks, ATU members went to the bargaining table this year seeking to regain some of their losses. Instead, Greyhound, which turned a profit since merging with Trailways, balked and said it needed more concessions in order to operate.

Only two days after the strike began, a veteran union driver, Robert Waterhouse, was killed by a scab-operated Greyhound bus while Waterhouse was walking a picket line in Redding, CA. The bus finally was pulled over two blocks from the scene of the accident, but the scab driver has yet to be charged. The ATU has reported more than 60 men, women and children have been struck and injured on the lines.

A federal mediator has been trying to reinstate the contract talks which ended when the strike began. Each time a date has been set, Greyhound management has backed out claiming it will not negotiate until the violence, which

the company claims is being perpetuated by the ATU, has stopped.

Since the Waterhouse incident, buses across the country have been hit by gunfire. Although the company has claimed the union is not doing enough to prevent "these acts of terrorism" from happening, Greyhound has not proven that the ATU is behind or even connected to the shootings.

Ed Strait, president of the Amalgamated Council of Greyhound Local Unions, said Greyhound is simply trying to use the gunfire "as a basic tactic to avoid going back to the bargaining table. We view it as a subterfuge." Strait repeated the fact that the ATU does not condone the shootings and is working with authorities to prevent them.

Since 1983, drivers' salaries have fallen from \$31,324 to \$24,750. The union has agreed to give-backs twice during that period in order to keep Greyhound rolling. This year, ATU is insisting on wage increases while the company wants to tie wage increases to so-called incentives and safety records that the union believes are simply a cover for weakening the union.

The ATU filed a complaint with the National Labor Relations Board claiming Greyhound did not bargain in good faith before the strike. It also said the company is trying to bust the union. Greyhound, which turned a profit in 1989, is spending almost \$3.5 million a month on strike security.



GSU Stoney Hardy, OS Lyle Davis, DEU John Grisler, OMU Larry Holbert and Wilmington Port Agent Don Anderson participate in a memorial march in Los Angeles for striking Greyhound driver Robert Waterhouse who was killed by a fink driver the second day of the strike.



Recertified Bosuns Paul Lewis and Carmine Bova take a break from the picket line. Bova was nudged on the left side by a scab-driven bus while he was walking the line in Washington.





Time to get the lifeboats ready for inspection as Bosun Mike Schaff unhitches the lines used to secure the craft for winter on the Belle River.



Deckhands Willis Kingston (left) and John E. Parks race to return to the tug Arthur F. Zemen Jr., a Great Lakes Dredge and Docks tug, after moving a barge.

## Great Lakes Seafarers Prepare Ships for Season

Like a sleepy bear yawning and stretching after a winter hibernation, the shipyards around the Great Lakes are showing signs of life again after a winter-long layoff.

Mariners have been making their way to places like Duluth, MN; Green Bay, WI; Waukegan, IL; Detroit, MI; Toledo, OH and Buffalo, NY to wake up the vessels of the Lakes. Beginning in mid-March, engine and steward crews have been onboard to fire up the ships and prepare the galleys for the nine-month sailing season. The deck department for most vessels arrived a few days later.

The crews had to prepare the vessels—cement carriers, ore ships, grain haulers, tugboats and more—for the annual Coast Guard inspections. Life preservers and vests had to be repositioned. Flare guns needed to be checked. Lifeboats had to be readied. This was the charge of the deck department.

The black gang had to make sure the ice that formed both inside and outside the vessels had not harmed the giant diesels hidden in the belly of the ships. Conveyor belts were examined and tested so they would be set for the taconite, corn, coal and other materials that would be loaded into the holds.

The steward department first made sure the galley was in working order. Then the galley gang began preparing the meals that can make the difference between a rough trip and a smooth voyage.

Yet, during all this activity, there still is time to catch up on the lives of fellow shipmates. Tales of hunting, ice fishing,

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QMED Edward Elder works on the motor of the air conditioning unit aboard the St. Clair.



The ice is just beginning to break up, allowing ships to move in the ports of Duluth, MN and Superior, WI.



SIU Algonac Port Agent Jack Allen (left) talks with Deckhand Bill Cartwright aboard the Great Lakes Dredge and Docks tug Curly B.



Conveyorman Tim Orban loads both arms for another trip into the engine room of the Buffalo.



Gateman Craig Fitzhugh (left) and Conveyorman Abdo Yahya check the control board on the ASC Belle River.





Sailing time draws near for the ASC St. Clair as Wheelman Rudy Tahtinen (left) and Watchman Mike "Gonzo" Bensman secure a tarp used to protect a life raft during winter.



Two SIU-crewed Great Lakes vessels, the Paul Thayer (left) and the American Republic, on the Cuyahoga River.



QMED John Perry tests a water tank aboard the Belle River.



QMED Dave Cameron checks the oil before firing up the diesel on the ASC Sam Laud.



Wheelman Brendan Murphy operates the aftwincher during night loading operations on the American Republic.

## Shipmates Together Again

*Continued from page 12*

families and vacations to far-off (usually warm) places could be heard throughout meals and breaks. Some members used the time off to upgrade their skills at the union's Lundberg School.

Unlike the deep sea division, most members have permanent jobs on the Lakes vessels. The members look forward to seeing their friends and shipmates when the season begins and catching up on the latest news.

Once cleared by the Coast Guard to sail, the ships' officers and owners check the calendar to plan the maiden voyage of the new season. None of the vessels dares to leave on a Friday—bad luck, don't you know. Everyone knows a tale or two about a vessel that started out on a Friday and had disaster strike during the season. Also, any Great Lakes member will scratch out the 13th for a first sailing date. Despite the Friday or 13th obstacles, the sailing date usually is within 48 hours of the inspection.

Then, like the bear staggering out of its cave in search of food, the vessels, one by one, leave their docks and head down the channels and rivers to load cargo and resume the ritual once more.



Second Cook Julian Budnick slices dough to prepare dinner rolls for the crew of the Buffalo.



Oiler Kirby Zolniberek replaces a light bulb of the Paul H. Townsend. ▶



Lunchtime is getting near on the Belle River as Porter Ahmed Nasser peels an onion.

▼ Watchman John Watson (left) and Bosun Jack Bluit check out the activity on the deck of the cement carrier Paul H. Townsend, an Inland Lakes Management ship.



Duluth Port Employee Delores Cheslak is greeted in the crew's galley of the ASC Charles E. Wilson by Bosun Mike LaFollette, AB Bob Hedine and Watchman Lowell Amundson.



## Activity Is Non-stop on the USNS Mercury



Chief Cook Benjamin Bulatoo keeps an eye on the stove making sure dinner comes out just right.

Even in port, the galley gang of the USNS Mercury still has its hands full to feed the crew.

While a skeletal crew may be onboard, Chief Steward Africano Lakandula has enough work to stay busy. "Not only do we have to plan meals for the time we're docked, but we have to prepare now for what we want when the ship sails," Lakandula said.

The steward department does a fine job in keeping the galley and dining areas spotless. Activity always is buzzing in the shipyard and there never is any idea when a snap inspection will be held.

The USNS Mercury is part of the Military Sealift Command's Pacific Division. Its unlicensed department is crewed by members of the SIU's Government Services Division.



OS William Smith stands watch on the USNS Mercury.



Steward Utility Bienvenido Aguilar handles the grill during a break in the dinner preparation.



Steward Utility Pablo Catalasan gets ready to serve a steak for dinner.



Steward Utility Dexter Hastings washes the utensils so they will be ready for the next meal.



Chief Steward Africano Lukandula prepares the inventory so he can plan ahead for meals when the Mercury is at sea.



Steward Utility Clifford Walker makes sure the dining area is ready when mealtime arrives.



Watch AB Barry Patin (left) hands Raleigh Minix, SIU port employee for the Government Services Division, a visitor's pass for the USNS Mercury.



## Two Old-timers Living in Utah Drop by SIU Headquarters



SIU President Michael Sacco (left) and Executive Vice President Joseph Sacco (right) greet retired bosuns Ralph Murray and Tom Reading during a recent visit to the SIU headquarters.

## Captain Rakyta's Art Work Is a Chance to 'Create'

John Rakyta is so proud of his job as a tugboat captain that he has designed a ring for the workers of the merchant marine.

Captain Rakyta has divided his time between his maritime work and his art since the 1960s. When he started as a deckhand in Tampa, the captain also began "fooling around with art." He has designed rings for veterans, members of the armed forces and the National Association of Muzzle Loaders. But his latest project, designing a ring for seafarers and others who ship on U.S.-flag vessels, gives Brother Rakyta an opportunity to combine his art skills and his career.



Rakyta

John Rakyta joined the SIU in 1965 when he was a mate with Gulf Atlantic Towing in Florida. He became a captain in 1967 and stayed in Florida until 1979 when he moved to the West Coast with Crowley Maritime. John and his wife decided to live in Arizona, a six-and-a-half hour commute from work.

Rakyta works on tugs in Long Beach and Los Angeles Harbor. He also has been involved in offshore construction work. He positioned a single anchor leg mooring buoy off Santa Barbara where the industrial ship Santa Inez is stationed. That vessel has equipment to clean the sulphur and sand out of offshore oil for Exxon. After it is filled, tankers carry the oil to Los Angeles.

The former Floridian is at home in the West. On the job, he works with "a great group of guys" and has served with the same cook and engineer since 1983. Off the job, Rakyta says he enjoys the mountains and Arizona. He participates in hunting, trapping and archery activities and likes to go camping north of the Grand Canyon.

Rakyta also makes stained glass windows. Having been "always fascinated" by these windows, he took classes in Tiffany and leaded glass. He sells some windows but

gives others away. Four Rakyta stained glass windows stand in a church near his home in Arizona. Soon, another will go to England. The captain finds his projects very satisfying. "It's something I create; it's like any art work. When you do something, you put part of yourself into it."

His love of wildlife shows up in some of his stained glass windows which depict trees and desert flowers. Rakyta and one of his sons are considering taxidermy, the art of stuffing and mounting birds and animals.

Rakyta appreciates his member-



Pictured above is a drawing of the ring Captain Rakyta designed.

ship in the SIU. He says, "The union has given me a lot of opportunity. It's been a benefit to me as far as moving up. They've always supported me. I've always supported the union. They've always provided a job for me."

Rakyta has advice for young people entering the industry: "Try and do your best. Be fair to your fellow workers and take advantage of all the school has to offer." Doing his own bit for the education of fellow union members, the captain has trained many young and old deckhands to run boats, move barges and become mates.

To show his love of his life's work, Rakyta decided to make something of quality for merchant

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When Ralph Murray hits the road, it is almost certain that Tom Reading will be with him. From their neighboring homes in Utah, the two retired bosuns have been seen lately in SIU halls from San Francisco to Piney Point and other points in between. But their travels across the country are nothing compared with the tales they tell as SIU members sailing around the world.

Murray, who turns 65 this month, joined the Seafarers in 1943 in the port of Norfolk, VA. He worked in many of the convoys that travelled across the Atlantic as part of the World War II effort.

"We'd be in convoys of 200 to 300 ships with 10 naval vessels surrounding us," Murray recalled. "Not much protection. Everybody got scared when the bombs started dropping. Don't let anybody tell you any different."

He told of ships trying to get through the Strait of Gibraltar to bring supplies to Allied troops in the Mediterranean theater. "We'd sail in three ships at a time. The (German) U-boats would hide under the Spanish fishing boats and go after us. But if we made it to a certain point, the British ships would take over protecting us."

Murray claimed he was hit once, by a mine, during the war. "I wasn't no hero," he claimed.

But his wife, Bette, told another story. "I bet he didn't tell you he was taken prisoner three times. He doesn't like to talk about it. The first two times the Germans stopped his ship before blowing it up. The crew got into lifeboats and were told to row back to England. The third time he was held prisoner for 18 months until the war ended."

After a stint in Detroit following the war, Murray returned to the sea until his retirement last year. His travels took him back to some of the places he visited during the war. "Even now there are places around Europe and North Africa that look like they did right after the war. You couldn't tell if the war ended 45 years ago or last week."

Murray worked as a patrolman in the port of New York in the early '60s before being asked to help crew the first of the cable ships.

### Helped Organize Long Lines

"I was on the Long Lines for 10½ years. The union sent me to Germany in 1962 while the ship was being built. I watched and learned all that I could so I would understand the ship. But in 1963 the shipyard went bankrupt. The company kept a couple of officers, the bosun (Murray) and electrical officer in Germany because they didn't want to lose the talent. In mid-'63 a crew was sent over and we sailed the ship to Baltimore where it finally was finished."

Bette Murray met her husband-to-be when he was bosun on the Long Lines while it was stationed in Honolulu. "I worked at a bar and

had this friend who was looking for a boyfriend. I knew this one man (Murray) came in every night so I was going to introduce her to him. She didn't come in for a week. By then I decided to keep him."

Within two years, the couple had made their way to Reno, NV to get married. Mrs. Murray remembered, "The justice of peace office was closed for an hour, so we went and played a slot machine. I won \$1,100. We used that for our down payment on a house."

Murray had a history of running a smooth ship as a bosun. "There are no big beefs. All a bosun has to

*'All a bosun has to do is make time to listen.'*

—Murray

do is make time to listen. The problem with most younger members is they have to be taught. A kid's main problem is he is away from home. The older members have to teach the younger members what it is all about. That's why I got Tom, here, to go back to school to become a recertified bosun."

