

SEAFARERS LOG

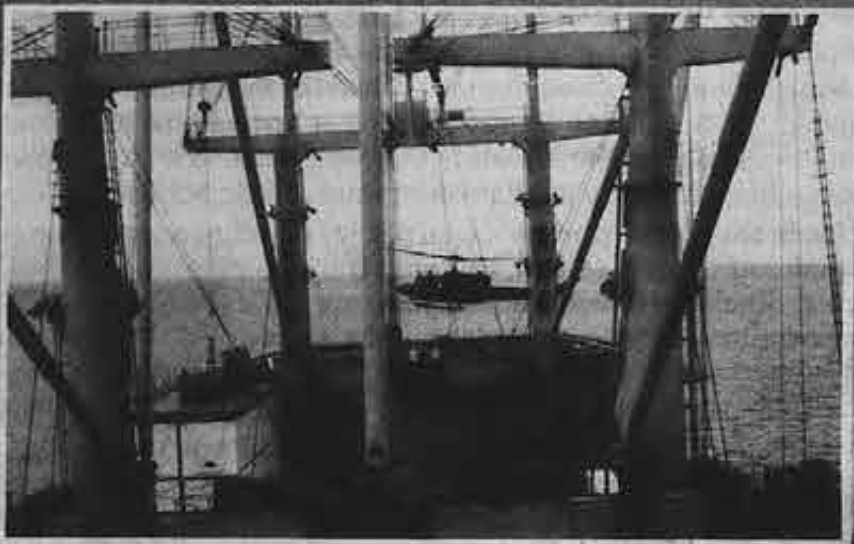


Volume 53, Number 6

June 1991

SHIPS ARE A MUST!

Military Cites Vital Role in Gulf War Page 3



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Merchant Mariners in the Gulf: Doing What Has to Be Done

The manner in which the merchant marine operates as the nation's fourth arm of defense is symbolized in the day's work of SIU Bosun Mike Wittenberg, who sailed aboard the USNS Wright during Operation Desert Shield. The bosun is pictured above launching an H-1 Huey helicopter from

the deck of the aviation support vessel, which is operated by a commercial U.S.-flag shipping company. Photo at upper left provides a bridge view of the Wright's helicopter activities. For articles about Seafarers on the Persian Gulf run see pages 7, 11, 14, 15, 18, 19 and 32.

President's Report

The Struggle Goes On

The life of the working person is one of struggle, and continuous struggle at that. The recent vote in Congress that will allow the administration to negotiate a trade treaty with Mexico without having to submit the proposal for a full legislative debate was a big blow to American workers.

The administration was seeking — and got — the right to negotiate a U.S./Mexico so-called free trade agreement under "fast track" authority. Such a procedure gives the U.S. Trade Representative the ability to bring back a proposed deal and all Congress can do about it is vote the package up or down — no amendments, no significant input from the American people.



Michael Sacco gave the administration the fast track authority it sought. Despite a formidable legislative effort by the AFL-CIO, its affiliated unions, including the SIU, and farmers and groups concerned over the environment, a majority of the House decided to give the president wide latitude to come up with a trade deal.

Although the fast track forces won out, it is heartening that as many as 191 representatives felt a responsibility to the American people to put such a trade deal to the true test of worth — a full and fair debate in the U.S. Congress.

Ready for Round Two

As a result, American workers and their unions must stay on their toes and keep a constant eye on the administration's negotiating strategy. And we must be prepared to make our case to Congress when that group of elected officials is presented with a final U.S./Mexico trade agreement.

This recent fight to try and keep decent, good-paying jobs for American citizens within our national boundaries reminds us that the struggle of working people versus those who control the machinery of commerce and government is a never-ending one and certainly is not a piece of cake. But this union was born out of struggle and strengthened in conflict. The disappointing vote of Congress on the U.S./Mexico free trade agreement means we'll just have to come back tougher on the next round.

Who's Kidding Who?

In a proclamation issued on the day set aside to take stock of the nation's maritime assets, President George Bush acknowledged the im-

portance of seafight in the liberation of Kuwait and noted that "recent events have fostered renewed pride in America's merchant seafarers." He saluted "all those who serve in our vital maritime industries."

Whoever is writing the president's stuff knows enough to pay lip service to American shipping. Unfortunately his policy-makers and cabinet members, the ones whose hands crank the wheels of government, move merrily along slamming and undercutting U.S.-flag shipping at any chance they get.

The fancy words in the president's proclamation praising the role of the merchant marine in Operation Desert Shield and Desert Storm are inconsistent with the administration's maritime policy which can be characterized as neglectful and disinterested at best and non-existent or downright hostile at worst. Looking at the administration's actions over the past two years, it is possible to accuse the government of attempting to kill off the maritime industry.

Words Are Nice but Actions Are Better

It is the administration's energy policy, recently sent to Congress, that in calling for the creation of a Defense Petroleum Reserve establishes waivers of national laws governing cabotage and cargo preference. This is the administration that negotiated a toothless bilateral maritime agreement with the Soviet Union, a treaty that provides no cargo for U.S. ships. This year, the State Department, through some fast shuttling of funds from one agency to another, got around U.S. cargo preference laws and allowed housing bought by Israel with American financing to be carried on foreign flag ships.

These examples are typical of the problems the industry is up against in coping with the anti-merchant marine policies of the executive branch of government. With so much energy directed at bending the letter and spirit of our laws that promote a healthy U.S.-flag fleet, is it any wonder the president's Maritime Day proclamation rings a little hollow?

The ball is in the administration's court, if for no other reason than the recent examples of the role of U.S. shipping and American seamen in Operation Desert Shield and Desert Storm and now in Desert Sortie. It is time for the administration to put the president's words into some sort of action and support a policy which will allow a merchant marine to thrive instead of shrink.

Operation Desert Shield and Desert Storm proved President George Bush has it in him to exercise leadership, develop a program, seek and secure the support of Congress and execute a plan of action with swiftness and courage. A true Maritime Day pledge would utilize all of those presidential assets on behalf of the industry which, once again, has vividly proved its worth as the nation's fourth arm of defense.

SIU Announces Winners of Scholarship Awards

The Seafarers has announced the winners of its 1991 scholarship awards. They include three SIU members: AB **Danny Arthur Kayser** of Prescott, Ariz., a four-year scholarship winner; Cook and Baker **Roberta Blum** of the Bronx, N.Y., a two-year scholarship winner; Chief Steward **Rebecca Sleeper Manion** of Port St. Lucie, Fla., a two-year winner.

The four dependents of SIU members who were awarded scholarships in this year's program were: **Michelle Lee Budnik** of Posen, Mich., daughter of Great Lakes member **Michael F. Budnik**, a four-year scholarship winner; **Carl R. Chavez** of Seattle, son of deep sea pensioner **Vincent Chavez**, a four-year scholarship

winner; **Peter Joseph Sheehan** of Staten Island, N.Y., son of deep sea member **John J. Sheehan**, a four-year winner; and **Jeri N. Tucker** of Mobile, Ala., daughter of deep sea member **James Tucker**, a four-year scholarship winner.

Four-year scholarships provide the winners with \$15,000 each towards their college tuition and expenses. The two-year awards total \$6,000 each.

Pursuing Goals

In announcing their selection, SIU President Michael Sacco congratulated each one of the scholarship winners. "The Seafarers International Union is proud of its members and their dependents who pursue advanced academic



The applications for scholarships being awarded by the SIU were examined by a panel of professional educators who determined the winners. From the left are Dr. Gayle A. Olson, Dr. Charles Lyons Jr., Dr. Henry Toutain, Dr. Trevor Carpenter, Father David Albert Boileau, Dr. Michael Glaser and Dr. Charles D. O'Connell Jr.

and vocational goals," Sacco noted in a communication to each of the seven awardees.

With these newest recipients, a total of 210 scholarships have been awarded since the program began in 1952.

The seven were chosen on the basis of their academic performance by an impartial panel of professional educators appointed by the Board of Trustees of the Seafarers Welfare Plan.

Seven professional educators composed the 1991 scholarship

panel.

They were Father David Albert Boileau of Loyola University, Dr. Trevor Carpenter of Charles County (Md.) Community College, Dr. Michael Glaser of St. Mary's College of Maryland, Dr. Charles Lyons Jr. of the American Association of Colleges and Universities, Dr. Charles D. O'Connell Jr. of the University of Chicago, Dr. Gayle A. Olson of the University of New Orleans and Dr. Henry Toutain of Gustavus Adolphus College (Maryland).

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In the Wake of Desert Storm

Military Verdict: U.S. Ships Key to Defense

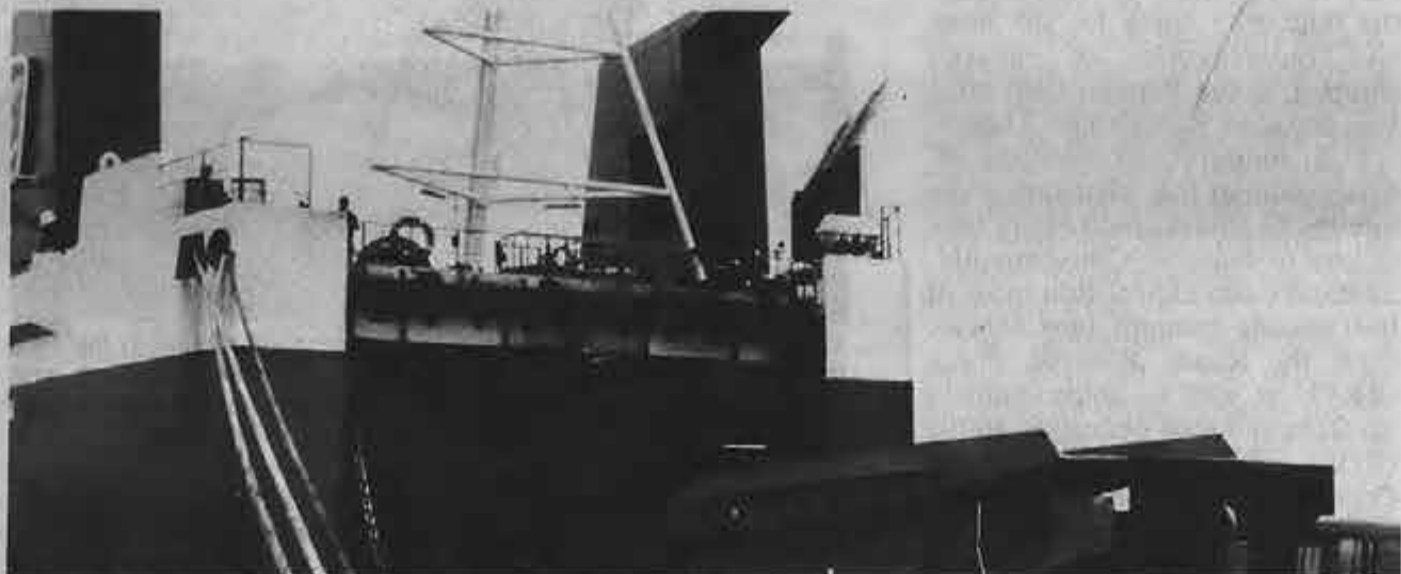
In the aftermath of the actual physical conflict in the Persian Gulf, the American military is evaluating the effectiveness of all elements that went into Operation Desert Shield and Desert Storm. Insofar, as U.S. shipping is concerned, the verdict of commanders and planners throughout the military is that the nation's defense interests require more sealift capability and a healthy American-flag merchant marine.

In a series of congressional hearings, officers and strategists from the U.S. Armed Forces, who were deeply involved in the recent Persian Gulf operation, proclaimed the essentiality of American shipping and stressed the need for a balanced U.S.-flag fleet.

Top military leaders observe that rapid sealift and the ability to project forces to any area of the world are critical ingredients in the nation's defense strategy, particularly in light of the lessons learned from Operation Desert Shield/Storm and the changes in the world brought about by the collapse of communist governments in East and Central Europe and the opening up of the Soviet system.

Secretary of Defense Dick Cheney has highlighted the importance of mobility for the purpose of an adequate defense.

A priority of DOD is "the ability to project military power rapidly to areas of U.S. strategic



The Senator—an SIU-crewed, U.S.-flag commercial carrier—was chartered by the military to transport materiel during the Persian Gulf engagement. Beginning in December, Crowley Maritine, the vessel's operator, pulled the ship from its commercial run between Florida and Central America and dedicated its use to Operation Desert Shield/Storm. Above, the vessel is loading gulf-bound cargo.



Secretary Cheney

'A DOD priority is the ability to project military power rapidly to areas of U.S. strategic interest.'

interest," Cheney said. Additionally, in restructuring the nation's conventional forces, DOD "will include a high airlift and sealift capacity."

He told the House Foreign Affairs Committee in March that the nation's new defense posture focuses on "regional contingencies and on sus-

taining the forward military presence" while the defense budget directs "resources for increased mobility."

'Highly Responsive' Force

The Department of Defense chief said, "The



General Powell

'The experience of Desert Shield offers some valuable lessons that we intend to use in structuring our future lift forces.'

regional contingencies we might face are many and varied, including differences in terrain, climate, distance from the U.S., nature of threat forces, potential for outside involvement, and level of infrastructure and host nation support."

However, the common thread running through any potential regional conflict, he observed, "is that they will arise on very short notice, and therefore require a highly responsive military capability. As we have learned again most clearly in Operation Desert Shield/Desert Storm, a regional crisis can also mean mounting a very large military operation."

In testimony presented as early as September 11, 1990 before the Senate Committee on Armed Services, General Colin L. Powell, chairman of the Joint Chiefs of Staff, voiced concern over the nation's sealift assets.

Lack of U.S. Ships

In responding to a written question from Senator John Warner (R-Va.), General Powell said, "Our nation's sealift capability needs improvement. The decline of our merchant marine continues unabated. As a result, the non-availability of militarily useful U.S. merchant shipping and the lack of sufficient numbers of the kind of ships we need in the Ready Reserve

Seafarers, Pensioners, Families Take Part in First Benefits Talks

In Houston and Mobile, active and retired Seafarers and their families met with officials of the various benefits programs which serve their medical, pension, vacation and education needs.

The conferences, which are designed to assure that all Seafarers and their families receive the maximum entitlements provided for by the Seafarers plans, began last month in Houston and Mobile. Similar benefits talks are scheduled to take place in other SIU halls. (See schedule on page 13.)

OMU Orlin Sargent, who attended the conference in Mobile, said "I heard a lot of questions and a lot of answers. I thought the conference was good because it keeps people up-to-date on all that the plans give." He added that the materials provided to conference participants would be particularly helpful to the spouses of Seafarers. "To have the information around while we are out at sea, will be a big help to the wives."

"I had a question I've been meaning to ask for years," said DEU Fortune McCants Jr., who sails from the Mobile hall. The session provided "a good chance to go over that and learn from other people's questions," McCants said. The DEU saw the conferences as a positive trend. "I'm proud of the SIU—I've been here

23 years—and things just keep getting better."

Retired Seafarer Charles "Chuck" Hill said after attending the session in Houston, "We need more of this type of meetings to educate our members about benefits." Retired member Arthur Finnell and his wife, Judy, said they felt more confident about the plans after participating in the workshops.

Nick Marrone, the administrator of the various Seafarer plans—including medical, pension and vacation, reported that the workshop structure of the sessions encouraged a good give-and-take discussion. Leo Bonser, the plan's

Continued on page 13



The wife of QMED/Pumpman Larry W. Philpot gathers information on the array of Seafarers benefits available to her family. Novelyn Philpot is pictured above with her grandson Jonathan during the Houston benefits conference.



General Johnson

'The solution to our future sealift capacity . . . must include efforts to improve the U.S. merchant marine.'

Force (RRF) drove the requirement to charter foreign-flagged ships. . ."

During a follow-up hearing by that Senate committee on December 3, in answering a question on American airlift and sealift capacity submitted by Senators Warner and William Cohen (R-Maine), General Powell said, "The experience of Desert Shield offers some valuable lessons that we intend to use in structuring our future lift forces."

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Heavy Gulf Ship Supply Line Goes in Reverse

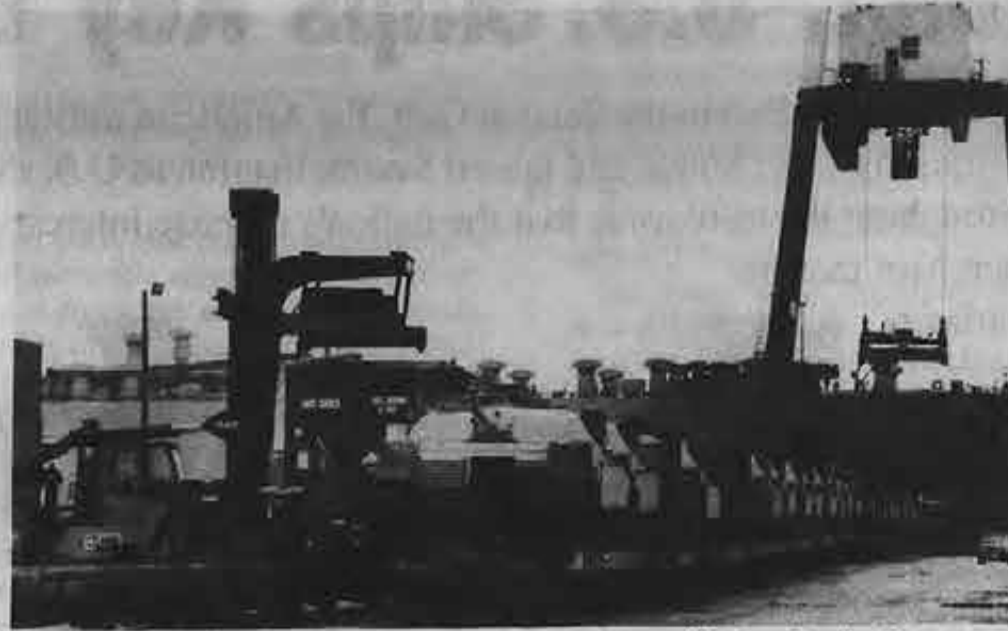
While the Persian Gulf military deployment may be over for most of the world, the same cannot be said for the men and women who make up the American merchant marine. Currently, 111 U.S.-flag vessels—the majority of which are manned by Seafarers—are taking part in Operation Desert Sortie, the military's name for the massive redeployment of materiel shipped to the Persian Gulf after Iraq invaded Kuwait last August.

U.S. military and maritime officials estimate that what took seven months to amass could easily take as long to disperse. Consequently, Seafarers can expect that most of the vessels brought into service from the Ready Reserve Force (RRF), as well as ships cranked up from reduced-operating-status (ROS), will continue to sail on the Persian Gulf run through the fall.

The Operation Desert Shield/Storm deployment to the gulf lifted 540,000 troops, 2,000 Army tanks, 2,200 armored vehicles, hundreds of self-propelled Howitzers, 1,000 helicopters for the Army as well as hundreds of aircraft, trucks and combat equipment for the other branches of the armed services.

Largest Sealift

All-in-all more than 10 million tons of military equipment, supplies and fuel were carted over to the gulf, making the operation the largest American sealift since World War II. Ships carried 86 percent of the dry cargo and 99 percent of the fuel in a seven-



The SIU-crewed Cape Ducato, a roll-on/roll-off vessel in the Ready Reserve Force, brings home 197 M-1A tanks. The military equipment, which arrived at the Port of Charleston in April, awaits rail shipment to Anniston Army Depot in Alabama and to Fort Stewart, Georgia.

South Carolina State Ports Authority

month period, an average of 84 million pounds of cargo per day.

General Hansford T. Johnson, commander-in-chief of United States Transportation Command, the military's supervisory agency for transport logistics, told a congressional panel in March that the United States had "sealifted over 32 million square feet of unit equipment—enough tanks, trucks, ammunition, foodstuffs and other equipment to cover every square foot of 676 football fields."

"The volume of ship traffic across the seas between the U.S. and the Persian Gulf became so great during the deployment that we frequently referred to the sealift operation as 'the steel bridge,'"

said General Johnson, whose agency coordinated the land, air and sea transport of materiel for Operation Desert Shield/Storm and now Sortie.

Surge in Reverse

That 'steel bridge' is operating today in reverse. The Military Sealift Command (MSC) reported by early April, 10 ships were transporting equipment of the Marine Expeditionary Forces, the Army's 82nd and 101st Airborne and 24th Mechanized Infantry Divisions.

The SIU-crewed USNS Bellatrix, one of the military's eight fast sealift ships, was among the first vessels to leave the Persian Gulf

with redeployed materiel destined for the United States. The Bellatrix arrived in Savannah on April 7.

Currently, MSC is utilizing the services of 111 U.S.-flag ships—including 8 fast sealift ships, 66 RRF vessels, 37 chartered bottoms—and 71 foreign-flag carriers in the redeployment effort. The ships are delivering the military cargo to the ports of Wilmington, N.C.; Houston; Baltimore; San Diego, Calif.; Charleston, S.C.; Jacksonville, Fla. and Hawaii.

MSC said 150,000 tons of military hardware has been returned to the United States. Additionally, 340,000 tons of cargo was never unloaded in the gulf. The ships, originally heading toward the gulf, simply did a "U-turn" when the shooting war was over and have brought or are in the process of bringing the 340,000 tons of materiel back to its original loading points.

Considering 3.4 million tons of dry cargo was shipped to the gulf for the military engagement, to date that leaves just under 3 million tons to be removed or left in the region.

Press reports indicated Secretary of Defense Dick Cheney was discussing the possibility of leaving some of the military equipment in the Gulf during his meetings with gulf state leaders last month. However, to date, no formal agreements regarding either the sale or positioning of American materiel has been announced.

Merchant Marine Assists in Relief Efforts for Kurds, Bangladeshis

By quickly transferring sealift assets from Operation Desert Sortie or changing course in mid-stream, American ships have been able to come to the aid of the Kurdish refugees and victims of a cyclone in Bangladesh.

Under the auspices of the Military Sealift Command (MSC), U.S. ships are assisting in relief efforts. The SIU-crewed Noble Star, which serves in MSC's afloat prepositioning force, brought 223 40-foot containers of foodstuffs to Mersin, Turkey in late April.

Another vessel crewed by Seafarers, Waterman Steamship Corp.'s Green Valley, carried Kurdish aid cargo but was prevented from delivering it, reported the Journal of Commerce last

month. The lighter-boardship (LASH) was unable to deliver close to 6,000 tons of bagged food in 18 barges because U.S. and allied naval personnel could not inspect the cargo to ensure compliance with the United Nation's mandated economic sanctions against Iraq.

Known as Operation Provide Comfort, the effort to organize relief, camps and security for the Kurdish refugees involves a three-service task force and the cooperation of several military agencies, including MSC.

More than a million Kurds fled from their homes to Iran or the mountainous region between northern Iraq and Turkey in March and April after launching unsuccessful attempts to defeat Saddam

Hussein's army. When a multinational group began organizing relief efforts, the vast majority of Kurds returned to their homes or set up residence in the tent cities erected by the allies.

Bangladesh Aid

After a cyclone slammed into Bangladesh April 30, U.S. Armed Services personnel were moved to that country to begin distributing food, water and medical supplies. Additionally, American troops are assisting in the effort to locate survivors and assess damages.

According to Navy Times, an SIU-crewed maritime prepositioning ship, the Lt. Jack Lummus, brought water and fuel. The MSC Pacific fleet oiler USNS Pessumpsick, which is manned by members of the SIU's government services division, assisted seven Marine Corps amphibious ships which were diverted to Bangladesh while en route to their home ports from the Persian Gulf.

The humanitarian assistance is designed to help the Bangladesh government ward off the threat of wide-spread disease and famine in the wake of the cyclone and subsequent flooding and storms. Relief workers estimate as many as 10 million Bangladeshis are in danger of contracting an illness, starving or dying of exposure.



Thousands of Bangladeshis look for a loaf of bread being brought by relief workers to the island of Urir in the Bay of Bengal. The devastating April 30 cyclone left some 16,000 survivors with very little shelter, food or water.



Leaving makeshift encampments in treacherous mountains on the Turkish-Iraq border, thousands of Kurdish refugees make their way to tent cities established by allied military forces.



The SIU-crewed USNS Pessumpsick sailed to Bangladesh to assist seven amphibious ships of the Marines which were assigned to the Bangladesh relief effort following the Persian Gulf cease-fire.

Check of National Driver Register, 5-Year Renewal and Fees Are Among the Coast Guard's Plans for Seamen's Documents

Government procedures affecting the issuance of U.S. Coast Guard seamen's licenses, documents and certificates are in the process of changing as a result of recently enacted legislation originating in response to marine oil spills and an attempt to bring the nation's federal budget into line.

The U.S. Coast Guard has begun placing an expiration date on U.S. Merchant Mariners' documents—also known as "Z" cards—and Certificates of Registry issued by the agency to merchant seamen. Additionally, the agency is preparing to implement a procedure by which the National Driver Register (NDR) is checked for any records of an applicant for Coast Guard-issued licenses, documents or certificates. Furthermore, in the near future, the Coast Guard will begin requiring a fee for the issuance of licenses, documents or certificates.

The five-year renewal process and the National Driver Register check are mandated by the Oil Pollution Act of 1990 (OPA 90), the legislation that cleared Congress in the wake of the Exxon Valdez oil spill in March 1989. After President Bush signed the legislation in August 1990, OPA 90 became law.

Although OPA 90 became law last year, it has taken some time for the Coast Guard to begin addressing the provisions of the statutes concerning the licenses, documents and certificates of seamen. The legislation has many wide-ranging and varied sections, many of which had to be implemented immediately. Among the first OPA 90 provisions to be instituted were a mandate to have double hulls on oil carriers operating in U.S. waters by certain years, a limiting of continuous hours of work aboard U.S.-flag tankers and the establishment of a national oil spill response mechanism.

5-Year Renewal

All of the Coast Guard's Regional Exam Centers (RECs) throughout the country have been advised by the chief of the agency's headquarters office of Marine Safety, Security and Environmental Protection, Rear Admiral J.D. Sipes, to begin issuing documents and Certificates of Registry with expiration dates.

All new or original documents and Certificates of Registry will be valid for a five-year period and will be marked with an expiration date. All upgrades of ratings on documents submitted now also will be marked with a five-year expiration date.

Coast Guard RECs have been advised by the agency's headquarters to notate new or upgraded merchant marine documents with a typed or stamped expiration date below the logo and above the name on the front and a typed or stamped expiration date in place of the issue date on the reverse. (See document on this page.)

The Coast Guard urges holders of both a license and a document to convert their merchant mariner document at the same time as license renewal in order to allow for concurrent expiration dates.

Any individual obtaining a Merchant Mariners' Document or a Certificate of Registry will be asked to sign an affidavit indicating that they acknowledge the expiration date and that they will be subject

National Driver Register for any individual applying for a license, document or certificate, including ones that are being renewed. While the exact process for the check has not yet been developed, the agency is asking applicants for licenses, documents or certificates to sign an affidavit authorizing the National Driver Register through a designated state department of motor vehicles to furnish the Coast

ess hits the Federal Register, any interested party can comment and urge changes. The Coast Guard will take these recommendations into consideration before issuing the final rule on the procedure.

The SIU is monitoring the agency's moves closely in this regard. The union fully intends to provide input on the process to ensure the rights of its members are safeguarded. As more information on this matter is available it will be presented to SIU members at monthly union meetings and in the Seafarers LOG.

The legislation mandating a check of the NDR also gives the secretary of transportation (or his agent, in this case the Coast Guard) the latitude to review a seaman's criminal record and to test for use of illegal drugs and alcohol. The law allows for licenses, documents or certificates to be revoked or suspended based on information obtained by the secretary of transportation that the individual has abused drugs or alcohol.

Seamen may be required to report any traffic violations and other offenses that the Coast Guard deems would prevent the issuance of a license, document or registry.

Like the process on the NDR check, there are still a number of issues to be resolved. For example, what constitutes an "offense?" The Coast Guard must publish in the Federal Register its preliminary plans detailing how the agency expects to comply with the law. As with the NDR review, the SIU will be following this closely.