### Reading Has Viking Blood

Tom Reading nodded in agreement. After having a career in the military, Reading went to sea for the SIU. "I was involved in a lot of the organizing efforts with Ralph. I'll tell you why we won so many. We had the best contract, we had the best members and we had the best president, Paul Hall," Reading said. "Our union is only as good as our product."

Reading is of Scandinavian heritage. "I'm a Viking and proud of it," said the 71-year-old. I cut a cord of wood everyday. I've got to keep active." The bosun then puts his wood to use, making repairs around his home.

Although he went to sea at the age of 12 as a deckboy on a Norwegian ship, Reading did not become an SIU member until 1966. He spent 27 years in the Army.

Both Reading and Murray agree that new members need to know the history of the union. "There are a lot of bosuns who don't take the time to talk with younger members," Murray said. "When a guy is trying, we have got to help him."

Executive Vice President Joe Sacco said Brothers Murray and Reading practice what they preach. "Both of them spend a great deal of time talking about union matters with new members," he said.

When they aren't on the road, the pair stays busy at home by gardening, painting houses, chopping wood and, when they find the time, fishing. Neither said he plans to ring the slow bell anytime soon.



# The Farm Lobby vs. What's Best for America

**H**eavily subsidized by the American government so they can sell farm commodities overseas, profit-swollen agribusiness interests are scheming on Capitol Hill to eliminate U.S.-flag shipping from carrying these taxpayer-supported cargoes.

In what would amount to torpedoing a five-year-old pact between farmers and the maritime industry, agricultural and commodity interests are gearing up to wipe out cargo preference laws which mandate that 75 percent of government-subsidized cargoes must be carried on American bottoms.

The goal of these agricultural giants is to completely eliminate U.S.-flag shipping as a factor in this nation's aid programs. In search of added profits, they apparently are willing not only to destroy American shipping but also to sacrifice national security, since the presence of a domestic fleet in peacetime is vital to assure the carriage of military cargo in time of crisis. Additionally, a U.S. fleet ensures that essential products can reach America even in the event of economic embargoes and boycotts called by foreign interests.

As Congress prepares to debate renewal of the 1985 Food Security Act, giant farm groups are trying to line up support in the House and Senate to change the rules so that they will have unlimited freedom to use foreign-flag ships exclusively in carrying their cargo to overseas markets.

In fiscal 1989, the Department of Agriculture spent nearly \$1.4 billion of the taxpayers' money to underwrite the foreign sales of agricultural products by the giant commodity brokers under the provisions of P.L. 480.

Subsidies to American shipping for the carriage of these cargoes cost Agriculture a mere \$72.2 million in that same year. That represented the Department's share of the differential between American and foreign ocean freight costs involved in carrying 50 percent of P.L. 480 cargoes in American vessels.

The Department of Transportation laid out an additional \$48 million in maritime subsidies that same year to cover the remaining 25 percent of the government-impelled cargo reserved for American-flag vessels under the terms of the 1985 Food Security Act.

In other words, the total ocean freight differential paid to carry farm commodities in American-flag vessels amounted to approximately \$116 million—a scant 8 percent of what the American taxpayers shelled out to farm interests to subsidize the sale of their products overseas.

The huge sums of money handed over to agribusiness for P.L. 480 sales abroad are dwarfed by the total amount of tax dollars shelled out to the agricultural industry to help it compete in the world market.

*To promote U.S. agricultural products around the world, the Department of Agriculture maintains a small army of attaches posted in embassies and consulates around the world.*

*In addition to the 60 attaches who dedicate themselves to increasing American farm exports, the U.S. government maintains 15 agricultural trade offices overseas. The cost to the American taxpayer is in the millions.*

*On the other hand, the Maritime Administration, which at one time had five foreign-based representatives, now has zero.*

## Blind to the National Interest, Commodity Profiteers Would Destroy American Fleet

**In the latest cargo preference battle on Capitol Hill, those who seek to enrich their own profits are attempting to upset a policy that has protected America's best interests since the end of World War II.**

**Ironically those who seek to eliminate the U.S.-government support for American shipping are themselves the most heavily taxpayer-supported industry in the United States.**

In addition to the \$1.4 billion to cover the P.L. 480 shipments, 1989 outlays to promote the sale of American farm products overseas included:

- More than \$5.1 billion in export credits to assure that the agricultural giants were paid even when foreign purchasers defaulted on their debts.
- \$338.3 million for an "export enhancement program" and \$200 million for "targeted export assistance"—both expenditures for the purpose of making American farm commodities more attractive to foreign buyers.
- \$95.1 million for the Foreign Agricultural Service, which places American representatives in key embassies and consulates around the world, whose full-time job is to represent American agricultural interests abroad.
- \$37.6 million for the Office of International Cooperation and Development to provide market development and trade promotion services for American agribusiness.

All this adds up to 1989 outlays totalling \$7.26 billion for farm interests—just to promote and sell American farm products in foreign countries. That doesn't include any of the billions of dollars spent by the government annually to stabilize domestic agricultural prices to assure a profitable existence for the farm industry.

Those sums stand in sharp contrast to the pittance the federal government allocates to the entire maritime industry. In addition to the \$115.9 million which the government spent in 1989 for the ocean freight differential under cargo preference, it invested \$220.4 million in operating differential subsidies. That's an annual total of just over \$336 million for all of maritime—compared with the \$7.6 billion just to cover subsidies for the agricultural commodity industry's foreign sales.

Why do these agricultural giants—whose subsidies for overseas sales are more than 22 times the total government outlay for the maritime industry—want to write American-flag shipping out of the next farm bill?

Their argument is that the national interest would better be served if the tax dollars which now go to maritime's ocean freight differential subsidies were used, instead, to buy additional agricultural commodities.

This ploy is not a new one. Last year, during debate on legislation to provide emergency aid to Poland, the maritime industry had to beat back efforts on the floor of both the House and Senate to waive U.S. maritime policy reserving a portion of that cargo for American-flag vessels.

Proponents of the scheme to delete cargo preference requirements on food shipments to Poland claimed that such action was necessary to maximize the amount of commodities being made available to the Polish people.

The maritime industry's supporters on Capitol Hill pointed out that if it was logical to target U.S.-flag shipping for supposed economies, it would make equal sense to deny the participation of American agricultural interests in the emergency aid program.

In theory, they pointed out, the federal government could maximize food allocations to Poland by purchasing less expensive agricultural products from foreign nations.

But, said these members of Congress, agriculture is vital to the U.S. economy, and so is the merchant marine because it is a vital component of our national defense structure.

**Agribusiness and the commodity brokers do a staggering amount of business in the world market, but P.L. 480 cargoes constitute only about 20 percent of the total amount of farm products sold abroad.**

**In fiscal 1988 total U.S. agricultural exports amounted to more than \$35.8 billion.**

**How much of that cargo moved on American bottoms?**

**A MERE THREE PERCENT.**

**In other words, foreign-flag ships carried 97 PERCENT of U.S. government-generated agricultural export cargoes.**

The giant agribusiness interests were defeated as Congress rejected efforts to waive, weaken or undermine cargo preference requirements on food aid for Poland.

The maritime industry will be looking to these same enlightened House and Senate members to turn back this new effort by the heavily subsidized commodity dealers to sink the American-flag fleet.

**T**he national interest is all-embracing and covers the public welfare, security and economic considerations.

In the case of both the agricultural export and maritime communities, each is forced to do business in a world where no level playing field exists.

The 1985 Food Security Act was enacted at a time when America's share of commercial wheat and flour exports dropped from 50 percent to about 33 percent between 1981 and 1984. The law was designed to assist American food producers to compete in a world market in which many governments subsidize their agricultural exports even more liberally than does the United States.

*Those who are willing to sacrifice the U.S. merchant marine in order to ship on foreign-flag vessels in the interest of saving a buck have been asked to extend the same logic to the sale of commodities.*

*In last fall's debate on cargo preference as it applied to aid cargoes to Poland, many congressmen pointed out that cheaper goods can be had around the world. At the time of that debate, butter costs in the United States were \$2,656 per metric ton compared to \$1,850 for the same amount in Europe. Additionally wheat in the United States was selling for \$161 to \$166 per metric ton, while in Europe the cost was \$158.*

*American grain exports face stiff competition from Argentina, Australia, Canada and the European Economic Community. At any given time, at least one of these nations or groups of nations is likely to offer agricultural products at a lower cost than the U.S. price for the same commodity.*

The success of that legislation can be measured by the fact that American wheat exports have increased by 30 percent since that time, proving that government policy can have a major effect on supporting a domestic industry.

The maritime industry understands a world trade dominated by protectionist policies of governments. It is forced to operate in a market that includes direct subsidies, tax credits and preference systems designed by many nations to promote their own fleets.

Failure to help American-flag shipping compete in that world market would do more than merely endanger the maritime industry itself.

At stake is the ability of the merchant marine to fulfill its historic role as the nation's fourth arm of defense in time of crisis. To have a fleet in readiness to carry out its national defense requirements means that America must have an active merchant marine functioning in the peacetime carriage of cargo to and from our shores.

No political considerations—and certainly no considerations of the need to gain special favor for other segments of the American economy—can justify trading off the nation's maritime capabilities.

### 1989 Actual Government Outlays On Behalf of Agricultural Exports

To promote, purchase and distribute	
Export Credits	
Short-term Guarantees (GSM-102)	\$4,769,800,000
Intermediate-term Guarantees (GSM-103)	425,500,000
Export Enhancement Program (EEP)	338,300,000
PL 480	1,466,500,000
(deduct ocean freight differential \$43,900,000 on Title I and III programs)	(43,900,000)
(deduct ocean freight differential on Title II programs)	(28,300,000)
Foreign Agricultural Service	95,100,000
Targeted Export Assistance	200,000,000
Office of International Cooperation and Development	37,000,000
<b>Total</b>	<b>\$7,260,000,000</b>
To ship	
Operating Differential Subsidy (from MarAd outlays)	220,409,000
Ocean Freight Differential—Cargo Preference (from MarAd outlays)	
Title I/III	23,808,000
Title II	10,819,000
Section 416	8,151,000
PL 480 Ocean Freight Differential (from USDA outlays)	
Title I/III	43,900,000
Title II	28,300,000
<b>Total</b>	<b>\$336,388,000</b>

SOURCE: United States Department of Agriculture 1991 Budget Summary, Budget of the United States Government FY 1991, USDA Office of Budget and Program Analysis, Maritime Administration Budget Estimates Fiscal Year 1991



## Exxon Valdez Skipper Cleared By Jury of Criminal Charge

The skipper of the Exxon Valdez was found not guilty of second-degree criminal mischief last month after six weeks of testimony in a court case that resulted from the Exxon company tanker's spill of more than 10 million gallons of oil in Alaska's Prince William Sound last year.

Captain Joseph Hazelwood, a resident of Huntington, NY, was found guilty on one of the four charges, a misdemeanor accusing him of "unlawful and negligent discharge... of petroleum into or upon the waters of the state of Alaska." The Exxon Valdez master was in his quarters and not on the bridge of the 987-foot tanker when the grounding occurred. Captain Hazelwood had left the third mate in charge after the vessel sailed from the port of Valdez.

After 10 hours of deliberation, the jury found Captain Hazelwood not guilty of the criminal mischief felony charge. The jury also found the 43-year-old skipper not guilty of operating a watercraft under the influence of intoxicating liquor and not guilty of recklessly engaging in conduct that resulted in the grounding of the Exxon Valdez on Bligh Reef.

Superior Court Judge Karl Johnstone, a licensed commercial fisherman, sentenced Captain Hazelwood to spend 1,000 hours helping to clean Alaska's oil-covered shores and pay \$50,000 in restitution over a period of time. Defense attorneys said the sentence would be appealed.

In a press conference after the verdict was announced, Captain Hazelwood indicated his desire to return to work. "I'd like to go back to sea. It's what I do," he said.

Jury members explained how they arrived at their decision after

the trial. Several said while evidence demonstrated that at some point Captain Hazelwood was drunk, there was nothing conclusive presented by the prosecuting attorneys to prove he was intoxicated at the time of the tanker's grounding on Bligh Reef.



Hazelwood, as he listens to his acquittal of three major charges.

Hazelwood's attorney, Richard Madson, said the state had proved only that the captain was guilty of "bad breath."

If convicted of all four charges, Captain Hazelwood could have faced a little more than seven years in jail and \$61,000 in fines.

More than 150 lawsuits have been generated by the oil spilled from the Exxon Valdez on March 24, 1989 in Prince William Sound. Both Exxon Corporation and Exxon Shipping Company have been charged with a five-count federal indictment. Among the charges facing Exxon is the accusation that the company knowingly employed crewmembers incapable of doing their jobs.



### PR Phone Workers Aided by SIU

Elected officials in Puerto Rico intend to sell the island's government-run telephone company to private interests. Puerto Rican telephone workers, fearing the transfer will jeopardize their job security, marched in protest of the sale last month. The SIU members pictured above joined the San Juan march: (from left to right) Catalino Gonzalez, Antonio Rodriguez, Juan Ayala, Joseph Reyes, Harold Gathers, Gregorio Ortiz, Ruperto Rivera Jr., Terrene Daniels and Rufino Torres.

## New SIU Members Complete Lifeboat Course



The January 30 graduates of trainee lifeboat class 450 are: (1st row, left to right) Thomas W. Walker, Antjuan Webb-Birch, William J. Cameron, Edward Shamburger, William Hurley, Cornelius Watkins, Robert A. Gaglioti; (2nd row, left to right) Derrick Young, Michael S. Thornbury, Mike Nickels.



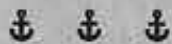
Instructor Jake Karaczynski (far right) guided the February 28 graduates of trainee lifeboat class 451 through the curriculum. They are: (1st row, left to right) Christopher Allen, Michael H. Chavez, Louis J. Francis, Gregory P. Calvello, Sonia Wolfman, Gregory Hickman, Robert M. Claessens, Dennis Reece Halstead; (2nd row, left to right) William J. Rieckelman, Thomas F. Sterenchak, Ricky L. Carter, Jason R. Collins, Gerald L. Watkins, Kevin M. Kertesz, Randy Lee McAtee, Fred Freeman, Lee K. Danielson, Joseph J. Smigielski and Brian Struense.

## MARITIME ROUNDUP

In an effort to develop trade with China, American President Lines recently opened offices in Shanghai, Tianjin and Dalian. APL established modern-day service to China in 1979 and began direct weekly sailings to Whampoa and Chiwan a year ago.



The passenger ship SS Monterey has been purchased by a Panamanian company, Compania Naviera Panocean SA. The ship will be registered under a Panamanian flag. The U.S. Maritime Administration has given its approval to the sale.



The Port of New York and New Jersey announced a 10 percent increase in general cargo volume during 1989 as compared to 1988. This marked an end to a slide that began in the early '80s. Port officials said they were optimistic that the turnaround will continue into the '90s.



President Bush has nominated Rear Admiral William J. Kline to be the new commandant of the Coast Guard. Transportation Secretary Samuel Skinner has nominated Robert E. Martinez as deputy maritime administrator and Penny L. Eastman as deputy administrator for inland waterways and the Great Lakes.



American Hawaii Cruises began advertising voyages on the Constitution and Independence on national television last month. Although the company has advertised the cruise ships in spot markets for the last three years, this is its first effort at the overall national market.



Crowley Maritime Corporation announced it was relocating its headquarters to Oakland, CA. The company had been based in nearby San Francisco for almost a century. The move will begin August 1.



CONTRIBUTE TODAY



## Inquiring Seafarer

**Question: What was the worst weather or storm that you have experienced while at sea?**

(Asked of SIU members at the union hall in San Francisco, CA.)

**Roland "Bosun Bear" Blanchett, Bosun**—It was January 1984. I was on the USNS Hassayampa as bosun/mate. We were unreping (underway replenishment) the Camden and had an emergency breakaway because of high seas. The Camden broke to the left and its wake slammed onto our deck. My leg slid into the opening in a pallet which kept me from going over the side. I only suffered bruises and abrasions.

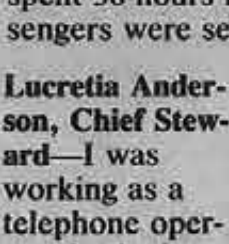


**Constance Beltran, Laundryman**—I was on-board the USNS Harkness in October 1989 when two typhoons hit one after the other. The winds for both were over 100 miles per hour. Posts were falling down. We were ready to leave the Philippines but couldn't.

**Fereza Gifford, Entry/Steward**—I was in Typhoon Jeannie in 1948. I never got sick, but I sat up all night in my life jacket. The waves washed a crewmember into the bridge. He weighed more than 200 pounds.



**Ernie Woodman, Engine Department**—It was January 1978 on the last voyage of the SS Monterey, which was on a 30-day cruise out of San Francisco. We were trying to outrun a typhoon but it changed directions. We spent 36 hours in it. All the passengers were seasick.



**Lucretia Anderson, Chief Steward**—I was working as a telephone operator in the late '60s. We were sailing in the Tazman Sea between Australia and New Zealand. Its waters are



either very rough or clear as glass. It was after midnight and the seas were very rough. The bar and cocktail lounge were above me and I could hear the glasses and bottles falling. I was ordered to go to the dining room to help clean the mess. There was no carpeting and chairs were all over the place. The next day the seas still were rough. One passenger sat down for breakfast. As he got set to take a bite, his chair slid backwards and he just missed going down the steps.

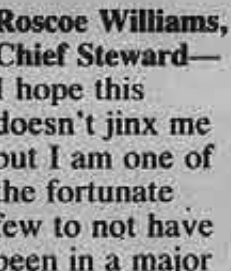


**Wayman Sellers, Ordinary Seaman**—The first time I sailed was as an ordinary seaman on the USNS Silas Bent. We hit 20-foot swells on the way to Yokohama. It was scary to me. We were rocking and rolling. I was the only one shocked. Now it has become a part of life.

**Mitchell Ancar, Assistant Cook**—This was years ago. I was on a Liberty Ship and we were carrying troops and equipment across the Pacific to the Philippines. We hit a typhoon and I thought we were going under. I saw planes, caterpillars and trailers flying overhead and off the deck. I have been in rough ones but that was the worst.



**Sylvester Mason, Chief Cook**—I was on the troop carrier General Billy Mitchell in 1959 taking troops from the Oakland Army Base. We carried 1800 recruits. The cots were stacked five high on the ship. We hit a storm off Okinawa. Those soldiers started getting sick and falling on each other. They certainly were green recruits. It was hell getting that ship clean and getting rid of the smell afterwards.



**Roscoe Williams, Chief Steward**—I hope this doesn't jinx me but I am one of the fortunate few to not have been in a major storm. I have seen some rough weather, but nothing bad since I started sailing in 1966.



## Letters to the Editor

### Mazur Reports Prompt Payment Of Bills by Welfare Plan; Urges Members to Stick With SIU

To the Editor:

I have recently undergone some very serious surgery. When all of the Medicare forms, hospital bills and doctor bills stopped coming, I mailed four large business envelopes bulging with paperwork to the (union's) claims office.

I want all of you who read this fine little tabloid to know how grateful I shall always be to the Welfare Plan for the very efficient and prompt manner in which these bills were all paid. This is the SIU way of taking care of us old pensioners. Each one of us is important just as long as we are still around.

To those of you who have chosen a sea-going career, I want you to know that you are very fortunate indeed that you are members of the SIU and are privileged to earn your living aboard SIU ships. No other union will give you more job security than the SIU and no union will take better care of you when your sea-going days are over.

So be ever vigilant and always back your union, your whole future depends on it. And always remember, if you don't take care of what you have, you will lose it. In conclusion, my very best wishes to all of our union officials, my former shipmates who are still around and to all of you who are still shipping out. God bless the SIU, there is none better.

**Charlie Lee Mazur**  
Chino Valley, Arizona

✂ ✂ ✂

### WWII Gunner Recalls 'Good Job' Of Members of Merchant Marine

To the Editor:

To start off, I think you people are doing a good job.

I was in the Navy, World War II, October 4, 1941 to December 10, 1945. I was in the Armed Guard. I was on five of your ships.

I will never forget all the good men I met. They did a good job. We didn't help them much, but when we needed help, they were there...

I was on ships Arthur Middleton, Lurline, George Boutwell, Antelope Hills and Durham Victory. The Arthur Middleton was built in a Mississippi shipyard. It was built as the African Comet but we took it out of New York in December, made one trip. It was taken over by the Coast Guard and named the USS Arthur Middleton APA 25—the sixth most decorated ship in WWII. I was gunner mate 2/c...

I have a brother in the merchant marine. He's been in over 19 years. Charles Howell.

We had an uncle who shipped out over 50 years—Bill Treadway. He shipped out of Mobile and New Orleans. My uncle has passed on now. I'm retired from American

Airlines. I was a union man for 32 years.

**James Howell**  
Tyler, Texas

✂ ✂ ✂

### Paul Y. Point Thanks Union

To the Editor:

... I would like to retire my book at this time because I am no longer sailing...

I would like, and let me stress this point, to thank the SIU for all that it's done for me. I never got a hard time from anyone I ever dealt with. Thank you...

**Paul Y. Point**  
Philadelphia, Pennsylvania

**Editor's Note:** This letter was originally received by SIU Philadelphia Port Agent David Heindel who forwarded it to the LOG.

✂ ✂ ✂

### Quick Action by Union Eases Member Geier in Time of Stress

To the Editor:

I really appreciate the great interest and quick action taken to help straighten out my problems due to long delayed medical bill payments which put unwanted stress on me in fighting my terminal cancer. It takes a big load off my mind.

My deepest respect and gratitude... May God bless you all. I hope my model ship, donated to the SIU years ago, is still on display at the Lundberg Training School.

I am always a loyal SIU member. My special thanks for the personal interest and action by new SIU San Francisco Business Agent Nick Celona, Vice President George McCartney and Vince Coss, also Welfare Plan Administrator Leo Bonser...

**Harry Geier**  
San Francisco, California

**Editor's Note:** Brother Geier sent the above printed communication in the form of a mailgram to SIU President Michael Sacco and Executive Vice President Joseph Sacco.

✂ ✂ ✂

### Tellez Family Thanks SIU For Love and Support

To Our Friends in the SIU:

We would like to express our most sincere appreciation to all our friends in the SIU for all the support and love shown us during our recent loss.

It was heartwarming to know that there were so many good people thinking of Maria and David. Your prayers and expressions of sympathy were a great source of strength and comfort during this time, and it will never be forgotten.

God bless you all.

**Tellez Family**





# Dispatchers' Report for Deep Sea

MARCH 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	All Groups Class C	All Groups Class A	All Groups Class B	All Groups Class C		All Groups Class A	All Groups Class B	All Groups Class C
DECK DEPARTMENT										
New York	39	8	6	40	13	5	9	72	12	2
Philadelphia	3	1	1	2	2	0	0	4	4	3
Baltimore	9	7	3	8	6	3	2	9	5	0
Norfolk	12	7	4	13	4	4	7	15	9	2
Mobile	18	6	6	6	7	0	1	23	4	11
New Orleans	37	21	3	17	14	3	4	48	14	11
Jacksonville	33	9	10	25	11	1	4	45	12	17
San Francisco	35	17	11	31	10	9	6	60	22	16
Wilmington	17	10	7	10	7	5	3	32	9	2
Seattle	34	11	0	30	9	0	10	53	9	2
Puerto Rico	6	2	0	4	2	0	0	18	4	0
Honolulu	6	10	5	3	8	4	2	5	14	4
Houston	39	13	13	29	8	3	14	49	9	15
St. Louis	1	0	1	0	1	1	0	2	0	2
Piney Point	1	4	3	0	1	2	4	2	4	3
Totals	290	126	73	218	103	40	66	437	131	90
ENGINE DEPARTMENT										
New York	26	5	4	18	1	0	5	41	6	5
Philadelphia	3	3	1	2	1	1	0	2	4	1
Baltimore	5	3	0	2	3	0	0	6	3	2
Norfolk	5	4	1	5	7	1	1	8	2	1
Mobile	14	7	3	4	1	2	1	18	7	4
New Orleans	15	6	3	12	2	5	4	23	11	2
Jacksonville	18	3	4	10	2	2	4	25	4	7
San Francisco	21	11	5	14	8	3	2	36	15	8
Wilmington	9	4	2	9	4	1	2	13	3	5
Seattle	18	5	3	11	5	3	4	32	7	1
Puerto Rico	5	0	0	11	1	0	3	2	0	0
Honolulu	3	4	6	1	6	3	2	5	10	11
Houston	25	5	4	16	2	1	5	35	8	7
St. Louis	0	1	0	0	1	0	0	1	1	0
Piney Point	1	6	2	0	3	0	1	3	5	5
Totals	168	67	38	115	47	22	34	250	86	59
STEWARD DEPARTMENT										
New York	13	0	1	13	2	2	6	32	4	1
Philadelphia	1	2	1	0	1	1	0	1	1	1
Baltimore	6	3	0	2	1	0	1	5	2	0
Norfolk	2	2	1	2	1	1	4	6	4	1
Mobile	11	0	2	6	2	1	4	12	1	2
New Orleans	10	5	1	10	2	1	11	11	3	2
Jacksonville	12	3	1	8	3	0	1	20	4	2
San Francisco	52	8	3	26	6	1	11	86	14	5
Wilmington	18	2	0	12	0	0	4	23	6	0
Seattle	17	4	0	16	2	0	3	27	12	3
Puerto Rico	3	0	0	1	0	0	1	6	0	0
Honolulu	4	14	14	5	10	14	59	9	38	20
Houston	8	1	3	9	1	1	3	23	0	2
St. Louis	1	0	0	2	0	0	0	0	1	0
Piney Point	5	8	3	5	5	1	3	7	10	3
Totals	163	52	30	117	36	23	111	268	100	42
ENTRY DEPARTMENT										
New York	9	27	7	4	15	2	0	23	30	19
Philadelphia	2	2	3	0	0	0	0	2	5	4
Baltimore	4	7	0	6	4	0	0	2	9	0
Norfolk	5	6	7	3	3	4	0	6	10	8
Mobile	0	12	1	0	8	1	0	5	18	5
New Orleans	5	14	8	9	8	11	0	17	20	18
Jacksonville	4	8	5	4	9	1	0	4	16	14
San Francisco	19	13	16	9	11	9	0	41	18	22
Wilmington	9	11	5	7	0	0	0	15	20	12
Seattle	15	3	4	10	4	1	0	20	9	4
Puerto Rico	3	6	2	5	4	1	0	10	7	3
Honolulu	2	44	137	1	37	137	0	3	57	170
Houston	7	14	2	7	5	1	0	11	16	4
St. Louis	0	2	2	0	0	0	0	0	5	3
Piney Point	0	27	0	0	12	1	0	0	36	0
Totals	84	196	199	65	120	169	0	159	276	286
Totals All Departments	705	441	340	515	306	254	211	1,114	593	477

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

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

Shipping in the month of March was up from the month of February. A total of 1,286 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,286 jobs shipped, 515 jobs or about 40 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 211 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 11,781 jobs have been shipped.