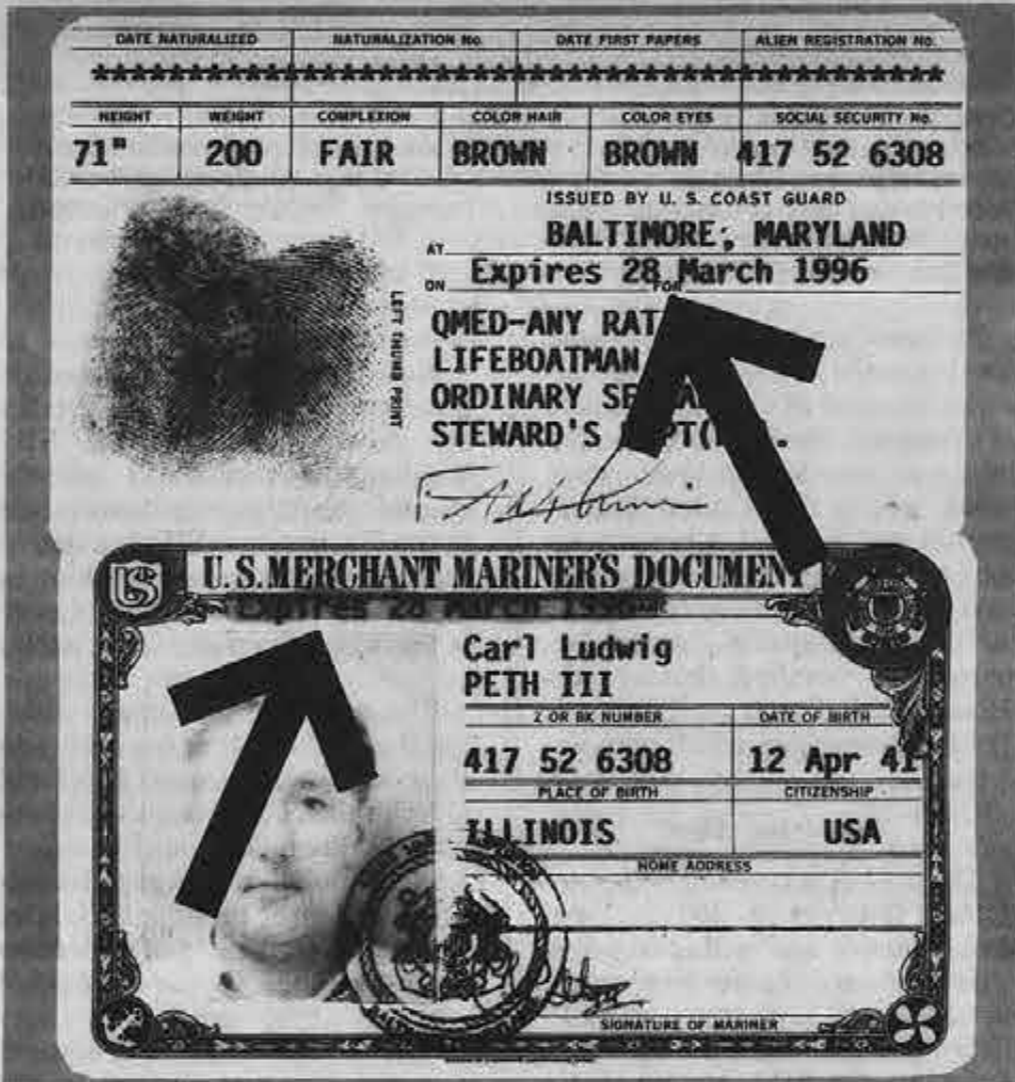
Fees for Documents

The Omnibus Budget Reconciliation Act passed by Congress and signed into law by the president last year sought to raise funds for the financially strapped federal government. As a result, the maritime industry was socked with so-called user fees for Coast Guard services. Among the fees mandated by the Act is a charge for the issuance of licenses, documents or certificates.

The Coast Guard is in the process of developing a scale of fees so to date no monies are being sought when the agency issues or renews a license, document or certificate.

However, the agency expects to issue a scale of fees in the Federal Register in the near future. There will be a comment period in which all interested parties can have a say on the Coast Guard's proposal for fees. This input will be taken into consideration by the agency and a final rule will be put into place.

Currently, seamen applying for or upgrading or renewing licenses, documents and certificates will not be asked to pay a charge. But every seafarer should be aware that in the near future there will be a fee associated with the application for Coast Guard-issued licenses, documents or certificates.



The front and back of a recently-issued "Z" card include an expiration date limiting the life of the document to five years.

to the renewal requirements listed in regulations when they apply for renewal in five years.

Current holders of documents and certificates that have been issued in the past will be required to go through a renewal process once the agency has put a system in place for issuing renewals of previously issued documents and certificates.

Currently there is no requirement for a seaman to renew his document or certificate. The Coast Guard is in the process of developing these requirements. Once the Coast Guard issues rules and regulations establishing a procedure for issuing renewals, then all seamen will have to renew their documents or certificates according to the renewal scheme listed in OPA 90. The renewal scheme allows a seaman to restart his or her document on the five-year anniversary (or five-year increments) of its date of issue. For example, if a document was issued on June 10, 1954, the five-year-incremental anniversary would fall on June 10, 1994. Or if the document was originally dated August 30, 1969, the five-year-incremental anniversary would be August 30, 1994.

The Coast Guard has been mandated by law to run a check of the

Guard with any information pertaining to their driving record.

Driver Register Check

The agency's headquarters has directed all Coast Guard offices to retain the affidavit (also called a "release") in a separate file, pending implementation of policies and procedures regarding access to the National Driver Register.

The Coast Guard currently is developing the process for a check of the driver register. The law allows the Coast Guard to review back three years from the seaman's date of application for a license, document or certificate, unless a sanction issued earlier was still in effect during the three-year window.

However, a number of issues must be settled. For example, will a single drinking and driving incident constitute grounds for not issuing a license or document or certificate? What kind of appeal process will be implemented?

Initially, the Coast Guard will use the National Driver Register information to support the present process of screening applicants for licenses and documents. Any new uses or consequences will be announced to the general public in the Federal Register prior to final implementation. When the proc-

Congress Grants Fast Track Schedule For Trade Talks with Mexico, GATT

Both the House of Representatives and Senate granted President George Bush's request for a two-year extension of "fast track" legislation to negotiate a U.S./Mexico trade agreement in floor votes taken last month. Congress also extended the administration's time frame to negotiate a world trade agreement, known as GATT.

Under fast track, first authorized in 1986, Congress gives up its right to amend any agreement the administration may reach with other countries. The legislative branch can vote only to accept or reject the total package.

The fast track measure passed the Congress after much intensive lobbying by industries that stand to gain from the lower wages and lax government environmental standards of Mexico. While American workers' wages start at \$4.25 an hour, the dollar equivalent in Mexico is \$0.59 an hour. The average U.S. worker earns \$13.85 hourly. The average Mexican hourly wage is \$1.99.

Learn from Canada

The vote to allow the administration to vigorously pursue the U.S./Mexico trade treaty came after Congress was warned by Canadian parliamentarians that their experience with so-called free trade agreements had not been completely rosy.

Referring to the U.S./Canada trade pact that went into effect in 1988, David Barrett, head of the New Democratic Party in the House of Commons, told U.S. lawmakers, "We're here to point out your possible grapes of wrath."



Congressman David Nagle (D-Iowa) is told about Canada's bad experience with free trade agreements. Making this case were Canadian parliamentarians Steve Butland and David Barrett, Canadian Labour Congress economist Andrew Jackson and SIU of Canada Secretary Treasurer Andrew Boyle. Pictured above (from left to right) Nagle, Boyle, Jackson, SIU Director of Governmental and Congressional Affairs Terry Turner, Barrett and Butland.

Parliamentarian Barrett, who was joined by Steve Butland, another member of Canada's House of Commons, noted how Canadian jobs had been lost to lower wage areas within the United States. Barrett and Butland, whose meetings with Congress were coordinated under the auspices of the AFL-CIO Maritime Trades Department, testified before the House Task Force on Economic Policy, Projections and Revenues.

Remaining Alert

The AFL-CIO, which brings together more than 100 national unions under one roof, had urged legislators to deny the administration fast track authority. The AFL-CIO, and its affiliated unions—including the SIU, argued that a single up or down vote would not allow the American public ample opportunity to debate the merits

of any free trade agreement.

Now that both the U.S./Mexico trade treaty and the GATT talks are moving forward, the SIU Washington team will closely monitor the nitty-gritty items raised in the discussions. SIU legislative representatives will be working to ensure that the maritime industry is exempted from any trade pacts.

The maritime industry, including the SIU, has been working to keep waterborne transit out of the GATT talks. The industry has long held that subjecting maritime services to global trade negotiations could endanger existing U.S. laws that promote the use of American bottoms—such as the Jones Act and cargo preference.

The labor movement will monitor and fight any attempt by the administration to make the U.S./Mexico free trade agreement a job-export program.

MSC Chief Inspects School, Cites Seafarers

The head of the military's agency in charge of the waterborne movement of cargo cited Seafarers for their contribution to the gulf war efforts during an inspection of the SIU's training center.

While on tour of the SIU's Lundberg School, Vice Admiral Francis Donovan, Commander-in-Chief of the Military Sealift Command (MSC), thanked SIU members for their role in supplying materiel for the troops in Operation Desert Shield/Storm and urged them to continue their hard work and studies.

Donovan inspected all aspects of the Seafarers Harry Lundberg School of Seamanship curriculum and facility. The Vice Admiral met with staff members and students in the ship handling simulator, the vocational and educational classrooms and the manpower operation center.

A Personal Thanks

While visiting the manpower center, the Donovan commended its employees. "Your efforts and hard work in assisting the Military Sealift Command to man our ships during Desert Storm are greatly

appreciated," he said in an impromptu speech. "I'd like to thank you all personally for a job well done."

Donovan also addressed the May membership meeting at Pine Point. He pointed out that 80 percent of all the materiel transported to fight the Iraqis was delivered by U.S.-flag vessels.

Donovan called the efforts of the U.S.-flag fleet an "unbelievable performance. For the speed in which it has been done, it has not been equalled any time in history. And the folks of your organization were the key people who got out and got that moving for us."

A Promising Career

The vice admiral, noting the trainees in the audience, said it made him proud to see young people wanting to go to sea. "You are willing to become part of a disciplined system that is going to require a lot of you, but you have the tremendous benefit to belong to an organization that knows what loyalty up and loyalty down means."

He compared his own experience as being "someone who

walked into the Navy much the same way you have here, as a 17-year-old, with no promises except that if you do a good day's work, someone is going to look out for you and take care of you."

"Now, 39 years later, I am still here and still enjoying it as much as I did the first day. The same thing is open to you," summed up the vice admiral.



At the SIU manpower center, MSC commander Francis Donovan reviews the union's registration and shipping procedures with Manpower Coordinator Bart Rogers.

Senate Panel OKs Exploring Oil in Alaska

The Senate Energy Committee approved last month the exploration of oil in the Arctic National Wildlife Refuge (ANWR). The proposal, part of a comprehensive national energy policy currently being considered by Congress, next moves to the full Senate which will take up the debate of whether to develop the nation's domestic oil-producing capability.

Alaskan oil from the state's North Slope is allocated for domestic consumption and therefore carried to U.S. ports on American-flag tankers. Because the currently available supply of Alaskan oil is being depleted, the administration and many in Congress are seeking the opening of ANWR to oil exploration and ultimately drilling.

The oil reserve in ANWR, located beneath the tundra east of the Prudhoe Bay fields in northern Alaska, is estimated to possess one the largest oil reservoirs in the U.S. The energy legislation looks to tap the oil as a way to decrease American dependence on foreign oil.

For Domestic Use

While approving the exploration, the Senate committee also forbade exportation of any oil from the fields to foreign markets. This would mean only U.S.-flag tankers, using the Jones Act provisions, will transfer the ANWR oil from the Trans-Alaska Pipeline to refineries along the west coast of the United States. (The Jones Act is a 1920 federal law limiting the transfer of cargo between two American ports to U.S.-flag vessels.)

Approval of the national energy package as it is now written in the Senate is expected to be tough. Environmentalists have announced they will offer several amendments on the Senate floor to kill any development of ANWR despite the fact that the bill limits the exploration of the Coastal Plains to a 1.5 million acre area of the 19 million included in ANWR.

White House Support

Estimates of the oil contained within the northeastern corner of Alaska run as high as 3.6 billion barrels. President George Bush and Senator Bennett Johnson (D-La.), who serves as energy committee chairman, view ANWR oil as a way to raise revenues to implement energy efficiency programs. The secretary of energy has announced that President Bush would veto any energy policy that did not include ANWR oil exploration.

While some type of national energy legislation is expected to pass the Senate before the end of summer, the House of Representatives still is holding hearings in the several committees with jurisdiction over such a policy. The House is not expected to take any action on a national energy policy before the Senate completes its work.

Seafarers Acclaimed for Role in Desert Shield/Storm

Bronstein, Grosso and Hoffman Represent SIU Members in National Maritime Day Ceremonies

The "herculean" efforts of American merchant mariners in the military's gulf war operations were praised by President George Bush, administration officials, military officers and members of Congress in a series of ceremonies held in observance of National Maritime Day, an annual event every May established in 1933 to promote public awareness of America's shipping heritage.

On hand to represent Seafarers who participated in Operation Desert Shield/Storm were Bosun Ervin I. Bronstein, QMED Richard V. "Rick" Grosso and AB Dorothea "Dotty" Hoffman, all of whom were aboard ships in the Persian Gulf when the shooting war began. The three Seafarers were presented by Maritime Administrator Captain Warren Leback with certificates for a medal that will be issued to civilian mariners who served in the gulf engagement.

In extending his congratulations to all civilian mariners for a job well done, Captain Leback said, "I'd like to express my appreciation for the unions, their members and officials involved... It was a herculean effort to activate the RRF... The unions did a yeoman's job in crewing the ships."

During the program held on the grounds of the U.S. Capitol building, the Maritime Day proclamation of President Bush was presented by Robert S. Silberman, principal deputy assistant secretary of defense for force management and personnel.

The statement noted that "members of the American merchant marine carry on a long and distinguished tradition of service to our country... Recent events have fostered renewed pride in America's merchant seafarers: providing essential support for



Representing all Seafarers who played a role in Operation Desert Shield/Storm are (left to right in white jackets) QMED Richard V. "Rick" Grosso, Bosun Ervin I. Bronstein and AB Dorothea "Dotty" Hoffman. They are joined by SIU Assistant Vice President Augie Tellez (left) and Vice President Angus "Red" Campbell (second from right). Captain Warren Leback (right), the head of the Maritime Administration, presented the Seafarers with certificates representing the Desert Shield/Storm medal to be issued to all civilian mariners involved in the Persian Gulf deployment.

Operations Desert Shield and Desert Storm, these individuals played a key role in the liberation of Kuwait."

'Unsung Heroes'

Three senators participating in the ceremony represented the appreciation of Congress for the U.S. merchant marine. Each senator noted that it was not enough to issue nice words one day out of the year. "We may be celebrating National Maritime Memorial Day, but we ought to have national maritime legislation. This should be a commitment that we can no longer wait" to see, said Senator John Breaux (D-La.).

Senator Daniel Inouye (D-Ha.) said, "There have been parades, ceremonies and yellow ribbons, but people forget to ask who delivered the tanks, who carried the food, uniforms and munitions. As from the days of the Revolutionary War, the men and women of the merchant fleet have made sure of victory. Without them, I doubt if we would have celebrations."

Speaking directly to the merchant mariners present at the event, the senator from Hawaii said, "You are the unsung heroes of America. Without the men and women of the merchant fleet, I doubt if the country would be as great as it is today."

Republican senator from Mississippi, Trent Lott, said "The merchant marine did a magnificent job in World War II, Korea and Vietnam. Again this year they answered the call of the country and rose to the occasion. Without the link they provide, we couldn't do what we did in Desert Storm."

Admiral Stephen Loftus, Deputy Chief of Naval Operations for the U.S. Navy, thanked the merchant marine on behalf of the American Armed Forces. He noted that the press tended to focus "on the fighting forces and high technology" but the real story was in how the forces got it all to Saudi Arabia.

War Run Events Recalled

Bosun Ervin I. Bronstein's experience in the gulf began when he boarded the Cape Cod, operated by OMI, on December 14 after having been on the beach for only a week and a half. "The union said we needed bosuns, and I knew my country needed me, so I went," said the 1980 Lundberg School graduate.

"We set sail from Beaumont, loaded in Jacksonville with military trucks, fuel trucks, jeeps and water buffaloes—small water tank-like equipment—and made it to Saudi with no breakdowns. We had a great crew, a good engineer," recounted Bronstein who sails from the hall in Houston.