## May Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point  
Monday, May 7  
New York  
Tuesday, May 8  
Philadelphia  
Wednesday, May 9  
Baltimore  
Thursday, May 10  
Norfolk  
Thursday, May 10  
Jacksonville  
Thursday, May 10  
Algonac  
Friday, May 11  
Houston  
Monday, May 14  
New Orleans  
Tuesday, May 15  
Mobile  
Wednesday, May 16  
San Francisco  
Thursday, May 17  
Wilmington  
Monday, May 21  
Seattle  
Friday, May 25  
San Juan  
Thursday, May 10  
St. Louis  
Friday, May 18  
Honolulu  
Friday, May 18  
Duluth  
Wednesday, May 16  
Jersey City  
Wednesday, May 23  
New Bedford  
Tuesday, May 22

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

## NOTICES



### Seafarers Invited to Fish Fry At Mobile, Alabama Union Hall

Any Seafarers and SIU pensioners are invited to attend a April 28 fish fry being held in honor of all the union brothers and sisters who died aboard ship or in the work place. The event is being held at the union's Mobile, Alabama hall in conjunction with the AFL-CIO, which has designated April 28 as a workmen's memorial day. For further information on the April 28 fish fry at the Mobile union hall, contact Richard McCall at (205)675-3597 or (205)675-6526. Information on the event can also be obtained from the union hall at (205)478-0916 or Edd Morris at (205)432-4949.



### Port Arthur Catholic Parish To Hold Maritime Day Memorial

A Maritime Day service will be held on May 19 at 10:00 am at the Sundial Memorial on Lakeshore Drive in the Port Arthur/Beaumont area of Texas. All SIU members and retirees are invited to attend. Additionally, St. Anne Catholic Parish has asked that names of individuals who have died at sea be forwarded to Father Sinclair Oubre, so mention can be made of these seamen during the service. Fr. Oubre can be reached at (409)832-9963 or P.O. Box 3429, 2715 Calder at Eleventh Street, Beaumont, Texas 77704.



## 24 SIU Members Retire This Month

The Seafarers Pension Plan announces the retirement of 24 SIU members this month. A total of 14 sailed in the deep sea division and five each in the inland and Great Lakes divisions.

Inland member Joseph Pullen Jr. has been with the union for the longest period, beginning his career with the SIU in 1940. The oldest member to retire is Heinz Ulrich at 69. Brother Ulrich, a deep sea member, was born in Germany. He will be living in Alexander, NY during his retirement.

### DEEP SEA

#### WALTER AMMANN



Walter Ammann, 62, joined the Seafarers in March 1945 in the port of Philadelphia. The Toledo, OH native sailed in the engine department. Brother Ammann resides in Seattle, WA.

#### JAMES W. BARNETT



James W. Barnett, 62, joined the SIU in February 1945 in his native Mobile, AL. The galley gang veteran upgraded twice at the Lundeberg School, becoming a recertified steward in 1984. Brother Barnett shipped from the ports of Mobile and Jacksonville, FL. He lives in Theodore, AL.

#### JOSEPH D. BARTLETT



Joseph D. Bartlett, 68, joined the union in July 1942 in the port of Baltimore. The deck department veteran was born in Washington, DC. Brother Bartlett now calls Hayward, CA home.

#### EUGENE W. BENT



Eugene W. Bent, 64, joined the Seafarers in March 1957 in the port of New York. A native of New Jersey, he served in the Army from 1944 to 1946. Brother Bent upgraded his engine department endorsement at Piney Point during 1976. He resides in Hayward, CA.

#### THOMAS E. BEWLEY



Thomas E. Bewley, 66, joined the SIU in February 1953 in the port of Baltimore. The Cleveland native sailed in the deck department. Brother Bewley has retired to San Francisco.

#### DELMAR E. CRAIG



Delmar E. Craig, 63, joined the Seafarers as a member of the Great Lakes Division in September 1962 in the port of Detroit. A native of Wilmington, NC, he started sailing in the deep sea division when he worked in the deck department aboard the Seatrail Texas. Brother Craig calls Avila, MO home.

#### JOSEPH P. GAVIN



Joseph P. Gavin, 65, joined the union in December 1943 in the port of New York. He was born in Wilkes-Barre, PA. Brother Gavin upgraded to recertified bosun at the Lundeberg School in 1975. He lives in Jacksonville, FL, from where he shipped before retiring.

#### JAMES E. GROSS



James E. Gross, 65, joined the Seafarers in November 1947 in the port of New York. Born in North Carolina, he shipped in the steward department. Brother Gross calls Camden, NC home.

#### ELIZE KITCHEN



Elize Kitchen, 60, joined the SIU in January 1954 in the port of New York. He was born in Cayce, SC and served in the Army from 1951 to 1953. Brother Kitchen was a member of the galley gang. He resides in Baltimore.

#### WILLIAM R. McCLINTIC



William R. McClintic, 65, joined the union in August 1967 in the port of San Francisco. A native of Santa Cruz, CA, he served in the Navy from 1941 to 1945. Brother McClintic sailed in the black gang. He upgraded at the Lundeberg School in 1976 and 1978. He lives in Tiburon, CA.

#### ROBERT G. MILLER



Robert G. Miller, 58, graduated from the Andrew Furuseth Training School in New York in April 1959. The native of the Rahway, NJ served in the Army between 1946 and 1949. Brother Miller started his deck career on the S.S. Choctaw. He has retired to Linden, NJ.

#### DEAN W. PRINDLE



Dean W. Prindle, 65, joined the Seafarers in April 1967 in the port of New York. Born in Oakland, CA, he served in the Air Force from 1946 to 1948. Brother Prindle started his deck career on Waterman vessels. He upgraded at Piney Point in both 1976 and 1977. He lives in Hayward, CA.

#### HEINZ ULRICH



Heinz Ulrich, 69, joined the SIU in August 1949 in the port of New York. The native of Germany served in the U.S. Army from 1941 to 1945. He upgraded his deck department endorsements at the Lundeberg School in 1977 and 1978. Brother Ulrich resides in Alexander, NY.

#### RICHARD WILLIAMS



Richard Williams, 64, joined the union in May 1958 in the port of San Francisco. The steward department veteran was born in Mississippi. Brother Williams retired to Oakland, CA.

#### ROBERT T. YARBROUGH



Robert T. Yarbrough, 64, joined the Seafarers in July 1951 in the port of Mobile, AL. He was born in Woodland, AL and served in the Navy from 1944 to 1946. Brother Yarbrough shipped in the deck department. He lives in Lake Charles, LA.

### INLAND

#### FRANK BOROWICK



Frank Borowick, 62, joined the SIU in July 1972 in the port of Baltimore. The Maryland native served in the Army from 1950 to 1952. He shipped in the deck department on Curtis Bay Towing vessels. Boatman Borowick resides in Baltimore.

#### RONALD CANADY



Ronald Canady, 56, joined the union in April 1951 in the port of Savannah, GA. Born in Georgia, Boatman Canady sailed in the deck

department in both the inland and deep sea divisions. He calls Sanderson, FL home.

#### JOSEPH R. PULLEN JR.



Joseph R. Pullen Jr., 67, joined the Seafarers in August 1940 in the port of Mobile, AL. A native of Texas, Boatman Pullen shipped in the engine department. He resides in Westwego, TX.

#### HENRY TULEWICZ



Henry Tulewicz, 63, joined the SIU in June 1961 in the port of Philadelphia. He was born in Pennsylvania and served in the Navy from 1944 to 1946. Boatman Tulewicz sailed in the deck department. He attended the 1978 contract conference at Piney Point. He lives in Clemington, NJ.

### GREAT LAKES

#### JOSEPH P. CREGUER

Joseph P. Creguer, 65, joined the SIU in June 1965 in the port of Alpena, MI. The Michigan native sailed in the deck department. Brother Creguer lives in Ossineke, MI.

#### WILLIAM OGSTON



William Ogston, 62, joined the union in September 1961 in his native Sault Ste. Marie, MI. After serving in the Army Air Force, Brother Ogston shipped in the black gang for Great Lakes Dredge and Dock. He has retired to Brimley, MI.

#### ROBERT L. POWELL



Robert L. Powell, 61, joined the Seafarers in October 1960 in the port of Detroit. He was born in West Virginia

and served in the Air Force from 1946 to 1950. Brother Powell sailed in the engine department. He resides in Mannington, WV.

#### RAYMOND J. SMITH

Raymond J. Smith, 62, joined the SIU in February 1962 in his native Cleveland. After serving in the Navy from 1944 to 1946, Brother Smith shipped in the deck department on Great Lakes Towing vessels. He calls Lakewood, OH home.

#### BOBBY G. WILSON



Bobby G. Wilson, 58, joined the union in June 1966 in the port of Detroit. The deck department veteran was born in Tennessee. Brother Wilson lives in LaFollette, TN.



# Dispatchers' Report for Great Lakes

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

MARCH 1-31, 1990

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	18	2	0	48	0	0	27	2
<b>ENGINE DEPARTMENT</b>									
Algonac	0	6	7	0	17	2	0	16	4
<b>STEWARD DEPARTMENT</b>									
Algonac	0	5	1	0	14	1	0	9	0
<b>ENTRY DEPARTMENT</b>									
Algonac	0	21	18	0	0	0	0	45	22
Totals All Departments	0	50	28	0	79	3	0	97	28

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

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

# Dispatchers' Report for Inland Waters

MARCH 1-31, 1990

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	14	0	0	5	0	0	83	18	5
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	0	1	0	0	2	2	2
Jacksonville	0	1	5	0	1	2	0	1	16
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	6	3	24	23	9	110	11	5	59
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	8	0	0	8	0	0	0
Houston	0	0	0	0	1	0	0	1	1
Algonac	9	5	0	16	2	0	61	31	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	30	9	37	45	13	120	159	58	83
<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	5	0	0	1	0	0	13	6	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	1	2
Jacksonville	0	0	3	0	0	2	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	1	0	0	1	0	0	0	0
Houston	0	0	2	0	0	0	0	0	4
Algonac	7	5	0	14	0	0	36	30	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	12	6	5	15	1	2	50	37	12
<b>STEWARD 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	3	0	0	3	0	0	10	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	7	0	0	2	0	0	5
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	3	0	0	0	0	0	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	4	1	0	3	0	0	24	13	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	7	1	10	6	0	2	34	13	12
Totals All Departments	49	16	52	66	14	124	243	108	107

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

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

## Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## PERSONALS

**RAY McDONALD of Tampa**  
Please contact Greg Hess at  
(303) 399-9628.

**AL GATHAM**  
Please contact Marguerite Maresco Basso at (914) 779-3189, 110 Grandview Blvd., Yonkers, NY 10710.



## Lundeberg School Graduates Six Classes



**Upgrader Lifeboat Course**

The January 30 lifeboat graduating class consisted of both SIU and MSC members. Instructor Casey Taylor (back row, 2nd from left) taught the combined class all about emergency drills, lifeboat equipment and survival tactics. Graduating from this course are: (1st row kneeling, left to right) Chip Thurston-SIU, Dean A. Gilbert-SIU, Mohamed Shaibi-SIU, Collado Luis-MSC, Joe Hance-SIU, William H. Padgett-SIU, Brad Dexter-SIU, Mike

Alessi-SIU, Leslie Farrell-SIU, Everette W. Sanders-SIU; (2nd row, left to right) David Silvio-MSC, Brian C. Gauntt-SIU, Patrick K. Hanley-SIU, Michael Allen-MSC, Craig Pearson-SIU, Rick Strongman-SIU, Richard C. Savi-SIU, Robert Coleman-SIU, Brian Wagoner-SIU, Gerardo Moceno-SIU; (3rd row, left to right) Robert Wagoner-SIU, Ernest Alexander-MSC, Michael Kerrigan-MSC, Frank Flores-MSC, Carl Delesline-MSC and Leo S. Zukowski-SIU.



**Fireman, Oiler, Watertender Course**

This six-week course leading to endorsement as fireman/watertender, oiler consists of classroom instruction and practical training. Under the instruction of Jim Shaffer (far right), the following wipers graduated on January 29: (first row kneeling, left to right) William Heaton, Calvin Hicks, Mohsin Harhara, Garth A. Beattie; (2nd row, left to right) Marion VanBuren Franklin, Juan Martinez, Gino Igneri, Johnny Guzman Jr., James Murray Jr.; (3rd row, left to right) Wayne Toole, Robert Ramsey, Steve Churchya, Rick Soto, Thom Kreutzer, Bill Kovack, Phil Zalewski and Kleo Helm.



**Welding**

Eight members completed the Lundeberg School's welding class in March and were awarded a certificate of graduation. Instructor Bill Foley (far right) trained the students in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Class participants are (front row, from the left) Donald A. Thornton, David M. Tillman, René Raoul Rosario; (back row, from the left) David Barber, D. Rush Ingram, Joseph Negron and Jim Musker. Missing from the photo is Herman Best.

### Correction

The Seafarers LOG incorrectly identified an upgrader in the December lifeboat class. The name should have read Alice M. Caballero-Wilder. We regret the error.



**Shiphandling Simulator Class**

This Coast Guard-approved course provides realistic bridge watchstanding training for deck personnel aboard both deep sea and inland vessels. Instructors Jake Karaczynski (left) and Jim Brown (second from left) helped guide the four members pictured above through the two-week course. They are (left to right) Greg Johnson, Joan Ellis, Roy Delay and David Barber.



**Hydraulics Class**

Instructor Bill Foley (left) taught the January hydraulics course in both classroom and practical training. Completing the course, which covered such topics as fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment, are (left to right) Bruce Smith, John Herrlein, D. Rush Ingram, Jim Musker and Charles Betz.



**Upgrader Lifeboat Course**

Learning lifeboat skills and water survival techniques leads to lifeboatman certification at the Lundeberg School. Under the instruction of Jake Karaczynski (left), the following members made up the February 28 graduating class: (left to right) Jeffrey Sutton, Paula Plaisance, Duane Bergeson, Calvin York, Stephen Avallone, Samuel E. Monroe and Franz Winiker.



## As Summer Nears, SIU Families Look to Piney Point Vacations

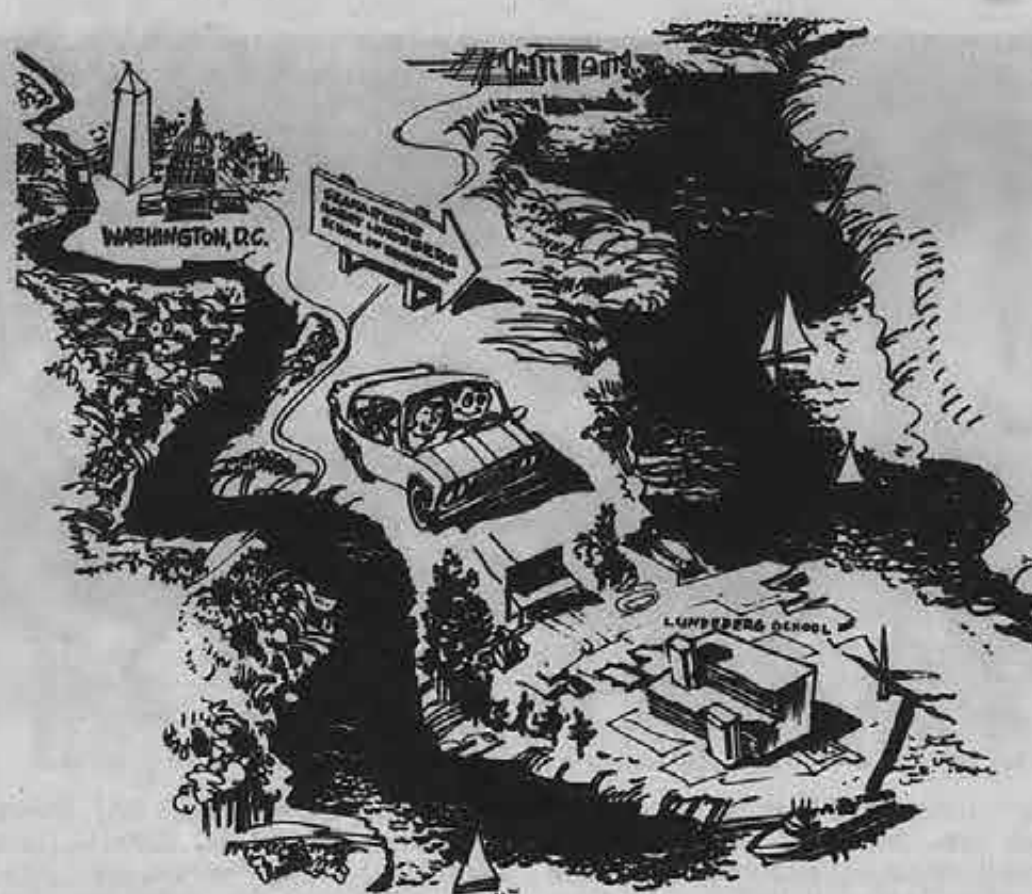
The Seafarers Harry Lundeborg School of Seamanship is available over the summer as a vacation site for SIU members and their families.

Nestled on the banks of the St. George's Creek in Piney Point, MD, the Lundeborg School's location allows for day trips throughout historic southern Maryland and the Washington, DC metropolitan area. The Lundeborg School itself also offers comfortable surroundings and many activities for a family.

Housing the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States, the Lundeborg School is composed of a number of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of these rooms in the training and recreation center have been set aside during the summer months for vacationing SIU members and their families.

Each room contains two double beds, color TV, bureaus, desks and a table with chairs. The Lundeborg School offers an olympic-sized swimming pool, tennis courts, game room, pool tables and a health spa featuring the latest in body-building equipment, including Nautilus, free weights and a universal gym. A sauna and steamroom are also on site. Located in the main building are the Sea Chest, which sells personal items, souvenirs, magazines and snacks, and the Anchor Bar, designed to resemble a Viking longboat and featuring the wooden figurehead which originally highlighted the SIU hall's Port O'Call bar in Brooklyn. Boating and fishing activities are also available to vacationing seafarers and their families.

There are many day trips that a vacationing SIU family can take using the school as a base.



### DAY TRIPS



**St. Mary's County:** Piney Point is located in St. Mary's County—and there is a little something of

interest for everyone who spends time in this rural area which differs little from what the first settlers to this country may have seen. Established in 1637, St. Mary's is a county of "firsts." It was the first proprietary colony in America, the first colony to practice religious toleration, the first colony to have peaceful relations with the native Indians, the first Maryland capital, the first site to place a black in a governmental position, and the place where the first request for the women's right to vote was recorded.

Apart from the historical landmarks to visit, St. Mary's boasts 400 miles of shoreline, including a 250-acre fishing lake, public beaches, tidal waterways, hiking trails and unspoiled countryside. It's the site of Sotterley Mansion, an 18th century

working plantation overlooking the Patuxent River, and the Naval Air Test and Evaluation Museum, the nation's only museum dedicated to the testing and evaluation of naval aircraft.

At Point Lookout State Park is the site of Fort Lincoln, an earthen fort and prisoner-of-war camp built by Confederate prisoners during the Civil War. On St. Clement's Island is the Potomac River Museum, which tells the story of the region. Many special events take place during the summer months in St. Mary's County including fairs, the Governor's Cup Yacht Race and the annual jousting tournament.



**Charles County:** Right next to St. Mary's County is Charles County where rolling fields of tobacco

surround picturesque villages. Perhaps one of Charles County's more notable residents was Dr. Samuel A. Mudd, the country doctor who examined John Wilkes Booth's fractured leg following his assassination of Presi-

dent Abraham Lincoln. Mudd's house, listed on the National Register of Historic Places, is open for tours.

Another landmark is Smallwood State Park, the former plantation of William Smallwood, a Maryland patriot leader during the Revolutionary War. Besides the restored house, Smallwood State Park offers a marina for boat launching, a picnic area and a nature trail. On certain occasions there are crafts demonstrations, military exhibitions and other special events.



**Prince George's County:** Named in honor of Prince George of Denmark, who was married to Prin-

cess Anne, the heir to the throne of England, Prince George's County was established in 1696 as an agricultural colony whose main export was tobacco. As the county grew during the 1700s so did the economy, and many of the stately mansions in this area—which are open for special events and tours—were built during this period through the Civil War.

Prince George's County is also the home of Wild World Amusement Park, one of America's largest water parks. Besides all the water park fun, Wild World offers a variety of "thrill rides & kiddie rides." The "Wild One" roller coaster was voted one of America's top 10 roller coasters.

Nine different facilities operated by NASA are located in Prince George's County at the NASA/Goddard Space Flight Center. The Visitor's Center offers many different hands-on exhibits as well as public tours. And each year, Goddard launches more than 1,000 model rockets from the grounds of the Visitor's Center. Visitors can join the launch team at the Cen-

*Continued on page 26*

### UNION MEMBER VACATION RATES

A vacation stay at the Lundeborg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	\$ 9.45/day
Child	\$ 9.45/day

Note: There is no charge for children under the age of 12. The prices listed above include all meals.

Send completed application form to Seafarers Training & Recreation Center, Piney Point, MD 20674 or call (301) 994-0010.

### SEAFARERS TRAINING & RECREATION CENTER

#### Reservation Information

Name: \_\_\_\_\_  
 Social Security Number: \_\_\_\_\_ Book Number: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Telephone #: ( ) \_\_\_\_\_  
 Number in Party/Age of Children, if applicable: \_\_\_\_\_  
 Date of Arrival 1st choice: \_\_\_\_\_  
 2nd choice: \_\_\_\_\_ 3rd choice: \_\_\_\_\_  
 Stay is limited to two weeks.  
 Date of Departure: \_\_\_\_\_



## Digest of Ships Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes are reviewed by the union's control department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes.

**CAPELLA (IMC)**, January 8 — Chairman **James Dawson**, Secretary **H. M. Davis**, Educational Director **R. Smith**, Deck Delegate **John Cartos**, Engine Delegate **Mike Novak**. Chairman discussed ship's contract with crew who asked contracts department to review overtime situation onboard. Secretary reminded members to do their part to keep vessel clean. No beefs or disputed OT reported. Crew asked company to replace non-working refrigerators. Crew urged contracts department to fight for membership benefits during upcoming negotiations. Next port: Oakland, CA.

**CAPELLA (IMC)**, January 28 — Chairman **David N. Martz**, Secretary **H. M. Davis**, Educational Director **R. Smith**, Steward Delegate **Richard Emanuel**. Chairman stated no VCR has been installed in crew lounge. No beefs or disputed OT reported. Crew asked contracts department for information on overtime and vacation pay on IMC vessels. Next port: Pusan, Korea.

**OVERSEAS ALICE (Maritime Overseas)**, January 21 — Chairman **Stephen Argay**, Secretary **C. Loper Jr.**, Educational Director **Donald Leight**, Deck Delegate **Steve Sylvia**, Engine Delegate **Jerry LaPeruta**. Chairman announced crew working well together. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew reminded to follow policy for discarding plastics. Next port: Thameshaven, U.K.

**RALEIGH BAY (Sea-Land Service)**, January 28 — Chairman **Howard Knox**, Secretary **E. Vazquez**, Educational Director **D. Greiner**, Deck Delegate **J. Ocot**, Engine Delegate **Ali Mohsin**, Steward Delegate **Sergio Morales**. Chairman reviewed procedures on SIU drug program. Secretary thanked crew for keeping lounge clean. He complimented **Wiper Ali Mohsin** and **SA Ramon de la Paz** for terrific job they have done. No beefs or disputed OT reported. Crew thanked steward department for fine job. Next port: Elizabeth, NJ.

**SEA-LAND ATLANTIC (Sea-Land Service)**, January 28 — Chairman **W. C. Byrd**, Secretary **J. Rivera**, Educational Director **Michael Derringer**, Deck Delegate **James V. Higgins**, Steward Delegate **Ronald Tarantino**. Chairman announced ship scheduled to arrive in Charleston, SC on February 2. Educa-

tional director noted no money in ship's treasury. Steward delegate reported disputed OT. No beefs or disputed OT reported by the deck and engine delegates. Crew asked union to look into raising pension and dental benefits. Steward said ship running out of food, especially pastries and fruits. Next ports: Charleston, Port Everglades, FL and Houston.

**SEA-LAND DEVELOPER (Sea-Land Service)**, January 22 — Chairman **R. W. Pinkham**, Secretary **P. P. Lopez**, Educational Director **Jerry Lambert**, Deck Delegate **R. S. Snyum**, Engine Delegate **R. W. Dehlhom**, Steward Delegate **T. Pope**. Chairman announced vessel would be going into dry dock in Kobe, Japan on its next voyage. Treasurer listed \$38.25 in ship's fund. No beefs or disputed OT reported. Next port: Tacoma, WA.

**SEA-LAND KODIAK (Sea-Land Service)**, January 18 — Chairman **John Glenn**, Secretary **Samvin Morgan**, Educational Director **Sam Hacker**. Chairman asked contracts department to review possibility of member being able to regain job after being declared fit following illness. He announced payoff in Tacoma, WA upon arrival. No beefs or disputed OT reported. Crew told new movies would be coming onboard this trip. Crew gave vote of thanks to steward department. Deck and engine departments declared best since ship came out. Next port: Tacoma, WA.

**SEA-LAND NAVIGATOR (Sea-Land Service)**, January 31 — Chairman **Don McFarland**, Secretary **John Alamar**, Educational Director **Walter C. Stevens**, Deck Delegate **D. McGath**, Steward Delegate **Jimmy Williams**. Chairman reported very smooth trip with problems already handled. Steward department thanked for good food, especially New Year's Day meal. Secretary thanked crew for keeping quarters and recreation room clean. Treasurer announced \$84 in ship's fund. No beefs or disputed OT reported. Crew received Seafarers LOG on last visit to Long Beach, CA. Crew asked Sea-Land to provide transportation at all ports to safely take crew to and from main gates.