"We started with extra lookouts for mines once we were in the Arabian Sea. I organized the watch system and the whole crew participated, including a couple wipers and the entire steward department... We got to Saudi Arabia on the 21st of January—the height of the SCUD attacks."

Although the Cape Cod was not ready to unload the equipment, the crew soon found that if the job was going to get done they would have to do it themselves. After rigging the jumbo and other booms, the crew unloaded 55 percent of the cargo with their own gear. This

required almost 40 hours straight at the winch controls unloading cargo.

Thanks to Entire Crew

Bronstein throughout the ceremonies recognized the contributions of the entire Cape Cod crew. He thanked Captain James Thomas Tray, Chief Mate Manning, Chief Engineer Stan Stadnicki, Cook Gary Damron, AB's James Higgins, Jacob Groby and Charles Thompson. Bronstein gave a special thanks to AB Harold Horn who he said was "72 years young."

"He was my best AB. He was great. He survived two sinkings in World War II. When this thing broke out he packed his sea bags to join up and he was a big help," said Bronstein.

QMED Richard "Rick" Grosso got on the American Cormorant in January 1990, expecting to do a good job and make a nice comfortable living based out of Diego Garcia. But on August 3, "Big Red," as the ship is known to her crew, "pulled up the hook and we were on our way to the gulf," recalls Grosso.

Despite the hostilities and lack of information about Iraq's intentions, Grosso said he was not concerned. "That was easy, we knew it was hostile territory, but I wasn't really worried then." Grosso puts the emphasis on the word "then" because the stakes got somewhat higher on his next trip to the gulf.

Just 10 Days Off

"I got off Big Red in Violet, La. on October 3. Ten days later I was on the USNS Algal," one of the fast sealift ships which is operated by Bay Ship Management.

"My second trip on the Alligator—that's what we called the Algal—everything was lovely. I mean the air conditioning was working and the toilets were flushing. I'm standing on watch, we were in Saudi, and the chief engineer comes down in his chemical suit and gas mask. When I saw him I got this feeling in my stomach, a feeling I never had before. He said, 'Boys, we are at war.' Well, you never saw guys move so fast to the

Continued on page 11

Desert Storm/Shield Medal for Mariners

Merchant seafarers serving in the gulf war operation are eligible to receive a medal being prepared by the U.S. government.

The Merchant Marine Expeditionary Medal will be issued to American mariners who sailed on U.S. vessels operating in support of American military forces in Operation Desert Shield/Storm, announced Captain Warren Leback, the Department of Transportation's maritime administrator.

Captain Leback, who heads the Maritime Administration (MarAd) said the medal will be for service after August 2, 1990 in the areas of the Persian Gulf, Red Sea, Gulf of Oman, Gulf of Aden and the portion of the Arabian Sea that lies north of 10 degrees north latitude and west of 68 degrees east longitude.

The cutoff date for service time in these areas has not been set. As the medal is in the process of being made, the Maritime Administration notes it will be several months before civilian mariners will begin receiving it through the mail.



An artist's rendition of the medal which will be awarded to every civilian mariner who participated in Operation Desert Shield/Storm.

Applications for the Merchant Marine Expeditionary Medal should be made to the Office of Maritime Labor and Training, Maritime Administration, Department of Transportation, 400 7th Street, S.W.; Washington, DC 20590. Mariners who qualify for the medal should submit their complete name, "Z" card number, rating, name of vessel, period of service, a copy of their discharge and an address for mailing purposes.

Baltimore SIU Clinic Moves to University Center

A noted university's center on occupational medicine is the site of the new SIU Baltimore clinic. Seafarers using the services of the Baltimore clinic will find it located at a new address and staffed by doctors and nurses who have specialized in the field of medical care for working people.

SIU pensioner Woodrow W. "Bob" Reid was one of the first Seafarers to visit the new clinic, which moved from the fourth floor of the Baltimore union hall to the John Hopkins Center for Occupational and Environmental Health. Brother Reid, who sailed in the steward department from 1944 until he retired in 1979, found the operation to be "first class."

Reid said he was impressed by how modern all the equipment looked at the John Hopkins center, which is located less than four miles from the SIU Baltimore hall. "I found it a beautiful place and very professional" in the way it was run, he added.



Coming into the Baltimore clinic at the Johns Hopkins Center, one is greeted by guard Tina Howard, here at left. Moving right are photos of Karen Roulhac, the secretary at the union hall who helps seafarers make appointments for the clinic; Cathy Lipka, a clinic staff seafarer and Arthur James, an SIU trainee at the center to take his physical.

found the center to be well respected within the medical community.

The move to contract SIU clinic and welfare plan operations to the John Hopkins Center for Occupational and Environmental Health is part of an ongoing process to continue to provide Seafarers with the best quality of medical service in light of today's soaring cost of health care. Throughout the country, the Seafarers Welfare Plan is contracting with a preferred provider in each of the cities where an SIU clinic has been located. (The term "preferred provider" is used to designate the single medical facility selected to serve Seafarers.)

To date, the SIU has designated the following preferred provider organizations: Seattle—Virginia Mason Hospital; San Francisco—St. Mary's Hospital; Honolulu—Straub Hospital; New Orleans—Tulane University Hospital and Medical Center; New York—



Five Seafarers attending the entry rating program at the union's Harry Lundeberg School of Seamanship echoed Brother Reid's comments. "I got prompt, courteous service," said 28-year-old Brian Olsen, who calls Philadelphia home.

Seattle-resident Ernest Dash, 22, said "The staff was friendly and competent." Carl Edward Ernst, the 24-year-old Class 473 assistant bosun from Buffalo, N.Y., added, "It was clean and well organized." Chris Davis, 21, from Vacaville, Calif., said the clinic was "very relaxing." Mobile, Ala. resident Arthur James, 22, noted that the "nurses are very nice."

New Preferred Provider

The Seafarers Welfare Plan has contracted with the John Hopkins Center for Occupational and Environmental Health to provide fit-for-duty physicals, care for illness and treatment of injuries. Additionally, the John Hopkins affiliated Francis Scott Key Hospital, located on the same grounds as the occupational health center, has been designated as the Seafarers' plans preferred provider hospital.

The union's welfare plan selected the John Hopkins center after careful review of the various medical facilities in the Baltimore area. The welfare plan determined the John Hopkins center was able to provide all of the medical services required by the Seafarers. Additionally, the welfare plan

Methodist Hospital; Philadelphia—Methodist Hospital; and Baltimore—John Hopkins University Center for Occupational and Environmental Health and Francis Scott Key Hospital.

Announcements of additional preferred provider institutions will be made in the Seafarers LOG and by the welfare plan as they are arranged.

Experts in Field

The Baltimore-based Center for Occupational and Environmental Health, which has been in existence for 10 years, draws upon the expertise of two schools within the John Hopkins University system—the School of Medicine and the School of Hygiene and Public Health. It is staffed by Doctors James R. Nethercott, Melissa A. McDiarmid and Brian S. Schwartz. The center's project coordinator is Theresa A. "Terry" Pluth, who received her degree in nursing from Cornell University and her masters in the field from the University of Virginia.

Dr. Nethercott, who is director of the center, also serves as a professor at John Hopkins. He has taught at the University of Toronto and was head of the Division of Dermatology at St. Michael's Hospital in Toronto from 1977 until 1988. Both Drs. McDiarmid and Schwartz are assistant professors in the university's Department of Environmental Health

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As of May 1, the SIU Baltimore clinic is operated by the Center for Occupational and Environmental Health of John Hopkins University. The facility is located four miles from the union hall at 4940 Eastern Avenue in the Asthma and Allergy Center building of the Francis Scott Key Medical Center's grounds.



One of the first Seafarers to visit the new Baltimore clinic was retired steward department member Woodrow W. "Bob" Reid. He is pictured above in the Baltimore hall with SIU Acting Port Agent Salvatore Aquia.



Dawn Novak, one of the clinic's medical office assistants, takes the pulse of Seafarer Carl Edward Ernst.



Nurse Theresa A. Pluth prepares the equipment for a hearing test being taken by Seafarer Brian Olsen.



Medical office assistant Rae Ann Glass answers the questions of a retired Seafarer.



The center's director, Dr. James R. Nethercott, examines Class 473's assistant bosun, Carl Edward Ernst.



Seafarer Chris Davis looks up for a moment during his vision test.



The center's Dr. Vaden Blackwood examines Ernest Dash.

Twelve Seafarer Bosuns Are Recertified

Set your goals high, listen to fellow shipmates and work with your union by some of the words of advice left by 12 members of the deck department who graduated as recertified bosuns during the May membership meeting at Seafarers Harry Lundeberg School of Seamanship.

The bosuns, who came from across the country to complete the highest curriculum available to Seafarers sailing in the deck department, finished advanced classes in firefighting, safety and first aid as well as deck skills courses in wire-splicing, knot-tying and navigation.

During the six-week course, ship handling procedures were practiced in the Lundeberg School's simulator, which recreates sailing conditions—including weather, geographic locations, dockside facilities and other items encountered when navigating a vessel.

A key aspect of the bosuns' curriculum concentrated on learning the ins-and-outs of the union and its various plans. The program brought the bosuns into contact with every department of the SIU for intensive question-and-answer

periods, providing an opportunity for in-depth discussions. This portion of the bosuns' recertification program is designed to equip the ship's chairman in executing his role.

All Aspects of Union

The bosuns inspected the union's headquarters and met with each of the SIU's top elected leaders. The group talked with officials from the union's congressional affairs department about legislative issues of concern to the maritime industry and working people. In meetings with officials in the union's collective bargaining department, the bosuns discussed the union contract—its enforcement and implementation, the shipping rules, the SIU constitution and other fundamentals of the Seafarers.

The procedures of the SIU's plans—welfare, vacation and pension—were reviewed by the bosuns with representatives from each of the trust funds.

In addition, communication methods and leadership skills were practiced by the bosuns in workshop-like sessions with Lundeberg

School instructors. The bosuns reviewed conflict resolution mechanisms, group dynamics, problem solving techniques and other approaches geared towards resolving issues that can crop up on the job and increasing the effectiveness of any individual's work.

Several of the bosuns noted a highlight of the six weeks of training was working with the trainees at the Lundeberg School. Course participant Luke Wells, who was one of three former Lundeberg School trainees in this class of recertified bosuns, noted in his graduation remarks, "There is more fraternization than when I was here. We (bosuns and trainees) got to talk and work with each other."

Good Exchange of Ideas

Brother Wells said this was a positive development because it would help entry level Seafarers become somewhat familiar with

life aboard a vessel prior to actually shipping out.

Upon acceptance of his graduation certificate presented at the May Piney Point membership meeting, Jeremiah Harrington, who completed the Lundeberg School's entry level program in April 1979, told the trainees that after graduating from high school and finding a job flipping burgers for the minimum wage, he was not sure what he wanted to do with his life. Then he came to the Lundeberg School and began a career as a Seafarer.

Brother Harrington said, "I really enjoy this life aboard ship, as does my father before me. He raised eight children on a seaman's salary." Harrington continued with some advice for the trainees, "Keep your eyes and ears open, respect your shipmates, work hard and stay away from alcohol and drugs."

Joseph Mele, the third member of the bosuns' class to have started

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Bosuns Howard Gibbs (left) and Jeremiah Harrington (right) work as a team during a wire-splicing exercise while fellow up-grader Sam Johnson watches.



Recertified Bosun Jeremiah Harrington (standing right) instructs trainees at the Lundeberg School how to use a stage for painting and chipping.



Members of the graduating bosun recertification course include (kneeling, left to right) Earl Brannan, Robert McGonagle, Abdulla Mohsin, Jeremiah Harrington, (standing) instructor Bill Hellwege, J. R. Wilson, Howard Gibbs, Mauro de la Cerda, Joseph Mele, Claude Leycock, Hayden Gifford, Henry Bentz, Luke Wells and instructor Tom Gilliam.



Luke Wells (right) teaches two trainees the fine art of knot tying.



Luke Wells talks with the membership at the May meeting in Piney Point.



J. R. Wilson of Houston has his hands full trying to splice a wire.



Instructor Kate Richardson (standing) works with the bosuns to improve their communication skills.



U.S. Transportation Commander General Hansford Johnson shakes hands with Bosun Earl Brannan while Robert McGonagle observes.

1991 SIU Scholarship Winners Announced; Three Seafarers, Four Dependents Named

Three Seafarers and four children of SIU members were named recipients of this year's SIU scholarship awards. With these seven students, the program has awarded 210 scholarships since its inception in 1952.

An impartial panel of professional educators from across the country, appointed by the Board of Trustees of the Seafarers' Welfare Plan, selected this year's seven winners from among the many deserving applications submitted.

4-Year Seafarers Awards



The four-year seafarer award of \$15,000 was given to **Danny Arthur Kayser** of Prescott, Ariz. Kayser, 32, who sails deep sea as an AB, joined the SIU in 1978 as a graduate of the Harry Lundeberg School's trainee program. He has since attended several upgrading courses there and has acquired a third mate's license as well.

Kayser plans to pursue a bachelor degree in engineering with an emphasis on sanitation. This educational plan, he believes, came about because of his seafaring career. He has had the opportunity to travel the world, and through these trips "I have constantly been reminded of the urgent need for preserving and cleaning up our natural and man-made resources." Kayser sees a vast need to plan and develop recycling efforts and hopes his college education will help him be a part of a better world.

2-Year Seafarers Awards

Two two-year seafarer awards of \$6,000 were awarded to two women this year.



Roberta Blum of the Bronx, N.Y. joined the union in 1980 and sails in the steward department. The 36-year-old member has shown a zest for learning, earning a certificate in nautical science and an Associate in Arts degree from Charles County Community College in LaPlata, Md. and a Bachelor of Science degree from Frostburg State University (Md.) in 1989. She also has upgraded her skills at the Lundeberg School a number of times, completing the entry rating program, third cook, cook and baker, oil spill and sealift operations and firefighting courses.

Blum believes her seafaring career has inspired in her a thirst for a formal education. "With each new port came the desire to learn

more about its natives and their way of life." She discovered she possessed an aptitude for languages and has recorded her travels through the medium of photography. She returned to college in 1987 to pursue her bachelor degree, concentrating in cartography—which, she said, only scratched the surface of the science.

With her two-year scholarship, Blum plans to pursue graduate studies at Hunter College in New York and apply her knowledge of cartography and remote sensing to finding solutions to many of the world's current problems.



Rebecca Jean Sleeper Manion of Port St. Lucie, Fla. is the second recipient of the two-year seafarer award. Sleeper Manion, 31, began her seagoing career in 1984 when she graduated from the entry level training program at the Lundeberg School. She then upgraded through the ranks of the steward department, receiving her chief steward endorsement in 1989. Recently, she sailed to the Persian Gulf aboard the Cape Hudson.

There is another aspect to Sleeper Manion's SIU career—that of union organizer—which she claims "was one of the most eye-opening experiences of my life." It was then she learned how important a union is to job security and was surprised to find out under what conditions some people are willing to work.