**WESTWARD VENTURE (IOT)**, January 29 — Chairman **George Vukmir**, Secretary **Sherman Jarman**, Educational Director **John Ross**, Deck Delegate **Ahmed Hussain**, Engine Delegate **Michael Brown**, Steward Delegate **Jacob**

**Dusich**. Educational director announced installation of new VCR. No beefs or disputed OT reported. Crew discussed SIU drug policy and upcoming contract negotiations. Next port: Tacoma, WA.

**AMERICAN HERITAGE (Apex Marine)**, February 25 — Chairman **J. Passapera**, Secretary **J. Gonzalez**, Deck Delegate **Robert Dennis**, Engine Delegate **Kevin Quinlan**, Steward Delegate **George T. Winfield**. Chairman said crew is so large that additional washing machine and ice machine are needed. Secretary asked company to provide crew with contingency evacuation plan for extremely ill or injured members. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Steward asked company to fumigate ship. Next port: St. Croix, VI.

**CAROLINA (Puerto Rico Marine)**, February 4, 1990 — Chairman **Edwin Rivera**, Secretary **R. Maldonado**. Treasurer reported no money in the movie fund. No beefs or disputed OT reported. Crew asked contract negotiating committee to permit relief to retain job when permanent member does not return. Crew reported trouble with individuals who are not members of the crew. They have broken lounge door and have eaten night lunches. Next port: San Juan, PR.

**GALVESTON BAY (Sea-Land Service)**, February 18 — Chairman **Paul M. Butterworth**, Secretary **T. J. Smith**, Educational Director **A. O. Cuevas**, Deck Delegate **Joseph M. McGill**, Engine Delegate **Daniel L. Johnson**, Steward Department **Joe L. Clark**. Chairman urged members to tell captain if they want off when ship docks in Charleston, SC. He updated crew on SIU drug-testing policy. Treasurer announced \$147.50 in movie fund. No beefs or disputed OT reported. Crew asked SIU to look into raising pensions and guarding against loss of permanent job because of illness. Ship will be changing runs from Gulf of North Atlantic. Crew complained about stack gas on bridge. Crew reminded not to cook in quarters. Steward department given vote of thanks. Next port: Charleston, Port Everglades, FL and Houston, TX.

**HUMACAO (Puerto Rico Marine)**, February 4, 1990 — Chairman **P. Flores**, Secretary **Cassie B. Carter Jr.**, Educational Director **William B. Turner**, Engine Delegate **Robert Clark**, Steward Delegate **M. Robles**. Chairman announced payoff scheduled on arrival at Elizabeth, NJ February 7. He said individuals who are not crewmembers are eating all night lunch and fruit. No beefs or disputed OT reported. Crew asked chief engineer to adjust temperature controls in quarters to accommodate local port. Crew also sought to have shower water control fixed to keep hot water coming from cold faucet and steam from hot. Steward department thanked for job well done. Next port: Elizabeth.

**LIBERTY SEA (Liberty Maritime)**, February 4 — Chairman **Cesar Gutierrez**, Secretary **R. Black**, Educational Director **T. Koubik**, Deck Delegate **George McCurley**, Engine Delegate **Alphonse Thomas**, Steward Delegate **Ambrose Gabriel Jr.**. Chairman said VCR needs repaired. Deck delegate reported disputed OT. Engine and steward delegates reported no beefs or disputed OT. Crew thanked steward department for fine job.

**OMI CHARGER (OMI Corp.)**, February 4 — Chairman **F. R. Schwarz**, Secretary **N. Johnson**, Educational Director **Wiley Yarber**. Chairman and secretary reminded crew to separate plastics from biodegradable trash. Educational director urged members to upgrade at Piney Point. Treasurer reported \$400 and 800 movies in ship's collection. No beefs or disputed OT reported. Crew asked welfare department to investigate reduction of days to qualify for pension. Captain **Weis** invited to end of meeting to announce new OMI safety recognition pol-

icy which will include prizes and awards to ships and crewmembers who reduce lost manhours. Next port: Texas City, TX.

**OMI SACRAMENTO (OMI Corp.)**, February 25 — Chairman **Sy Yaras**, Secretary **David Der**, Deck Delegate **Jack Brown**, Steward Delegate **Willie J. Grant**. Chairman reminded members to upgrade at Lundberg School. He thanked steward department for fine job. He asked contracts department to look into allowing permanent members to regain job after returning from illness. No beefs or disputed OT reported. Deck and engine departments thanked for keeping ship clean. Ship scheduled to be in Germany for five to seven days. Crew asked welfare plan to review policy for family coverage.



Clyde Kreiss, chief steward aboard the Overseas Chicago, in photo taken in Texas City, TX.

**OVERSEAS JOYCE (Maritime Overseas)**, February 22 — Chairman **Richard Bradford**, Secretary **Steven Parker**, Educational Director **Leonard Viles**, Deck Delegate **Duane Stevens**, Steward Delegate **Keith Barfield**. Chairman advised crew VCR will be replaced upon arrival. He told departing members to stay onboard until replacements sign on. Secretary said chandlery in New York still delivering out-dated bread and spoiled fruit. He said company is aware of problem. Educational director requested all members to upgrade at Piney Point. No beefs or disputed OT reported. Seafarers LOG received onboard. Crew thanked steward department for fine meals and fresh breads. Next ports: Jacksonville, FL, Baltimore and Newark, NJ.

**OVERSEAS NEW YORK (Maritime Overseas)**, February 4 — Chairman **M. Galbraith**, Secretary **J. White**, Educational Director **L. W. Philpot**, Deck Delegate **J. McLean**, Engine Delegate **R. Santos**, Steward Delegate **W. Fruge**. Chairman announced payoff when vessel arrives in Houston. He urged all members to upgrade at Lundberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by the engine and steward delegates. Crew asked union to review increase in pension plan. Crew thanked steward department for good food and ship's cleanliness. Next port: Houston, TX.

**ROBERT E. LEE (Waterman)**, February 4 — Chairman **Mark Trepp**, Secretary **Ernie Hoitt**, Educational Director **B. F. Cooley**. Chairman reminded crew to donate to SPAD and upgrade at Piney Point. Secretary told crew he had vacation, welfare and upgrading forms in case any are needed. Treasurer asked crew to rewind videos before returning them. No beefs or disputed OT reported. Next port: Alexandria, Egypt.



Members of the Overseas Ohio's steward department posed for this photo during the vessel's stopover in Nederland, TX. Pictured from the left are QMED C. Suazo, Steward/Baker Earl Gray Sr. and QMED J. Miranda.

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## SIU Family Vacation

Continued from page 24

ter on the first and third Sunday of each month, and are invited to bring their own model rockets to launch. And Prince George's County is home to Camp Springs, site of the SIU headquarters.



**Anne Arundel County:** Named in honor of the wife of Cecil Calvert, Maryland's founding sponsor, Anne Arundel County is

famous for Annapolis, the state capital, and the Chesapeake Bay. With more miles of shoreline on the Bay than any other county, Anne Arundel is home to snug harbors, sandy beaches, picturesque waterfront towns—and fabulous seafood.

First settled in 1649, Annapolis was once the capital of the new United States for nine months. The street plan of the two major circles and radiating streets remains the same as the original design of 1695. Home to the U.S. Naval Academy, Annapolis is a lovely city through which to take a leisurely stroll.

History is everywhere, from the oldest state house in continuous use in the United States to the historic taverns to the Banneker-Douglass Museum of Afro-American Life and History to the city docks, boutiques and waterfront restaurants. All this is just a short drive from the Lundeberg School.



### Northern Virginia:

Across the Potomac River from Washington, DC and just about an hour-and-a-half drive from

Piney Point is Arlington County and the City of Alexandria, both rich in history.

One of the most historic spots in Arlington is Arlington House, the memorial to Robert E. Lee. It is situated atop a hill in Arlington National Cemetery, site of the Tomb of the Unknown Soldier, and where President John Kennedy, his brother, Robert, and many other of America's patriots are buried. The U.S. Marine Corps War Memorial "Iwo Jima" is located in Arlington as is the Pentagon, headquarters for the U.S. Department of Defense and the world's largest office building.

An 88-acre bird sanctuary in the middle of the Potomac River is dedicated to the nation's 26th president, Theodore Roosevelt, and nearby is the Netherlands Carillon, a 49-bell tower, a gift from the Dutch people in gratitude for American aid given during World War II.

In addition, a trip to Arlington offers the opportunity to visit the oldest standing log cabin in Northern Virginia, built in 1743, and the National Inventors Hall of Fame, featuring artifacts of 44 members, including Alexander Graham Bell, Thomas Alva Edison and Orville

and Wilbur Wright.

Next to Arlington is Alexandria, a riverfront town with a rich trading heritage. Best known as George Washington's hometown and site of his beloved Mt. Vernon, there are walking, trolley and boat tours of the historic area. Historical buildings are packed into a small area—the boyhood home of Robert E. Lee and the Old Presbyterian Meeting House where Washington's funeral sermons were delivered, to name but two.

Established in 1749 by a group of Scottish merchants, Alexandria is a tourist's haven, with specialty shops, historic homes, seafood and ethnic restaurants, art galleries and antiques shops.



### Washington, DC:

A good way to get acquainted with all of the sites of interest in the nation's capital is a trip on the Tourmobile—a narrated, shuttle bus tour to 18 major sites in the area including the Jefferson, Washington and Lincoln memorials. That way, the tourist can get an idea of what he wants to explore further—from the Capitol, White House and Supreme Court to the hundreds of Smithsonian Institution museum exhibits (all free). Among the Smithsonian museums are the Museum of Natural History, Museum of American History and the National Air and Space Museum. The Museum of American History is known as the "nation's attic" because everything is there—from the First Ladies' gowns to old cars and fire engines, to coin and stamp collections.

The nation's capital offers many art museums as well, including the National Gallery of Art, the Hirshhorn Museum and Sculpture Garden and the Corcoran Gallery of Art.

The Library of Congress, the nation's central depository of books and information, is housed in three separate buildings, all open to the public, and the National Archives is home to the major original American documents such as the Declaration of Independence, the Constitution and the Bill of Rights. A particularly moving attraction is the Vietnam Veterans Memorial.

Many families enjoy the tours conducted by the FBI of that agency's headquarters as well as a visit to the United States Treasury's printing site, where one can actually watch the nation's paper currency being made.

It will take more than a day—or even a weekend—to see some of the more famous landmarks, much less the other significant attractions in the District of Columbia. Since the nation's capital is only about a hour-and-a-half from Piney Point, many vacationing seafarers make more than one trip to the city while staying at the Lundeberg School.

## Ships' Digests

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**SEA-LAND DISCOVERY** (Sea-Land Service), February 18 — Chairman S. Rollo, Secretary J. R. Collis, Educational Director C. Welsh, Deck Delegate R. Garay, Engine Delegate S. Padilla, Steward Delegate R. Escobar. Chairman announced payoff as soon as the vessel arrives in Elizabeth, NJ. No beefs or disputed OT reported. Steward department given vote of thanks by crew. Next ports: San Juan, Rio Haina and Jacksonville, FL.

**SEA-LAND EXPLORER** (Sea-Land Service), February 11 — Chairman W. E. Lough, Secretary W. Hawkins. Chairman announced crew with permanent jobs do not have to sign off only in Long Beach, CA. Treasurer stated \$419 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done.

**SEA-LAND LIBERATOR** (Sea-Land Service), February 25 — Chairman V. J. Ardowski, Secretary C. M. Modellas, Educational Director E. L. Ford. Chairman advised crew about hazardous working conditions and urged them to report any such problems. He stressed the importance of preventing injuries. He announced ship would pay off upon arrival in Long Beach, CA. Secretary thanked members for keeping crew lounge clean at all times. No beefs or disputed OT reported. Crew held moment of silence for departed brothers and sisters. Next port: Long Beach, CA.

**SEA-LAND TRADER** (Sea-Land Service), February 24 — Chairman J. Rader, Secretary R. Spencer, Educational Director M. Mefferd, Engine Delegate Willie Lee Jr. Chairman reminded members after being paid off in Long Beach, CA to be wary of thieves. Secretary urged members to donate to SPAD. Educational director stressed importance of

safety onboard vessel. Deck delegate reported OT; engine delegate reported beef; steward delegate reported no beefs or disputed OT. Steward department thanked by crew.

**ULTRASEA** (American Transport), February 18 — Chairman Jim Hassan, Secretary John C. Reed, Educational Director E. Figueroa. Chairman reported a beef between him and chief mate. Treasurer noted \$100 in movie fund. No other beefs or disputed OT reported. Steward department thanked for good food.

**WILLIAM B. BAUGH** (Maersk), February 4 — Chairman Richard Fahey, Secretary William Justi, Educational Director H. C. Cancey. Chairman announced copy of drug laws onboard and all members should read it. He asked all members to submit list of items which need repair. Secretary announced travel pay would be included in February payoff. Educational director told members to upgrade at Lundeberg School. No beefs or disputed OT reported. Steward department thanked for excellent job. Next port: Diego Garcia.

**OMI CHAMPION** (OMI Corp.), March 5 — Chairman William R. Dawson, Secretary Floyd Payton. Chairman announced payoff will take place in Norfolk. Treasurer reported \$40 in ship's fund. No disputed OT or beefs reported.

**OVERSEAS CHICAGO** (Maritime Overseas), March 3 — Chairman John Zepeda, Secretary Clyde Kreiss, Educational Director Mark Sawin, Deck Delegate Billy G. Hill, Engine Delegate E. Whisenant, Steward Delegate A. Fuchini. Chairman announced payoff in Nederland, TX upon arrival. He said next voyage will be to Scotland. No beefs or disputed OT reported. February Seafarers LOG received. Crew asked to review pension requirements. It asked negotiation committee to add another AB and make bosun a day worker. Crew reminded to upgrade at Piney Point. Next port: Nederland, TX.

## Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

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

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

To obtain more information about this program, seafarers may call the membership services office at 1-800-CLAIMS-4 (1-800-252-4674) or may write to:

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

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

## Eastern Strike

Continued from page 7

joined by the Airline Pilots Association and the Transport Workers Union, which represented the flight attendants, in a sympathy walkout, thus crippling Eastern's operations. On March 9, 1989, Lorenzo placed Eastern under federal bankruptcy protection and

has been trying to rebuild the carrier with scabs and through Lifland's court.

As the LOG went to press, the airlines' creditors were seeking the appointment of an independent operating trustee to be assigned to the company.

Judge Lifland is currently holding hearings on the airline's financial situation.





At the Mobile hall's membership meeting SIU members listen to the monthly dispatcher's report on shipping and registration.

## Scenes from the SIU's Mobile Hall



Robert Vance (left) talks with Executive Vice President Joseph Sacco before a membership meeting. Vance tells younger SIU members to fill the union's jobs because, "the sun doesn't always shine on the dog's tail, and you can't take it for granted that things will always go well."



Bevelow D. Locke, who retired in 1978, is pictured with his daughter Heather. Brother Locke last sailed on Puerto Rico Marine's Aguadilla as a reefer electrician.

Stop by the Mobile SIU hall on any day of the week and a union member can find fellow shipmates, former sailing buddies, a cup of coffee and interesting conversation. In addition to the daily activities of registration, shipping, handling welfare, pension and upgrading questions, the Mobile union hall is a site for impromptu get-togethers. Pictured on this page are photos taken at the Mobile hall.



Standing in front of the union hall's new soda pop machine are QMED Electrician Jerald "Rex" Graham, retired Recertified Bosun Fred "Johnny" Johnson, Chief Cook Jack Rankin and Alicia Sanders, the secretary for the Mobile office. On the phone is DEU Clarence Scott.



Sean Walker (left), who currently sails as a junior engineer, is dispatched to the USNS Capella by Port Agent Dave Carter.



SIU member Walter Guy is pictured above as he waits for the union meeting to begin.



QMED Pumpman Charlie E. Durden drops by the Mobile hall with his wife, Socorro, and daughter, Jamie Lee, to fill out and submit a welfare claim form. Brother Durden reported that his daughter had dislocated her shoulder but after a hospital visit she is doing fine.



Pictured at the Mobile hall counter are AB Henry Gable, Bosun Raul Lawrence, Crescent Towing tug deckhand Ricky N. Shutlock and QMED James L. Bates. Brother Gable was on his way to the Baldomero Lopez in Saipan while Brother Bates was enjoying his time off the William Button.



Photographed in front of a picture of the late Paul Hall, the union's president until his death in 1980, are Eloris B. Tart and Chief Cook Jack Rankin. Brother Tart has played an important role in the union from participating in beefs to developing procedures that work. His suggestion on changing the ratings in the steward department to a straight chief cook and a steward/baker was put into effect around 1980.



## Bentz Visits Daughter in College in Maryland

Veteran AB and SIU man Henry Bentz stopped by the union's headquarters last month during a visit to the area. Maryland was Brother Bentz's destination because his daughter Joann is currently enrolled at the University of Maryland. At headquarters, Bentz introduced Joann to SIU officials



Brother Bentz's son Diego plays football for the University of Utah Running Utes.



SIU member and Pittsburgh Steelers fan Henry Bentz came by the union's headquarters building last month. Above, Brother Bentz (second from left) and his daughter, Joann, are flanked by SIU Executive Vice President Joseph Sacco (left) and Secretary-Treasurer Joseph DiGiorgio.

Diego, who attends the University of Utah. Diego Bentz plays football for the school's Running Utes team.

Brother Bentz divides his time on the beach between the Utah city, Puerto Rico and his native Pittsburgh. He also visits family in Pasadena and Maryland during time off between ships. Brother Bentz told "Red" Campbell that he

thoroughly enjoys keeping up with his family.

Bentz began sailing in August 1953 at the age of 20, applying for his union permit in the port of New York. After a stint in the U.S. Army from '55 to '57, he became a full book member on October 31, 1958. He upgraded at the Seafarers Harry Lundeberg School of Seamanship in 1964 and 1967.

and staff, reminisced with Executive Vice President Joseph Sacco about the days they sailed together in the '60s and compared notes with Vice President of Contracts Angus "Red" Campbell on the fortunes of the Pittsburgh Steelers.

During the '60s, Brother Bentz sailed on many ships with Michael and Joseph Sacco, who now serve as the union's president and executive vice president respectively. While chatting last month in Joe Sacco's office, the two recalled some of the trips they had made together. "Henry was my watch partner," Joe Sacco explained. "He was very good company and a great seaman. We spent many hours talking about the merchant marine and shipping."

Vice President Campbell describes Henry Bentz as a good SIU man. "On any beefs that the union was involved in, Henry has always made himself available."

Both Campbell and Bentz were born and raised in Pittsburgh. When the two get together, the conversation quickly turns to the records and activities of their hometown baseball and football teams. Campbell says Bentz is as good as an encyclopedia when it comes to information on the Pittsburgh Pirates and Steelers.

Joann is not the only child of Henry and Lourdes Bentz to go to college. While at headquarters, Brother Bentz provided Red Campbell with a photo of his son,

## Captain Designs Ring

*Continued from page 15*

mariners: a ring. He had felt for a long time that merchant mariners should have a ring comparable to those worn by service academy graduates.

The ring's design states "United States Merchant Marine" around a birthstone. Other features include a sailing ship, two anchors and "1776" on one side and an anchor within the U.S. shield, two propellers and "USMM" on the other side.

According to Rakyta, the ring "represents our industry, represents everyone involved with ships or tugs." Because many people in the industry have not had a chance to attend college or the Merchant Marine Academy at King's Point, they have "no ring, nothing, to show for their participation in the fourth arm of defense, the U.S. merchant marine," he said. Brother Rakyta believes his ring can be worn proudly by anyone involved with U.S. shipping.

Rakyta has found a company in New York that will produce his design. He asks that any members interested in obtaining a ring write him personally at Captain John Rakyta, 3740 Sharon, Prescott Valley, AZ 86314. After hearing from any individual interested in the merchant marine ring, Captain Rakyta will send out information on how to order one.



Shirley displays freshly baked bread and doughnuts.



Gigante (left) and Collison bring another tray of lobster tails to the serving line.

## Can't Beat the Food On the Harry Fisher

Gerald Shirley, an SIU Steward Baker, recently provided the Seafarers LOG with photographic proof of the culinary accomplishments of the galley gang on the Harry Fisher.

The group that keeps the crew of the Maersk Line vessel happy are pictured in photo at right. From left to right they are Steward Baker Gerald Shirley, Steward Assistant Omar Omar, Assistant Cook David Collison, Steward Assistants Genevieve Morris and Timmy Cyprus and Chief Cook Billy Gigante.





# Final Departures

## DEEP SEA

### JULIUS BOCALA

Julius Bocala, 78, passed away December 9, 1989. The Philippines native joined the Seafarers in August 1947 in the port of New York. He worked in the steward department. Brother Bocala retired in June 1971.

### JAMES W. CANARD



James W. Canard, 74, died February 23. Born in Mississippi, the deck department veteran joined the union in February 1951 in the port of New York. Brother Canard started collecting his pension in October 1982.

### EDWARD S. FAIRFIELD



Edward S. Fairfield, 81, passed away February 5. The Philadelphia native served in the Marines from 1930 to 1934. He started his engine department career when he joined the SIU in April 1953 in the port of New York. Brother Fairfield began receiving his pension in August 1974. He is survived by his wife, Elizabeth.

### HOWARD F. FOREMAN



Howard F. Foreman, 67, died December 16, 1989. Born in Clarence, MO. Brother Foreman joined the Marine Cooks and Stewards, prior to its merger with the SIU, in May 1953 in the port of San Francisco. He retired in January 1986. His wife, Dorothy, survives him.

### LUIS G. GONZALEZ

Luis G. Gonzalez, 69, passed away February 25. The Texas native joined the SIU in August 1947 in the port of New York. He continued his engine department career when he joined District 2 MEBA in 1968. Brother Gonzalez started to collect his pension in September 1985.

### HOYT L. HACKNEY



Hoyt L. Hackney, 72, died March 1. Born in Arkansas, Brother Hackney joined the Seafarers in September 1951 in the port of Galveston, TX. He was a member of the black gang. He is survived by his wife, Edith.

### JOHN F. HALL JR.



John F. Hall Jr., 64, passed away January 18. He was born in Hahira, GA and served in the Army Air Corps from 1943 to 1947. After joining the union in Savannah, GA in December 1955, Seafarer Hall sailed in the engine department. His first ship was the Oregon Navigation. He upgraded at the Lundberg School in 1979 and 1985. Brother Hall was shipping from the port of Jacksonville, FL at the time of his death.

### TOMMY JENKINS



Tommy Jenkins, 87, died January 30. The charter member joined the Seafarers in January 1939 in the port of Mobile, AL. Brother Jenkins worked in the galley gang before retiring in January 1968. His wife, Taletha, survives him.

### KERMIT A. KNUTSON



Kermit A. Knutson, 82, passed away February 18. The Wisconsin native joined the SIU in June 1944 in the port of Baltimore. He sailed in the steward department. Brother Knutson retired in January 1973.

### FRANK C. KUMIEGA



Frank C. Kumiega, 68, died March 14. Born in Wilkes-Barre, PA, he served in the Army from 1942 to 1945. Brother Kumiega shipped in the steward department after joining the SIU in December 1949 in the port of New York. He started drawing his pension in February 1980.

### WOODROW W. LAWTON

Woodrow W. Lawton, 73, passed away February 19. The Georgia native was a charter member, joining the union in November 1938 in the port of Savannah. Brother Lawton upgraded to Recertified Bosun during 1975 at Piney Point. He retired in March 1987. He is survived by his wife, Delores.

### ELTON W. LOW

Elton W. Low, 71, died January 10. He served in the Army from 1942 to 1958. Brother Low joined the Marine Cooks and Stewards in August 1974 and his native Seattle before the union merged with the SIU. He

began collecting his pension in September 1981. His wife, Mary, survives him.

### WOODROW W. McDANIEL



Woodrow W. McDaniel, 77, passed away March 6. Born in Winona, WV, he served in the Navy from 1942 to 1944. Brother McDaniel joined the Seafarers in January 1952 in the port of Baltimore. The engine department veteran's first ship was the Sea Cliff. He joined District 2 MEBA in 1967. He retired in June 1972. He is survived by his wife, Virginia.

### JOHN P. "BUD" MCGORIAN

John P. "Bud" McGorian, 68, died March 20 in San Francisco. Before coming ashore to own restaurants in San Francisco and New Mexico, Brother McGorian served as business agent for the Marine Cooks and Stewards. He also sailed as maitre d' and chief steward aboard the President Lines (American President Lines) and the hospital ship USS Hope when it was under MCS contract. He was buried March 27 at Mt. Tamaipais Cemetery in San Rafael, CA.

### GEORGE H. MALIN



George H. Malin, 64, passed away January 2. Born in Chicago as George Malinowski, he served in the Army from 1944 to 1946. He joined the union in March 1958 in the port of New York. Brother Malin sailed in the black gang before retiring in November 1985.

### IRVIN MATTHEWS

Irvin Matthews, 69, died February 13. He was born in Pensacola, FL and served in the Army from 1943 to 1946. Brother Matthews joined the Seafarers in August 1951 in the port of New York. He sailed in the galley gang. He started drawing his pension in October 1985.

### HERBERT MINICK



Herbert Minick, 63, passed away December 4, 1989 at his home in Jacksonville, FL. He served in the Navy from 1944 to 1946. After joining the SIU in March 1969 in the port of San Francisco, he sailed aboard Waterman's Andrew Jackson, named after the president from Brother Minick's native Tennessee. He worked in the deck

department and sailed from the port of Jacksonville before retiring in December 1988.

### JOHN D. MOORE

John D. Moore, 68, died December 23, 1989. The Louisiana native served in the U.S. Marine Corps from 1939 to 1945. He joined the union in November 1951 in the port of New York. Brother Moore upgraded to Recertified Bosun in 1975 at the Lundberg School. He started collecting his pension in November 1986.

### JOHN R. MURPHY



John R. Murphy, 72, passed away February 10. The Baltimore native joined the Seafarers in June 1951 in the port of New York. Brother Murphy shipped in the deck department. He retired in December 1983.