Sleeper Manion has chosen to continue her studies, in business management, at Indian River Community College in Ft. Pierce, Fla., both to develop her academic skills and broaden her knowledge.

Dependents Awards

The four winners of the four-year dependent awards were given to **Michelle Lee Budnik** of Posen, Mich.; **Carl R. Chavez** of Seattle, Mich.; **Peter J. Sheehan** of Staten Island, N.Y. and **Jeri N. Tucker** of Mobile, Ala.



Michelle Lee Budnik is the daughter of **Michael F. Budnik**, who joined the union in 1977, sailing on the Great Lakes, most recently aboard American Steamships Company's American Republic.

The 17-year-old senior is graduating second in a class of 40 from Posen High School. In addition to her outstanding academic performance, Michelle Budnik has been a member of the National Honor Society since her sophomore year, a four-year member of the pep club and band boosters and a member of the student council during her junior and senior years.

She plans to attend Saginaw Valley State University, majoring in computer information systems and eventually enter the world of business.



Carl Robert Chavez is the son of pensioner **Vincent Chavez** who joined the union in 1944 and retired in 1985.

The Shorewood High School senior's immense talents were acknowledged when he was recognized as a National Merit Scholarship winner and a National Hispanic Scholar semifinalist. He also is a member of the National Honor Society, competed in the 1991 Science Olympiad and helped bring one of the school's teams to fourth place in the 1991 Knowledge Bowl (similar to the quiz show "Jeopardy"). Additionally, Carl Chavez helped on many school committees, was assistant computer editor for the school's literary magazine and helped manage its main Apple Macintosh lab.

The graduating senior plans to use the scholarship award to study computer science at the University of Washington.

He has made several friends around the world through "penpal" writing. Those friends and his father's stories of his 40 years of sea life around the world "have

expanded my worldly consciousness, and I may travel to teach the uninitiated in less-developed countries on computer use."



Peter Joseph Sheehan is the son of **John J. Sheehan** who joined the SIU in 1964. From 1987 to the present he has worked with the Sea-Land shoregang.

Peter Sheehan has already started his college career at the State University of New York (SUNY) in Albany. As a student at Msgr. Farrell High School, he first became involved with the Muscular Dystrophy Association and its campaign to raise money. "My first encounter with children afflicted with muscular dystrophy was a very memorable event in my life. The children truly amazed me. Despite their disease, they were always optimistic and enthusiastic. . . It made me realize how lucky I was. . . I was determined to do anything I could to help those children." He worked hard to help make the school's fund raiser a success and was one of four students chosen to present a check of \$72,000 to Jerry Lewis on the nationally televised Muscular Dystrophy Association's Labor Day Telethon.

Peter Sheehan is not certain of his career plans, but will try to help others as much as possible, possibly entering the field of law enforcement "or some type of government agency where I will be directly benefitting my community."



Jeri Nichole Tucker is the daughter of **James Tucker**, a member of the union's deep sea division since 1964, who most recently sailed aboard the Seahawk Management Spirit of Texas.

The 19-year-old Jeri Tucker has just completed her senior year at S.S. Murphy High School in Mobile, Ala., where she maintained an A/B average and was on the honor roll. She also participated in the Girl's Service Club and an engineering service club. After completing high school, Jeri plans to attend the University of South Alabama at Mobile. She has chosen engineering as her course of study.

Jeri Tucker also is very active in her church and has attended national, state and local conventions. She belongs to a local community choir that has national affiliations. Her participation in their workshops has afforded her the opportunity to travel and be a part of the recordings for some best-selling albums.

Seafaring Parents of Scholarship Winners



James Tucker, engine department member, father of Jeri N. Tucker



John J. Sheehan, steward department member, father of Peter Joseph Sheehan



Vincent Chavez, retired galley gang member, father of Carl Robert Chavez



Michael F. Budnik, steward department member, father of Michelle Lee Budnik

U.S. Navy's Sixth Fleet Lauds Cape Ann Crew for 'Superb Job'

Seafarers aboard the Cape Ann earned the appreciation of the U.S. Navy's Sixth Fleet for "outstanding performance" and a "superb job" as an ammo resupply/delivery platform during Operation Desert Shield/Storm.

The Ready Reserve Force vessel's crew received a communication from the Mediterranean

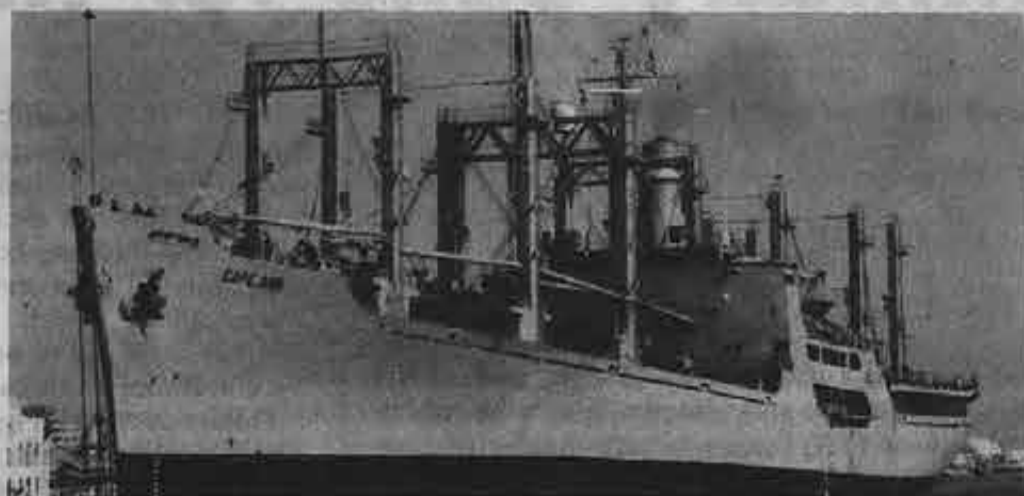
Commodore Nelson advised the Ready Reserve Force vessel's crew, "The professionals aboard SS Cape Ann can be assured their contribution toward raising the level of ammo logistics support within Med/Red Sea and Persian Gulf has been sincerely appreciated."

The naval commander noted that all of the groups making up the Sixth Fleet "have voiced a consensus in praising the services provided by SS Cape Ann," which is operated by SIU-contracted company InterOcean Management. "Working with you and watching your performance during Operation Desert Shield/Storm has been most gratifying. To the crew of the SS Cape Ann, 'Job Well Done,'" concluded Nelson.

Serving aboard the Cape Ann during Operation Desert Storm were the following Seafarers: Bosun William R. Dawson, ABs Harry G. Champagne, Leslie R. Choice, Douglas K. Buchanan, Howard F. Hare, Joseph W. Whitehead, William E. Honebrink, Thomas R. "Tommy" Temple, Raymond R. Marquis, Thomas E. Myers and Stephen Smith.

Ordinaries included Gregory A. Alstrom, Craig M. Storms, William E. Chaput, Thomas F. Stenachak, Stacy A. Grazette, Mark A. Rivers, Jason L. Frazee, Timothy C. Ryan, Charles L. Frazer, Gaston Watkins, Kevin M. Campbell, Fernando Aubain, Robert M. Cando, Christopher Curtis, Kenneth M. Frankiewicz, Darrell Brashear, Matthew P. Young, Arnett C. Ware, Geoffrey P. Denesse, Joseph H. Dean, Jason R. Wyatt, Eugene Scandurra and Otto D. Borden.

Black-gang members were Electrician Paul L. Painter, Engine Utilities Victor C. Mull and James P. Clement, Oiler John E. Routsis, Firemen Mark P. Moran, Dennis J. Baldassaro and Wiper Robert E. Fox.



Cape Ann crewmembers earned the respect of the Navy's Sixth Fleet for its work as an ammo ship during the Persian Gulf conflict. SIU member Tommy Temple took the above photo of the Cape Ann, an RRF ship, while it was stationed in the Persian Gulf.

Ivan R. Salis was the steward aboard the Cape Ann. He was joined in the galley by Chief Cook Curtis L. Brodnax, Chief Baker Eric J. Lorel, Assistant Cook Ken-

neth W. Bethea and the following Steward Assistants: Masiya S. Salat, James L. Robertson, Robert A. Nicholas, Edward Dorsey and David R. Bevington.



fleet's top officer, Vice Admiral William A. Owens. The Sixth Fleet commander said, "My hat is off to you. You can take great pride in your performance and in your contributions to Desert Shield/Storm ops in both the Red Sea and in the Med."

The vice admiral said the Cape Ann's "contributions to Sixth Fleet's support of Desert Shield/Desert Storm have been invaluable."

Commander Owens continued, "Everything Sixth Fleet has asked, you have done and you have excelled while doing it. From a standing start to MSNAP [merchant ship naval augmentation program] installation, training, loading out to an outstanding performance as a VERTREP, CONREP and UNREP 'Navy' ammo ship. You have done it all without missing a beat."

The "rep" activities of the Cape Ann cited by Vice Admiral Owens included vertical replenishment, connected replenishment and underway replenishment.

Served as 'Ammo' Ship

In another communication to the Cape Ann crew, Sixth Fleet

Seafarers Saluted on Maritime Day



U.S. Transportation Command chief, General H.T. Johnson, pictured above congratulating AB Doty Hoffman, greeted the SIU members who represented Seafarers on Maritime Day after an MSC ceremony. Behind Johnson are Assistant Cook Nancy Davis and Bosun Ervin Bronstein. MSC civilian mariner AB Ralph Carlton (center), one of MSC's seamen present for the day's events, joined the Seafarers group to talk shipping. QMED Rick Grosso is at right.

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middle of the control room where the box was with the suits."

Grosso, who graduated from the Lundeberg School trainee class number 148, continued. "We had just started unloading when the war started. So the war is on and we are working, eating and sleeping in these rubber suits. Four days in a rubber suit!"

Steward Was Great

The QMED, who sails from Wilmington, Calif., said the Algol's crew was fantastic. He remembered the Chief Steward Suzanne Cake. "She was really good. She said, 'war or no war, we have eggs benedict every Sunday.' And she did too." Chief Engineer Daniel Perry and First Assistant Robert A. Petersen were also "really good."

Dorothea Hoffman, or "Doty" as she is known aboard ship, sailed on the Cape Edmont, one of the RRF's roll-on/roll-off vessels. Hoffman recollected the mothballed ship's troubles, which included a major fire. "We had an engine room fire in the Arabian Sea... the main line vibrated loose." Despite the shape of the ship,

said the AB, who started her seagoing career on the passenger ships in Hawaii, crewmembers pulled together and did the job. "What a good crew we had, it was an excellent crew. Three of them were retired—"Ten Speed Harry", the wiper; L. Rene, the chief steward, and James Moye, the steward. These guys were ready to go."

Drilled to a "T"

The crew on the IOM ship was able to tackle the fire and other shipboard problems with the assurance born from constant preparation. "Thanks to a really good chief mate, we had drilled extensively. He thought because of all the mechanical problems we should do our fire and boat drill at least twice a week and BR drill once a week. So everybody knew what to do when the real thing happened," recounted Hoffman.

Hoffman added that it was good to come home and find that people appreciated the job mariners had done for their country. "While we were out there it seemed like we were alone. But I've met so many people who have thanked me for our efforts. That has made it all seem worthwhile."



Oakland Shoregang is a Good, Solid Crew

SIU shoregang members get together with San Francisco-based Port Agent Nick Celona and Patrolman Gentry Moore. A good many of the Oakland shoregang members are shown above. They are (from left, kneeling) Stoney Hardy, John Phillips, Greg Stone, L.A. Trout, George Pino, Moore, Larry Harris, (second row) Art Montenegro, Lou Centeno, Celona, Bosun Floyd Selix, Kevin Gibbons, George Bronson, Port Steward Harold Strauss, Tom Hartman, Dan King Horn, M. Abdula and S. Green.

Military Calls for More Sealift Capacity

Continued from page 3

The same concerns were observed by the man who heads up the military's vast transportation network.

In testimony before a Senate panel last month, General Hansford T. Johnson, commander-in-chief of the United States Transportation Command noted, "Our ability to fight and win is dependent upon the effectiveness with which we project U.S. forces to any theater of conflict."

Addressing a Senate panel on projection forces last month, General Johnson, called for improving the Ready Reserve Force, increased roll-on/roll-off (RO/RO) capability, adding vessels to the military's prepositioning fleet and building more strategic sealift ships.

Private U.S. Ships Key

Johnson pointed out that U.S.-flag shipping is an integral component to the nation's defense equation. The general warned "The solution to our future sealift capability as a nation, however, must include efforts to improve the U.S. merchant marine. A revitalized merchant marine supplemented with an organic capability of well maintained militarily useful ships, along with the establishment of a merchant reserve, would provide us a sealift mobility structure designed to meet the evolving threats of the 21st century."

Major General Fred E. Elam, the Army's assistant deputy chief of staff for logistics, testified before a House panel in April that Operation Desert Storm proved even the best army in the world is of little value if it cannot go to war rapidly.

Major General Elam, one of the Army's top logistics officers, told the House Armed Services Subcommittee on Seapower and Critical Materials that his branch of the service needs



Maj. Gen. Elam

The Army needs at least 20 fast sealift ships—enough to 'project two armored divisions.'

at least 20 fast sealift ships—enough to "project two armored divisions" from ports in the U.S. to anywhere in the world.

Sufficient ships to carry two armored divisions—which includes 600 tanks and supplies for 35,000 soldiers—should be ready to sail within four days of a presidential order for the Army to deploy, said Elam.

Army for More Sealift

Major General Elam called for "increased capacity and availability of fast RO/RO sealift assets." He said the Army supports "an increase in RO/RO capability in the Ready Reserve Force" in conjunction with programs designed to ensure that the "responsiveness of the RRF" will be improved "so it can better follow the initial fast sealift surge."

Elam said the Army advocates continued efforts in sealift research and development to meet the long term needs of the force and to take advantage of emerging technology."

In testimony before the same house panel last February, Vice Admiral Francis R. Donovan, commander of the Military Sealift Command (MSC), said Operation Desert Storm demonstrated the soundness of the military's invest-

ment in "surge sealift" which he described as the RRF, MSC's prepositioning forces, the fast sealift ships, aviation support ships and two hospital ships. Of these ships, all are operated by private shipping companies except the hospital ships. The investment in the surge sealift ships, all of which are manned by civilian mariners, proved to be "invaluable," observed Vice Admiral Donovan.

Donovan went on to say that "U.S.-flag surge sealift was inadequate to meet all DOD requirements, and the charter of foreign-flag breakbulk and roll-on/roll-off ships was necessary."

'Unilateral' Strength

The head of MSC, which is charged with coordinating all waterborne movements of materiel for the armed forces, echoed the prevailing sense that Operation Desert Shield/Storm was distinctive because the engagement brought to-



Vice Adm. Donovan

'We must be prepared to respond unilaterally to security threats in . . . areas not covered by alliance commitments . . .'

gether committed coalition partners with a common goal. Thus, the United States was able "to obtain sealift capability from our allies, friends and the world shipping market."