### JOSEPH J. NAWROCKI

John J. Nawrocki, 63, died January 18. A native of Pennsylvania, he served in the Army from 1945 to 1946. He joined the union in October 1955 in the port of Baltimore. Brother Nawrocki sailed in the steward department before retiring in May 1984.

### CHARLES PERKINS

Charles Perkins, 80, passed away December 28, 1989. The Alabama native was a charter member of the SIU having joined in December 1938 in the port of Mobile. He sailed with the galley gang until he retired in December 1971. Brother Perkins is survived by his wife, Inez.

### RAYMOND ROGERS



Raymond Rogers, 65, died December 23, 1989. After serving in the Navy

from 1941 to 1961, the Blofion, FL native joined the union in October 1965 in the port of Jacksonville. He continued to sail from that port in the deck department until he retired in August 1989. Brother Rogers is survived by his wife, Dorothy.

### JOHN W. SAMSEL



John W. Samsel, 64, passed away January 30. The Connecticut native

the port of Boston. Brother Samsel sailed in the deck department before retiring in September 1981.

### JULIUS B. SCHUTTE

Julius B. Schutte, 91, died March 9. Born in Connecticut, he served in the Navy from 1916 to 1919. Brother Schutte joined the SIU in January 1944 in the port of New York. He sailed in the steward department and started collecting his pension in January 1964. His wife, Marie, survives him.

### WILLIE SCOPOLITES

Willie Scopolites, 75, passed away January 24. He served in the Army from 1942 to 1945 then joined the Seafarers in his native Mobile in 1961. The steward department veteran began his career with Mobile Towing Company. Brother Scopolites was buried in Pinecrest Cemetery in Mobile. His wife, Lucille, survives him.

### THEODORE L. SIMONDS



Theodore L. Simonds, 66, died March 13. He was born in New

York and joined the Seafarers in April 1943 in the port of New York. Brother Simonds shipped in the deck department. He started receiving his pension in March 1975.

### CARLOS VELEZ



Carlos Velez, 71, passed away February 13. The Puerto Rico native

joined the union in May 1947 in the port of San Juan. He sailed in the deck department. Brother Velez retired in August 1963. His wife, Salvadora, survives him.

## INLAND

### JOHN V. CLEARMAN



John V. Clearman, 82, died January 28. The native of Monroe, LA

served in the Army from 1942 to 1945. He joined the SIU in December 1956 in the port of Mobile, AL. Boatman Clearman sailed in the deck department. He started collecting his pension in April 1973. He is survived by his wife, Edwina.

### HOUSTON E. COOPER



Houston E. Cooper, 75, passed away January 9. He was born in

Continued on page 30



## Final Departures

Continued from page 29

Franklinton, LA. Boatman Cooper joined the Seafarers in November 1956 in the port of New Orleans. The engine department veteran retired in August 1973. His wife, Eva Viola, survives him.

### VITO DI GIOVANNI



Vito Di Giovanni, 77, died February 27. He joined the union in May 1956 in his native New Orleans. Boatman Di Giovanni sailed in the deck department. He started drawing his pension in January 1973.

### OTTO M. FELKER



Otto M. Felker, 81, passed away March 3. The Pennsylvania native joined the SIU in November 1956 in the port of Baltimore. He was a veteran of the galley gang. Boatman Felker retired in August 1976. He is survived by his wife, Ruth.

### FRANK FLETCHER



Frank Fletcher, 67, died February 11. Born near Mc Coll, SC, he served in the Navy from 1939 to 1942. Boatman Fletcher joined the Seafarers in June 1961 in the port of Philadelphia. He sailed in the deck department on McAlister Brothers vessels. He retired in January 1986. His wife, Catherine, survives him.

### JIMMIE A. MOODY



Jimmie Moody, 61, passed away February 26. Born in Theodore, AL, he joined the union in August 1956 in the port of Mobile. During his deck department career, he worked for Ideal Cement and Gulf Marine companies. Boatman Moody attended the 1984 Inland Conference at Piney Point. He retired in December

1986. His wife, Mamie Lee, survives him.

### KENNETH R. POSEY

Kenneth R. Posey, 60, died February 24. He was born in Marbury, MD and served in the Army from 1951 to 1953. After joining the union in September 1973 in the port of Piney Point, Boatman Posey shipped on Steuart Transportation vessels. He was an active member at the time of his death.

### EARL E. TALBOTT

Earl E. Talbott, 63, passed away March 1. After serving in the Army from 1944 to 1946, the Florida native started his SIU deck career in the deep sea division in April 1948 in the port of New York. Boatman Talbott acquired his inland book in 1964 in Port Arthur, TX and sailed in both divisions until he retired in August 1988. He upgraded at the Lundberg School during 1974.

## GREAT LAKES

### JAMES A. BROCK



James A. Brock, 72, died March 5. The St. Peter, MN native served in the Navy from 1945 to 1946. Brother Brock joined the SIU in February 1974 in the port of Duluth, MN. He sailed in the deck department on American Steamship Company vessels. He was an active member at the time of his death.

### JOSEPH FURMAN



Joseph Furman, 70, passed away December 18, 1989. He was born in Amsterdam, NY and served in the Army from 1941 to 1945. Brother Furman shipped in the deck department on Great Lakes Dredge and Dock vessels after joining the Seafarers in August 1961 in the port of Buffalo, NY. He started drawing his pension in May 1981.

### HOWARD HANSON

Howard Hanson, 63, died February 28. The native of Iron River, WI served in the Army from 1950 to 1952. He joined the union in September 1977 in the port of Duluth, MN. He was an active member when he passed away.

## Cancer Claims Life of David Tellez



David Tellez, 50, died of cancer February 27 at Lutheran Hospital in Brooklyn. Born in Ponce, PR, Tellez graduated in August 1959 from the Andrew Furuseth Training School in New York. His first vessel was the S.S. Rose Knot with Suwanee Steamship Company. He upgraded in 1965 and 1979, becoming a Recertified

Bosun. His last job was on the Sea-Land shoregang in Port Elizabeth, NJ.

Tellez had a strong history of volunteering for union activities. He hit the bricks in many picket lines from the 1961 New York Harbor beef to the more recent Sonat/Maritrans beef.

Tellez is survived by his wife, Martha, and two sons, Raymond and David Jr. as well as his brother, Augie, assistant vice president of the SIU. Tellez was buried March 2 in the Greenwood Cemetery, Brooklyn.

## Summary Annual Report for the SIU PD-PMA Supplemental Benefits Fund

This is a summary of the Annual Report for the SIU PD-PMA Supplemental Benefits Fund [Employer Identification No. 94-1431246, Plan No. 501] for the year ended July 31, 1989. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$7,667,835. These expenses included \$226,549 in administrative expenses and \$7,441,286 in benefits paid to participants and beneficiaries. A total of 1,588 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 \$2,793,303 as of July 31, 1989, compared to \$2,646,335 as of the beginning of the plan year. During the plan year the plan experienced an increase in its net assets of \$146,968. The plan had total income of \$7,814,803 including employer contributions of \$7,449,935, earnings from investments of \$308,840, and other income of \$56,028.

### Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investments;
3. Transactions in excess of five percent (5%) of the fund assets.

To obtain a copy of the full Annual Report, or any part thereof, write or call the office of the Plan Administrator, SIU PD-PMA Supplemental Benefits Fund, 522 Harrison Street, San Francisco, CA 94105. Telephone number: (415) 495-6882.

You also have the legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room, N5507  
Pension and Welfare Benefit  
Administration  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, D.C. 20210

## 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 Accounts every year, which is to be submitted to the membership by the Secretary-Treasurer. A yearly finance committee of rank and file members, elected by the membership, makes examination each year of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

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

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

**EDITORIAL POLICY—THE SEAFARERS LOG.** The Seafarers LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It 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 Seafarers LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods such as dealing with char-

ges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

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

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

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



# 1990 UPGRADING COURSE SCHEDULE

All Programs Are Geared to Improve Job Skills of SHL Members and to Promote the American Maritime Industry

May-July 1990

The following is the current course schedule for May-July 1990 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 the Lundberg School.

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 28 July 23	July 6 August 31

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

Lifeboatman	May 14 June 11 July 9	May 25 June 22 July 20
Shiphandling Simulator	May 21 June 25	May 31 July 6
Celestial Navigation Limited License	May 7 June 11	June 8 August 17

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

## Steward Upgrading Courses

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

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

## SHLSS College Program Schedule for 1990

FULL 8-week Sessions

May 28 through July 20

## SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

### Upgrading Application

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) (Mo./Day/Year)  
Address \_\_\_\_\_  
(City) (State) (Zip Code) Telephone \_\_\_\_\_  
(Area Code)

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

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

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

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

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 \_\_\_\_\_

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating Fireman/Water tender and Officer	June 11 June 11	August 31 July 20

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

Marine Electrical Maintenance	May 14 July 23	July 5 September 14
Diesel Engine Technology	May 14	June 8
Pumproom Maintenance & Operations	June 11	July 20
Refrigeration Maint. & Operations	June 11	July 20

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

## 1990 Adult Education Schedule

The Adult Education courses of Adult Basic Education (ABE), High School Equivalency (GED) and English As A Second Language (ESL) are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	July 30	September 8
Adult Basic Education (ABE)	July 30	September 7
English as a Second Language (ESL)	July 30	September 7
ABE/ESL Lifeboat Preparation Course	June 18	July 6

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

Developmental Studies	June 4 July 16	June 8 July 20
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## Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	May 28	July 2

## Oil Spill Course

Oil Spill Prevention & Containment (1 week)	May 14 July 9 July 23	May 18 July 13 July 27
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Upon completion the Sealift Operations course must be 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)
- ☐ High School Equivalency Program (GED)
- ☐ Developmental Studies (DVS)
- ☐ English as a Second Language (ESL)
- ☐ ABE/ESL Lifeboat Preparation

### COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

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

### RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundberg Upgrading Center, Piney Point, MD. 20674



## Roesch's Fitout May Be More of a Roundup

The "Hanging of the Horns" by the deck department's "bad boys" aboard the William R. Roesch signifies the start of a new shipping season on the Great Lakes.

These are not your typical horns. Yes, the bulk carrier meets U.S. Coast Guard regulations with air horns, foghorns and bullhorns. Yes, the extra set of horns hangs just above the bridge. However, it would be tough to describe the extra set as a safety feature, unless the Pringle Transit vessel was being rammed.

You see, the extra set of horns aboard the Roesch is from a steer and measures seven feet in length.

The horns first made their appearance last year. Watchman Dave Kole brought the set to the vessel in honor of the ship's captain, Harlow Anderson of Colorado. "The captain is such a good guy to us that we had to do something for him," Kole said.

When Kole rustled the horns in the wild-and-woolly town of Alpena, MI, he knew he had to take them to the Roesch. The deck department, nicknamed the "bad boys," worked together to drill holes in the bridge so the horns could preside over the ship.

"The horns serve as our flag," Kole said. "When the old man is aboard, the horns are up front."



With the horns finally in place, the Roesch "bad boys" are ready for another season. From the left are Conveyorman Don Pinkowski, Deckhand Ray Bennick, Watchman Tom Hocking, Wheelman John Kernohan, Watchman Leonard Scott, Watchman Dave Kile and Ordinary Seaman Jack Chapin.

When the season ends, we take them down until the next season."

With the holes already in place, the process of getting the horns up to the bridge and positioning them takes about one hour. Once the horns are in place, the crew goes back to the business of preparing the vessel for the 1990 Great Lakes shipping season. For the future, crewmembers are thinking about adopting the term "round up" rather than "fitout" for the start of a new season.

► Watchman Leonard Scott takes care of the seven-foot horns while other members of the crew gather the tools needed to hang the set on the bridge of the Pringle Transit vessel.



As Dave Kole steadies the horns, Leonard Scott pulls out the pliers to tighten some bolts.



Watchman Dave Kole, who originally brought the steer's horns to the Roesch, is set to begin work to hang them for another season.

## 18-Year-Old Missing for 2 Years



Loredana Elena Balu as she appeared in a photo taken two years ago.

The SIU has joined with the National Center for Missing and Exploited Children in a photo distribution campaign of young people who have been reported as missing.

Over the past several months, the SIU has published photos of missing children compiled by the National Center for Missing and Exploited Children. Surprisingly, an overwhelming majority of the cases handled by the center do not involve abductions by strangers. Rather, they deal with children who have been kidnapped by family members or children who have run away on their own accord.

Loredana Elena Balu is a typical case. Missing since 1988, the child left home while staying with friends of the family in San Antonio, TX. She had just turned 16, and her parents have not seen her since.

Because many runaway teenagers do not possess marketable skills, they are at high risk of being exploited. Some wind up living on the streets, running drugs or selling their bodies. It is a national tragedy.

Anyone having information about Loredana Elena Balu should contact the National Center for Missing and Exploited Children. She sometimes goes by the name Dana, Lora or Michelle, and she has a birthmark behind her ear. There are some scars on her forehead, and her light brown hair was dyed black when she was last seen.

The number of the National Center for Missing and Exploited Children is 1-800-843-5678. If anyone knows the whereabouts of Loredana, they may also call the San Antonio, TX Police Department, Missing Persons Unit at 1-512-299-7484 or their local FBI office.