Donovan pointed out the nation should not forget it is "essential that we maintain the capability to respond to regional threats to our national security decisively and with sufficient force to produce a favorable outcome. We must be prepared to respond unilaterally to security threats in geographic areas not covered by alliance commitments when allied shipping would not be available."

Robert H. Moore, director for transportation policy of the office of the assistant secretary of defense for production and logistics told a House panel meeting in April the Department of Defense is coordinating an intensive, ongoing review of the nation's sealift requirements in light of the Desert Shield/Storm experience.



DOD official Moore

' . . . future force deployments will be extremely demanding . . . there is clearly a requirement for additional lift.'

Speaking to the House Subcommittee on Merchant Marine, Moore said, "It is clear from our experience during the Persian Gulf crisis and the scenarios analyzed thus far that future force deployments will be extremely demanding and that there is clearly a requirement for additional sealift."

The Persian Gulf experience demonstrated the "importance of a balanced maritime program and the contribution of our maritime industry to national defense," said Moore.



Vice Adm. Loftus

A military study 'identified a general requirement for more sealift—large, medium speed roll-on/roll-off ships.'

Military Initiatives

Vice Admiral Stephen F. Loftus, the U.S. Navy's chief of naval operations for logistics, advised Congress in May that his service is moving ahead on a near-term strategic sealift acquisition program and is making progress in the area of sealift research and development (R&D).

He listed sealift initiatives, among which the first is a mobility requirements study, known to the military as MRS, designed to define the logistics needs of the U.S. Armed Forces through the remainder of the decade. An interim MRS findings "identified a general requirement for more sealift—large, medium speed, roll-on/roll-off ships," said Vice Admiral Loftus, who described his section of the Navy as the "resource sponsor of strategic sealift."

The Navy officer advised the Senate Armed Forces Subcommittee on Projection Forces and Regional Defense that another Navy initiative is the expansion of the RRF by purchasing existing RO/RO ships from the commercial market.

Loftus said the Navy's sealift ship construction program offers some alternatives including building either prepositioning or fast sealift vessels or both and a build-and-charter program which provides for allocating carriers to commercial service that can be quickly converted to military service.

Consensus Deafening

Reviewing the combined experience of all of the U.S. Armed Forces in the Persian Gulf Operation, SIU President Michael Sacco said, "The military forces of this nation have made the case for an American merchant marine. It would seem to us that to ignore their advice and concern would be to play carelessly with the security of our nation."

"For our own organization's part, we are going to carry this message to everybody we can, in the hope that we can finally achieve an intelligent maritime policy that will result in a balanced fleet which is consistent with the needs of the world's greatest power."



Operated by private U.S. shipping companies and crewed by merchant seamen, the military's eight fast sealift ships proved to be the workhorses of the Persian Gulf supply line. Above, the USNS Algol, manned by Seafarers, prepares to load cargo destined for the Middle East.

Benefits Talks Kick-Off in Houston, Mobile

Continued from page 3

education director and Marrone were able to answer questions and make note of ideas presented by those in attendance.

Some of the questions raised by conference participants in Houston and Mobile concerned medical benefits eligibility, self-paid medical plan premiums for individuals who have stopped shipping, sickness and accident benefits, circumstances when the medical plan covers reconstructive surgery, protecting a member's beneficiary in the event of his or her death, medical benefits for pensioners, the different kinds of pensions, vesting service credits and benefit service differences and the easiest calculations to figure out vacation pay.

At the May membership meeting in Piney Point, SIU President Michael Sacco encouraged all Seafarers and their families to attend. He urged members aboard ships to send their dependents. "The information being discussed at these benefits conferences is very important to the people we leave behind," he said.

Valuable for Families

"While we are on a ship and out at sea and something happens to one of our dependents, it is important for our wives and husbands to know what to do. It is important for them to have the proper documentation filled out before you go to sea." Sacco urged all Seafarers, pensioners and their families to attend the meetings and ask questions, voice concerns and make suggestions.

Seafarers, pensioners and family members interested in attending future conferences should consult the schedule of talks and contact their union halls to confirm attendance. Each hall can also provide the interested party with a time for each workshop session.



Mobile-based pensioner Devaugh Robinson said he would not miss the conference "no matter what."



SA Kenneth Brown brought his wife, Linda, and daughter, Candis, to the Mobile benefits conference.



Retired member Arthur Finnell and his wife Judy grab a quick bite before the Houston conference begins.



John and Camilla Christopher retired on his disability pension years ago. They said the presentation during the Mobile benefits conference was very informative.



Becky Galbraith, wife of Recertified Bosun Mike Galbraith, attended the Houston benefits talk. She is holding her nephew, Clifford, the son of AB Scott Galbraith.



Seafarers Plans' Administrator Nick Marrone explains to the group assembled in Mobile the increased pension benefits for eligible Seafarers which became effective after July 1 of 1990.



Pensioner Charles "Chuck" Hill asks a question during the Houston benefits conference.



Pensioner George Stropich, who sailed as a QMED, participates in the Houston session.



Pensioner Jewel Dearing partakes in the lunch served just before the Houston session began.



Seafarer Bertrand Wright asks a question regarding optical and dental benefits.



Seafarer Torry Kidd and his wife Margaret were among the Mobile conference participants.



Mrs. Charles Hill attended the Houston session with her husband, retiree Chuck Hill.



Active member Richard McCall brought his wife to the Mobile benefits talk.



Recently retired bosun, Marion Beeching, listens to the presentation.



Leo Bonser, the director of the plans' education office, talks with Mobile-based pensioners on medical benefits.

Schedule of Conferences On Seafarers Benefits

■ What are the benefits? ■ How do they work? ■ How do you get everything to which you are entitled?

Seafarers, pensioners and their families are invited to attend the conferences being held at union halls around the country to review the benefits provided by the SIU's medical, pension, vacation and education plans. For further information on the time of the workshops or other details, contact the union hall or write to the Seafarers Benefits Plans Education Office, Piney Point, Maryland 20674.

New York	June 4, Tuesday
Norfolk	June 6, Thursday
St. Louis	June 14, Friday
Philadelphia	July 10, Wednesday
San Francisco	July 18, Thursday
Wilmington	July 22, Monday
Seattle	July 26, Friday
Baltimore	August 8, Thursday
New Orleans	September 10, Tuesday
Honolulu	September 13, Friday
Jacksonville	October 10, Thursday
San Juan	November 7, Thursday
Algonac	December 6, Friday

SIU crewmembers aboard the Cape Mendocino still were excited about being in the Persian Gulf for the beginning of Operation Desert Storm when the vessel docked in Jacksonville, Fla. in February.

Although the Ready Reserve Force freighter had sailed from Saudi Arabia on January 13, the ship still was in the region when fighting began four days later. Members reported seeing U.S. naval men-of-war sailing into position while Iraqi mines floated by.

AB Charles Alana said waiting for the action to begin was the worst part of being in the gulf for both the mariners and soldiers aboard the former Doctor Lykes. "It was a relief especially for the soldiers," he recalled.

Alana, who served in the Navy during Vietnam, observed. "The attitude of the troops is better than in Vietnam but they have worse conditions with no lakes or waterfalls. There was a lot of tension but they were real focused on their job."

Ordinary Seaman Elton Wilde, who has been sailing for 34 years,

Cape Mendocino Crew Reflects On Being in Gulf at War Start

from the Gulf Run mailbag

noted he was "scared more (in the Persian Gulf) than in Vietnam. The possibility that they'll use chemical weapons—you've got to be more alert in Saudi Arabia than in Vietnam."

After leaving the United States in the fall, the OMI Corporation vessel had sailed to the gulf then made a shuttle to Germany to pick up more materiel. Crewmembers had to remain onboard or were restricted to the docks for more than two months before the vessel docked in Bahrain on January 13.

"We bunkered in Bahrain and got some shore time," remembered Steward Baker Charles Scott. "It was great for the whole crew.

Then we left Bahrain on January 16 (the day before the U.S. initiated its air strikes)."

The steward, who served in the Navy during the Korean War and sailed as a Seafarer into Vietnam, reported great cooperation between the soldiers and crew. "When we got near Saudi, we felt bad for them. They had to stay while we knew we were coming home." Both Scott and Bosun Orla Ipsen praised the work of the crewmembers.

Ipsen joined the Cape Mendocino in December in Bremerhaven, Germany. "The trip was not bad," he said. "They were good guys." The 31-year SIU vet-

eran stated he did not see any fear exhibited by crewmembers when they were performing their jobs.

Ordinary Seaman Norm Danao admitted the one time he got worried was when the ship passed through the Suez Canal. "All you need to do is sink the lead ship. We went through after the war started. Egyptian forces were in all the bunkers—like in the days when they were fighting the Israelis."

Wiper John Hiltner said he was "scared and worried while waiting for word on the war. When we got out of Saudi Arabia that eased a lot of pressure and stress."

One member of the crew, GSU Tim Shifflet, was on his second vessel in the Persian Gulf. Early in Operation Desert Shield, he heard his step-sister was in the Army reserves stationed near Ad Damman, Saudi Arabia as he was sailing aboard the American Eagle. When that ship docked near there in October, he talked with troops ashore but was not able to find her.



Ordinary Seaman Elton Wilde adds his signature as the deck department delegate.



AB Charles Alana (left) asks Jacksonville (Fla.) Patrolman Anthony McQuay a question about a health care claim.



Chief Steward Charles Scott (left) and Chief Cook Floyd Harmanson discuss the evening's meal.



Wiper John Hiltner saw his first action as a merchant mariner aboard the Cape Mendocino.



Listening to a discussion during a ship's meeting are (left to right) AB Shane Curci, OMU Allen Todd and Wiper John Bragg.



Steward Assistant Mohammed Elalikhidr checks on food in the deep fryer.

AB Francis Hennessey is ready to hit the beach after several months at sea.



The SIU-crewed hospital ship Mercy is flanked by the battleships Missouri (left) and Wisconsin in this photo taken near Bahrain by Cape Mendocino Ordinary Seaman Norm Danao.



Ordinary Seaman Norm Danao (seated) and DENU Fred Bull take a drink from a water tank aboard the Cape Mendocino.



Bosun Orla Ipsen (standing) goes over the crew list with SIU Assistant Vice President George Lopez.



Steward Assistant Tim Shifflet (left) checks with gangway watchman as they are going ashore.

Master, Inspectors Hail Work Of Seafarers Aboard Silas Bent

Thanks to the no-nonsense attitude, hard work and willingness to go the extra mile of Seafarers, the USNS Silas Bent and its crew passed a U.S. Navy expanded quality assurance inspection with flying colors, reported the ship's master in a recent letter to the Seafarers LOG.

The strict and detailed inspection, wrote Captain G. M. Leber, is conducted by the Navy to "evaluate adherence to the MSC contract by the operating company" and to check on the "performance by the ship's crew in operating the vessel."

Captain Leber said that while aboard the Silas Bent, which is managed by MarShip Operators, Inc., the Navy inspectors reviewed the following areas: "deck, communications, supply, engineering, damage control equipment, damage control drills, medical, ship's appearance." Navy safety and health standards and sanitation.

"In all areas covered, the ship won high praise from the inspectors," said Leber. "Accolades such as 'best food,' 'cleanest ship' and 'best looking engine room' were heard from the chief inspector and his area inspectors. The chief inspector also noted the courtesy and cooperation shown by the crew."

Grades Seldom Equaled

The Silas Bent master noted in the areas where specific grades are given by the Navy. Seafarers scored close to the top of the charts. "The steward department earned a 94.4 percent score in sanitation and the ship's storekeeper scored a 95.8 percent in the validity check of his store-rooms. These are grades which have seldom been equaled or surpassed by this or other ships subjected to these rigorous inspections."

Baltimore Clinic Moves to Hopkins

Continued from page 8

Sciences, Division of Occupational Health.

Dr. Nethercott notes that the center's connection to John Hopkins means Seafarers will "have access to hundreds of specialists in medical and surgical fields."

Appointments Through Hall

Seafarers and pensioners wishing to utilize the services of the Baltimore clinic should continue to make appointments by calling the union's Baltimore hall at (301)327-4900.

The John Hopkins Center for Occupational and Environmental Health is located in the Asthma and Allergy Center building on the grounds of the Francis Scott Key Medical Center at 4940 Eastern Avenue, about a ten-to-fifteen-minute drive from the SIU's Baltimore hall.

"The excellent inspection results were mainly due to the professionalism and concern of the ship's crew," said Captain Leber. "Although these traits are common to the crew in their everyday work, I was truly impressed by their response when the Silas Bent received only a short notice of the upcoming inspection."

"Despite ongoing around-the-clock operations, all hands willingly participated in many extra drills and performed other extraordinary tasks necessary to prepare the ship properly for inspection," added the master.

In closing his communication to the LOG, Captain Leber stated, "In my 13 years with MEBA-2, I have sailed with many fine SIU crews, but I have never had the good fortune of working with a group so thoroughly professional across-the-board."

The deck department Seafarers who participated in the Navy inspection were Bosun **Robert Vazquez**, ABs **George Torngren**, **David Milligan**, **Peter Poree**, **Gary Adair Jennings**, **Gerald Beuk** and Ordinaries **Steven Flaherty**, **Khamisi Kayanda** and **Joseph Devlin**.

Engine room Seafarers aboard were QMED Electrician **Robroy Adams**, QMED Machinist **Donald**

Smith, OMUs **Chris Coots**, **Mark Debley** and **James Lloyd**, GUDE **John Von Sprecken**.

In the Silas Bent galley at the time of the inspection were SIU members Chief Steward **Ursula Ibert**, Chief Cook **Cassie Tourera**, Cook Baker **Timothy Frierson**, Assistant Cook **Bertram Hickman**, and Steward Assistants **William Sylvester**, **Clarence Swidas**, **Mohamed Ghaleb**, **Musa Ahmed**, **Forrest Burris** and **Jeanette Ball**.

"It is due to such crews that SIU maintains its excellent reputation, and that contract operators are able to extend and renew their contracts with the government," concluded the Silas Bent master.

Serving the U.S. in War Is Schwall Tradition

Dan Schwall was following in the footsteps of his father and grandfather when he told the patrolmen in the New York union hall he wanted to help in Operation Desert Shield.

"I thought my mother would be upset," the 28-year-old told the Seafarers LOG of his decision to

launched, we were apprehensive," Schwall recalled. "We were sent away from the region." When the Champion docked two days later in Italy, he and the rest of the crew were astounded by the firetrucks, police, divers and military on the pier for protection.

He admitted he was nervous about going to the Persian Gulf. "I have my concerns like everyone else over there, I just feel like I'm doing my role."



Dan Schwall



go aboard the Flickertail State, a Ready Reserve Force vessel. "Instead, she is taking it quite well." She told Schwall his father joined the Navy to be an aviator shortly after World War II started and her father volunteered for the Navy the day after Pearl Harbor was bombed.

"We go where we are needed," the able bodied seaman said of his family. "I owe a lot to the SIU and the United States of America. It's the least I could do. I have a skill that is needed."

The 1981 graduate of the Lundeberg School already has served in one war zone. He was aboard the Falcon Champion, which was refueling Sixth Fleet vessels beyond the "line of death" declared by Libya's dictator Muammar Qaddafi, when U.S. bombers attacked that African nation in 1986.

"When we heard the raid was

Father, Son Train at Union's School



Josh Mele (left) is following his father Joseph's footsteps by graduating as a trainee from the Lundeberg School and shipping in the deck department. The elder Mele, who was at the school with his son, just completed the recertified bosun program.

William "Josh" Mele, a trainee at the Seafarers Harry Lundeberg School of Seamanship, received special attention from one of the members of the recertified bosun program—his father, **Joseph Mele**.

"It makes me proud to follow in my father's footsteps," the younger Mele told a reporter for the Seafarers LOG shortly after watching his father graduate as a recertified bosun during the May membership meeting at Piney Point. "It was inspiring to have my father here."

As part of their training, recertified bosuns work with the trainees to let them know what will be expected of them when they board their first ship. Josh got the added benefit of a knowledgeable tutor working with him after hours on his studies and training. "It helped me a lot to have him here," Josh stated.

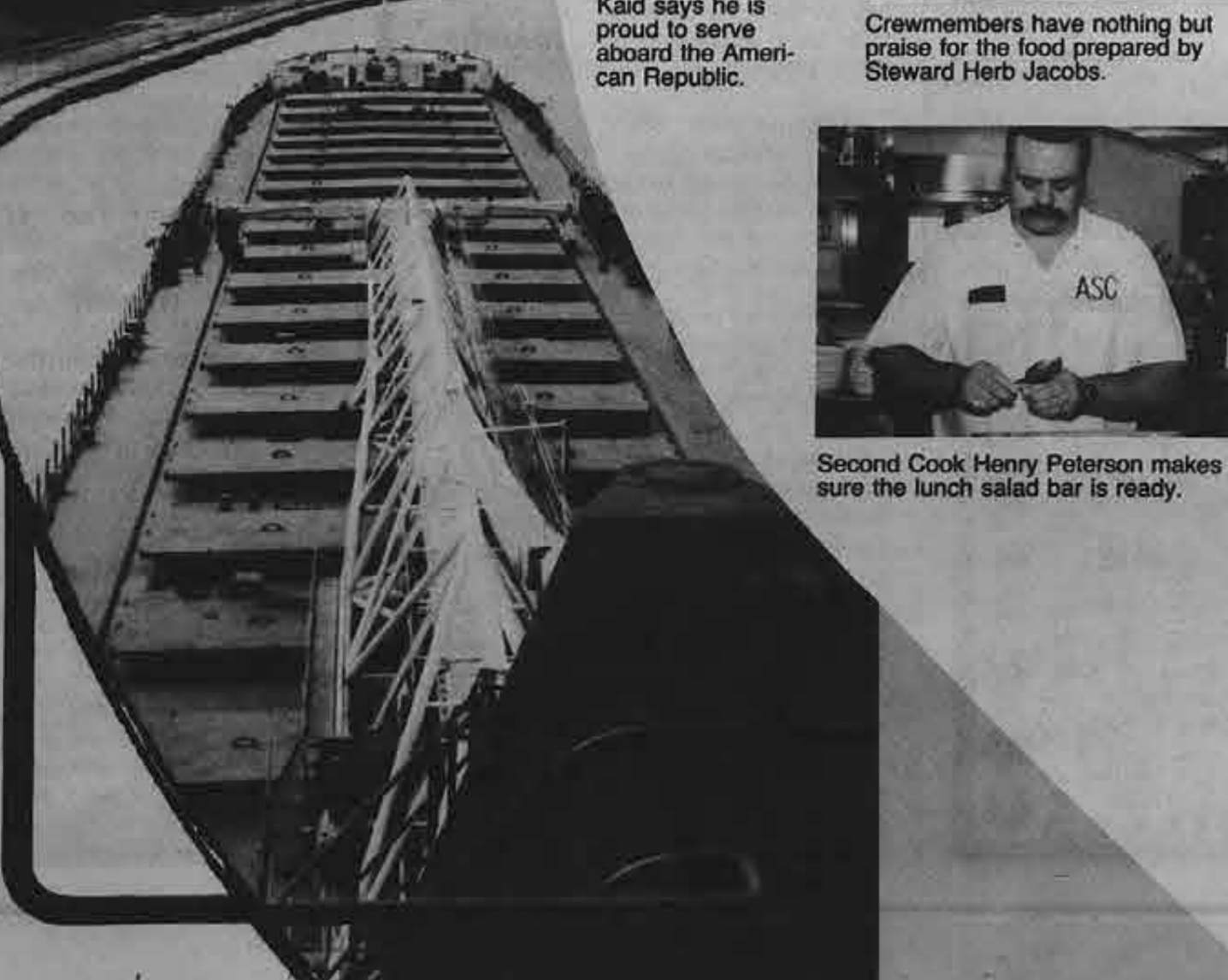
The younger Mele had no idea that his dad would be at the school while he was studying there. However, the bosun contacted his son as soon as he found out he would be upgrading. "I was glad to know we would be there together," Joseph remarked.

Josh also plans to work in the deck department. "I'd love to have him onboard my ship," Joseph beamed. "But there would be no breaks." "I wouldn't expect any," Josh quipped and smiled. Before coming to Piney Point and becoming a member of the color guard for class 472, Josh had tried his hand as a rock musician. "I was tired of hanging on. Dad advised me to get a career and make a living. I can always play music."

Josh will be the second generation to graduate as a trainee from the Lundeberg School late last month. His father completed his entry training in March 1974.



Ready at Any Time is the motto of the crew of the American Republic



Deckhand Joe Hance replaces one of the lines as the ship is ready to sail.

THE AMERICAN REPUBLIC is truly a 24-hour ship keeping its SIU crew on alert any time of the day or night for docking operations to load or offload ore for producing steel. Because of the bulk's limited run, crewmembers have to perform their jobs when sailing operations permit.

Members signing aboard each spring know the work will be constant. "There is a lot of work on this ship," said Terry Henrietta, ship's bosun since 1986. "It can make you feel old in a hurry, but the crew knows its job and does it well."

The American Republic is set up to make a roundtrip between Cleveland and Lorain, Ohio every 24 hours, weather and conditions permitting. It carries approximately 20,000 tons of taconite from the mouth of the Lorain River to three locations in the twisting, snake-like Cuyahoga River that divides Cleveland. The trip across Lake Erie—a distance of about 40 miles—can take just over two hours. Navigating the Cuyahoga to the first docking location—almost five miles up river—may last up to three hours depending on conditions and traffic.

Chipping and painting over the side is done during the short stays dockside. Black-gang members inspect and repair rollers on the conveyor belts in the hours while sailing. Although the galley maintains normal hours for meals, it also must be prepared in case operations call the crew back to work.

The American Steamship Company vessel, which started sailing in 1981, was designed specifically for the Lorain-Cleveland route. The 635-foot self-unloader was built with bow and stern thrusters to help it negotiate the tight turns in the Cuyahoga. In open water, it is one of the fastest vessels on the Great Lakes. Once in the river, it can make speeds up to eight miles per hour in the few straight stretches.



AB Billy Mulcahy replaces a hatch cover after a hold is filled.



Twenty-year member porter Yehia Kaid says he is proud to serve aboard the American Republic.



Crewmembers have nothing but praise for the food prepared by Steward Herb Jacobs.



Second Cook Henry Peterson makes sure the lunch salad bar is ready.



Wheelsman John Norton keeps a steady hand as the vessel sails from Lorain harbor.



Wheelsman Rick Roussin receives orders to move the vessel down the dock to load another hold.



With safety gear in place, Deckhand Mohamed Saedi is ready for work.



Mike LaBar of the maintenance team saws a block of wood needed for repairing a conveyor belt roller.



Galeman Clifford "Scratchy" Kracht has to loosen a conveyor belt to replace the roller underneath.



With night falling, Bosun Terry Henrietta handles the stern-line controls to bring the vessel closer to the dock.



Conveyorman Rick Springs is known throughout the ship for very hot atomic fireball candies.



As First Mate Bill Miller (back) gives the orders, Wheelsman Larry Dudek adjusts the ship's course.



QMED Dave Cameron inspects the control board in the engine room.



Black-gang crewmembers do their best to work in cramped quarters on the conveyor belt.

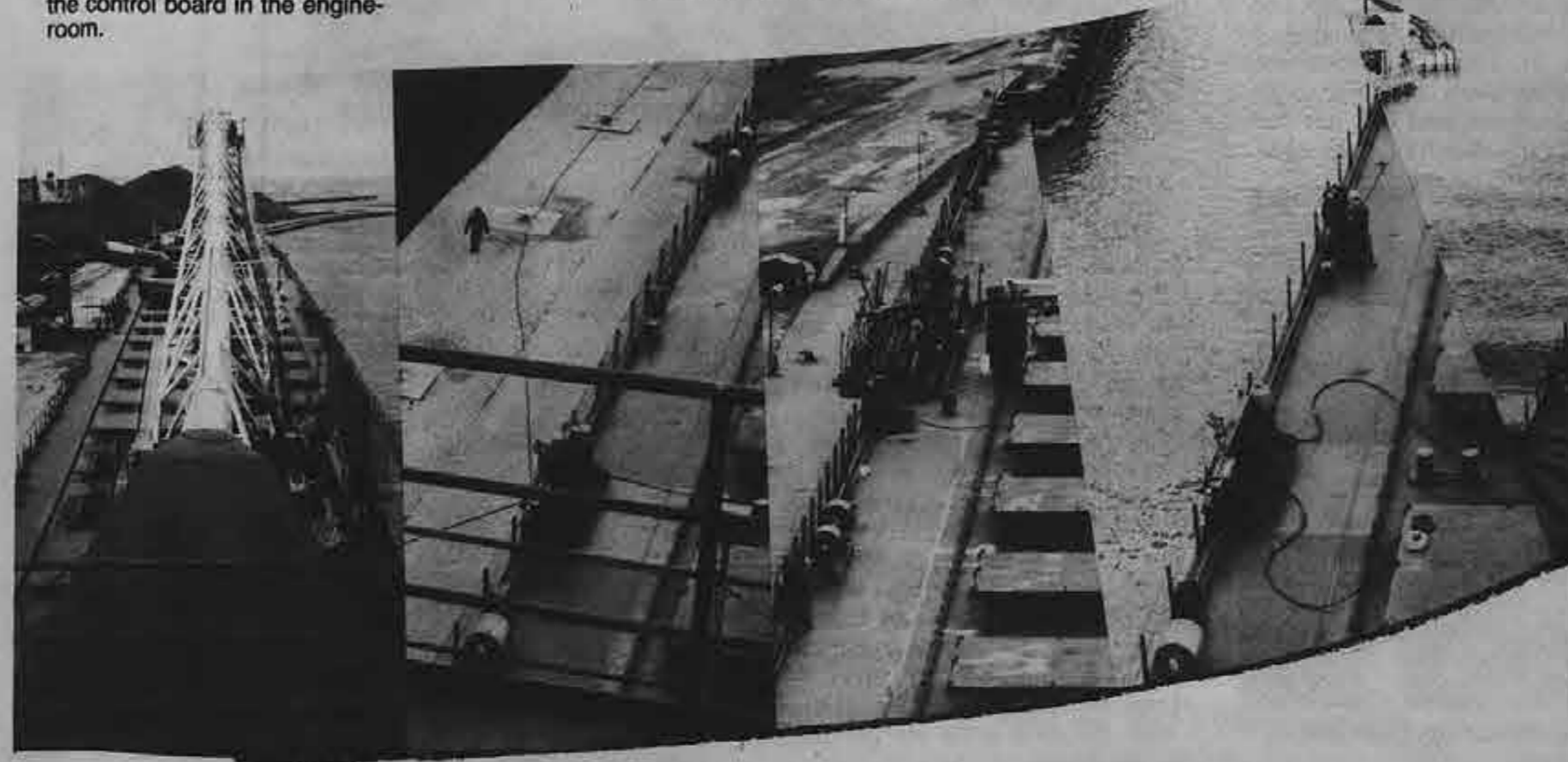


Deckhand Ray Eggers (right) inspects the loading operation at Lorain with a dockworker.

The American Republic makes a roundtrip between Lorain, Ohio and Cleveland along Lake Erie almost daily. At the bottom of the page, crewmembers scurry along the deck to prepare the vessel for departure.



Going clockwise, the self-unloader leaves Lorain as loading is finished. Seas were rough that day as waves crash into the Cleveland harbor lighthouse and over the deck. The wheelsmen use Cleveland skyscrapers to line the bulker into the mouth of the Cuyahoga River. Once in the river, the captain, lookouts and wheelsman must be prepared for traffic, drawbridges and vessels tied along the riverbank while the ship navigates all the tedious twists and turns.



After Action-Packed Gulf Tour, Bosun Is Anxious to Return

Bosun Michael Wittenberg of the USNS Wright is proud to have lent a hand in the nation's moves to liberate Kuwait from Iraqi aggression.

The four-and-a-half year veteran of the aviation logistics sup-

port ship was among the first seamen to go to the Gulf after Iraq invaded Kuwait last August. Wittenberg said he and the crew knew war was imminent. Along the pier, offloading was taking place around the clock. "As soon as one ship was emptied, they would push it away from the dock and bring

from the Gulf Run mailbag

in another," he reported. Morale remained high among the crew of the Wright, which was deployed to the Persian Gulf shortly after the Iraqi invasion in August 1990. But with the outbreak of war, Wittenberg noted, "I don't think anybody thought it would come to this."

After being one of the first ship's to dock in Al Jubayl, Saudi Arabia, the Wright sailed to Bahrain where it served as a logistics focal point for other military ships until it returned to the Saudi port in late December. Upon arrival in Al Jubayl, Wittenberg stated the docks were bursting with supplies, materiel, hospitals and a morgue.

The Wright's unlicensed division is crewed by SIU members. The ship serves as a floating warehouse for Marine Corps helicopters. It features a landing pad on the deck and repair facilities in shipboard containers. While at sea, parts can be dropped off or picked up via the choppers.

The bosun signed off the Wright January 7 and caught one of the last commercial flights out of Saudi Arabia before the war closed the skyways. He stated he had no idea how he was going to return to the ship in February if no civilian flights were going into the Persian Gulf.

At the time he left the area, Wittenberg said he and the crew knew war was imminent. Along the pier, offloading was taking place around the clock. "As soon as one ship was emptied, they would push it away from the dock and bring

in another," he reported. Morale remained high among the crew of the Wright, which was deployed to the Persian Gulf shortly after the Iraqi invasion in August 1990. But with the outbreak of war, Wittenberg noted, "I don't think anybody thought it would come to this."

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The USNS Wright deck department launches a lifeboat during safety drills. From left to right are OS Bob Thompson, AB Ray Moore, Bosun Mike Wittenberg, Third Mate Gilligan and AB Gary Smith.



Waiting to initiate docking operations in Al Jubayl, Saudi Arabia are AB Sam Solomon (left) and OS Randy Moore.

Missile Alert Means 'Tense' Moments for USNS Bellatrix Crew

Bosun Jim Mitchell and the crew of the USNS Bellatrix knew the Persian Gulf war was days away when the fast sealift vessel left Ad Damman, Saudi Arabia on January 5.

Members were forced to carry their gas masks and nerve gas injection vials with them at all times. A decontamination shelter was constructed inside the ship. Then a missile alert was sounded. "We put our masks on," Mitchell recounted for the Seafarers LOG.

When the alarm sounded military personnel headed for their shelters, while about 10 Bellatrix deck crew members darted for the bowels of the vessel, Mitchell reported.

"When the siren went off, I got a shiver up my back. We went inside the ship into the (decontamination) tunnel. After two hours, the mate said 'Let's get out of here.'"

With full protective gear on, the crew secured the Bellatrix. Just as it was leaving the dock, the "all clear" alarm sounded. "We later heard the alarm was sounded because the Iraqis were warming up their missile launchers," he added.

Mitchell said the crew remained pretty tense until the Bellatrix had passed through the Suez Canal on January 15. He noted crewmembers did not know the range of the SCUD missiles and did not feel safe until the ship was in the Med-



OS Emo Aulelava (left) and AB David Crisp help in a special detail aboard the USNS Bellatrix, a fast sealift vessel.

iterranean Sea.

The 20-year SIU veteran spoke very highly of the crew aboard the Bellatrix. "We have a real heads-up crew on the ship." Because of the ship's fast turnaround, crewmembers had not had shore leave for months until a December docking at Bremmerhaven, Germany.

"I have sailed for 20 years. I consider these trips patriotic as well as depressing. As we're taking these guys (soldiers) over, we get to know them. They are as uncertain of the future as we are. All of the guys onboard feel the same way. We had big events for Thanksgiving and Christmas, we treat them nice and we contact their families when we get back to the States."



Bosun Jim Mitchell (left) and OS Emo Aulelava work to remove stubborn bolts from a shaft casing.



Even the Army pitches in as OS Bob Haggerty (forward) and Sgt. Wade Garret struggle to loosen some tough bolts on a turbine cover.

LOG-A-RHYTHM

A State of Heart

by Christopher Robert Chubb

The Seafarer and poet sails as a steward assistant, most recent aboard the Flickertail State.

I

Our Flickertail leaves
our homeland shores
for months well numbered
by mouths still rumored.

Our Flickertail sees
albatross and gull
beyond the fantail and high
among waves and blue, cottony skies.

Our Flickertail glows
as I feel well found
with the girl
who is she . . . the ship
a well propelled girl of rainbows.

Our Flickertail goes
from now, distant homeland shores
to an hours-on-end hugger
and to the artistic gardens.

II

Our Flickertail owes
many thank-yous
and Godspeeds
to our military persons
who we serve
and see off
to the Gulf War.

Our Flickertail hears
the shells
of 90 miles north
and later Our Flickertail fears
the smoke
of the enemy's
burning oil
and we smell
of 90 miles north.

Our Flickertail sees
albatross and gull
with the girl
who is she . . . the ship
a well propelled girl of rainbows.

III

Our Flickertail is astray
by glaring lights of missiles
and bombs from 90 miles north
flying and falling
beyond our dock
and over the port of Al-Jabay
the sirens scream of 90 miles north.

Our Flickertail sees rainbows
within hopeful promises
for a quick war
that our military persons return with us
to the gardenous beauty of a day
in Singapore
for then they can look to home.

Our Flickertail blows
against cold . . . ill winds
with warm . . . healthy hearts
to keep a soldier from feeling alone.

Our Flickertail prays
our soldiers' returns
to loved ones . . . and Home.

Jacobsen Captures Gulf War on Film

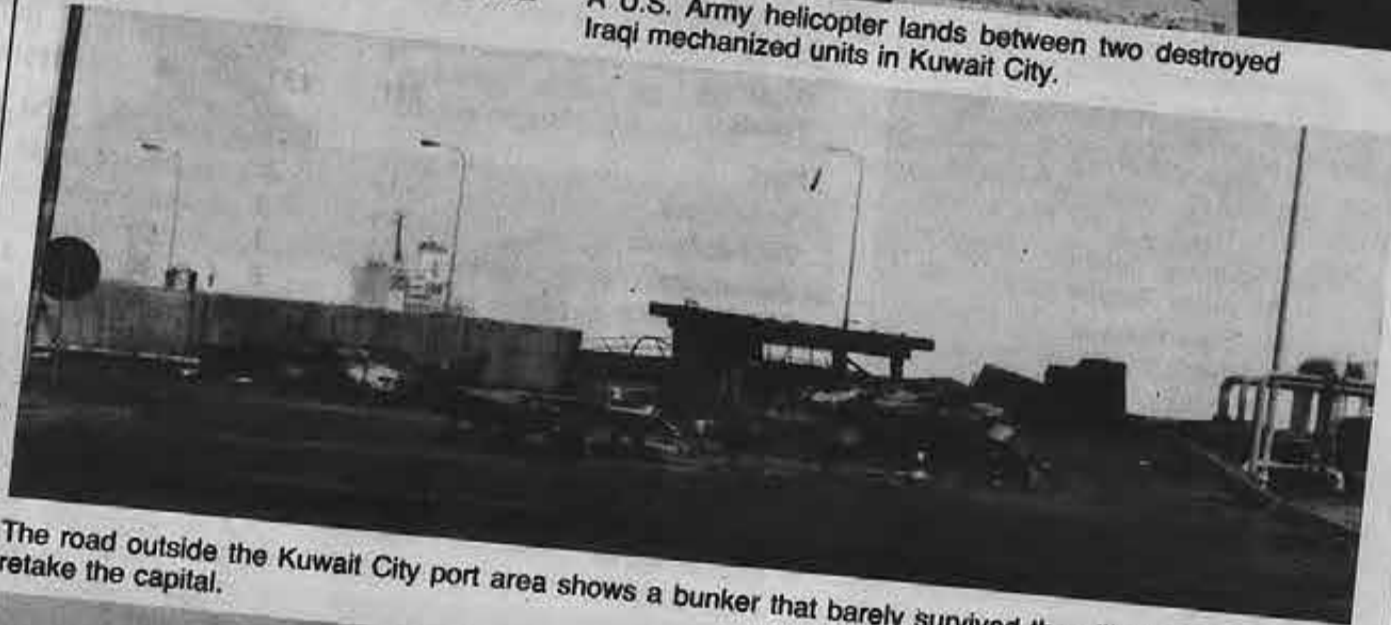
QMED/Pumpman Terry Jacobsen of the ITB Frances Hammer has supplied the Seafarers LOG with photographs of war-ravaged Kuwait City.

Jacobsen was a member of the crew of the first merchant vessel to enter Kuwait's capital just days after a cease-fire had been declared. The vessel and its crew were commended by the Military Sealift Command for its efforts in getting through the mine-filled harbor and docking.

Jacobsen's photos show the damage done to the port facility, destroyed military equipment on the beach and black daytime skies created by the numerous oil-well fires.



A U.S. Army helicopter lands between two destroyed Iraqi mechanized units in Kuwait City.



The road outside the Kuwait City port area shows a bunker that barely survived the allied assault to retake the capital.



A damaged Iraqi tank still waits on the beach for the allied sea invasion that never came.



Before leaving Kuwait City, the Iraqis destroyed whatever they could including this pier.



Frances Hammer crewmembers pose in Kuwait City while a Navy chopper flies behind them. From the left are Bosun/AB James Lewis, Chief Cook Toyo Gonzales, QMED/Pumpman Terry Jacobsen and AB Edward Herrera.

 SEND US YOUR NEWS, PHOTOS AND STORIES 

July & August Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point
Monday, July 8
Monday, August 5
New York
Tuesday, July 9
Tuesday, August 6
Philadelphia
Wednesday, July 10
Wednesday, August 7
Baltimore
Thursday, July 11
Thursday, August 8
Norfolk
Thursday, July 11
Thursday, August 8
Jacksonville
Thursday, July 11
Thursday, August 8
Algonac
Friday, July 12
Friday, August 9
Houston
Monday, July 15
Monday, August 12
New Orleans
Tuesday, July 16
Tuesday, August 13
Mobile
Wednesday, July 17
Wednesday, August 14
San Francisco
Thursday, July 18
Thursday, August 15
Wilmington
Monday, July 22
Monday, August 19
Seattle
Friday, July 26
Friday, August 23
San Juan
Thursday, July 11
Thursday, August 8
St. Louis
Friday, July 19
Friday, August 16
Honolulu
Friday, July 19
Friday, August 16
Duluth
Wednesday, July 17
Wednesday, August 14
Jersey City
Wednesday, July 24
Wednesday, August 21
New Bedford
Tuesday, July 23
Wednesday, August 21

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

NOTICE

January through June 1990 Maersk-Ship EPA Adjustments

Any Seafarer who sailed aboard any of the following Maersk ships during January and June of 1990 may now apply for an EPA adjustment to wages: PFC Willaim Baugh, Cpl. Louis J. Hauge, PFC. James Anderson, 1st Lt. Alex Bonnyman, Pvt. Franklin J. Phillips (formerly the Pvt. Harry Fisher).

Payment of the EPA adjustment can be obtained by submitting copies of discharges and pay vouchers to any SIU port agent or by sending the materials to the union's contracts department at headquarters—5201 Auth Way; Camp Springs, Maryland 20756. Be sure to include a current mailing address with all correspondence.

CORRECTION

The May issue of the Seafarers LOG identified the Matson Lurline as a former Puerto Rico Marine ship. It is not. It was built for service with Matson and continues to be operated to this day by that company.

Dispatchers' Report for Deep Sea

APRIL 16-MAY 15, 1991

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	30	13	19	29	9	8	12	46	14	6
Philadelphia	2	2	4	3	2	2	0	0	4	3
Baltimore	6	2	4	3	4	6	3	10	2	0
Norfolk	14	6	4	8	5	5	2	20	9	5
Mobile	21	12	20	10	10	13	0	18	13	18
New Orleans	23	10	18	20	6	9	4	30	18	18
Jacksonville	23	8	17	24	9	13	7	21	8	16
San Francisco	33	15	6	25	14	13	8	46	16	11
Wilmington	18	19	8	18	14	7	1	20	15	4
Seattle	25	11	13	30	11	11	2	38	3	8
Puerto Rico	7	3	0	4	2	0	2	19	4	0
Honolulu	3	11	7	2	9	6	5	9	10	6
Houston	32	12	14	32	12	16	6	46	16	9
St. Louis	1	2	0	1	0	0	1	0	4	1
Piney Point	2	9	7	2	7	6	5	2	9	2
Algonac	1	2	7	0	1	7	0	1	1	2
Totals	241	137	138	211	115	122	59	326	146	109
ENGINE DEPARTMENT										
New York	17	8	8	11	6	9	2	26	6	4
Philadelphia	1	4	2	2	2	4	3	1	3	0
Baltimore	2	1	0	2	1	3	1	7	1	0
Norfolk	6	6	8	4	6	8	0	7	4	3
Mobile	12	6	8	9	3	4	3	11	7	8
New Orleans	22	3	11	13	6	8	2	30	3	9
Jacksonville	16	2	6	12	1	5	2	22	6	5
San Francisco	16	9	6	12	8	3	4	22	9	10
Wilmington	18	6	8	11	7	8	6	18	3	4
Seattle	14	6	6	15	4	6	4	16	3	2
Puerto Rico	5	2	0	3	2	0	3	8	2	0
Honolulu	1	3	2	1	3	5	2	4	3	5
Houston	16	7	5	14	4	6	4	25	8	2
St. Louis	0	3	2	0	2	2	1	0	1	0
Piney Point	3	4	13	0	5	12	1	4	0	5
Algonac	1	0	0	0	0	0	0	1	0	1
Totals	150	70	85	109	60	83	38	202	59	58
STEWARD DEPARTMENT										
New York	19	11	4	10	7	2	6	31	7	5
Philadelphia	0	2	1	0	2	1	0	1	2	0
Baltimore	2	0	0	3	0	1	0	2	2	0
Norfolk	5	1	3	5	0	2	0	4	2	4
Mobile	8	6	1	5	3	0	2	11	5	3
New Orleans	12	5	4	10	4	2	2	15	5	6
Jacksonville	7	7	1	12	4	1	4	11	3	1
San Francisco	45	5	2	37	5	4	18	64	9	8
Wilmington	9	2	2	7	2	4	1	18	4	0
Seattle	28	2	2	21	2	2	6	39	2	1
Puerto Rico	3	1	0	2	0	0	1	7	1	0
Honolulu	7	18	22	4	14	16	86	12	26	21
Houston	15	2	2	12	4	2	6	17	2	4
St. Louis	0	1	0	0	1	0	0	0	0	0
Piney Point	2	4	3	0	2	4	0	3	6	2
Algonac	1	0	0	1	0	0	0	1	0	0
Totals	163	67	47	129	50	41	132	236	76	55
ENTRY DEPARTMENT										
New York	12	22	38	11	12	36	0	16	29	48
Philadelphia	1	4	6	0	4	3	0	3	3	4
Baltimore	2	7	1	2	4	0	0	4	7	1
Norfolk	2	10	4	4	9	5	0	4	14	6
Mobile	1	16	14	2	8	12	0	5	23	16
New Orleans	8	15	36	6	14	17	0	13	27	61
Jacksonville	3	8	20	4	5	17	0	4	13	20
San Francisco	18	21	28	10	12	13	0	29	31	64
Wilmington	8	7	6	3	5	4	0	13	15	12
Seattle	4	10	7	4	12	5	0	6	6	9
Puerto Rico	6	3	2	4	3	1	0	14	11	4
Honolulu	1	40	176	3	21	129	0	1	50	196
Houston	3	9	17	2	7	12	0	7	14	26
St. Louis	0	2	2	0	3	2	0	0	3	2
Piney Point	0	51	2	0	53	1	0	0	34	2
Algonac	0	2	0	0	0	0	0	0	2	0
Totals	69	227	359	55	172	257	0	119	282	471
Totals All Departments	623	501	629	504	397	503	229	883	563	693

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

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

A total of 1,633 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,633 jobs shipped, 504 jobs or about 31 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From April 16 to May 15, a total of 229 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 14,027 jobs have been shipped.

The Seafarers Pension Plan announces the retirement of 44 members this month. A total of 34 sailed in the deep sea division while seven were members of the inland division and three came from the Great Lakes.

At the age of 71, Brother Frank Benevento is the oldest to sign off this month. He sailed from the west coast in the galley gang.

Six of the deck department retirees were recertified bosuns. They include Brothers Steven Fulford, Gary L. Hoover, Glenn Miller, Leonard Olbrantz, Horace B. Rains and Edward P. Wallace. Brother Eddie H. Jackson is the only one of the new pensioners to have completed the steward recertification program offered at the Lundeberg School.

Brief biographical sketches of these and the other new pensioners follow:

DEEP SEA



JUAN S. AQUIRRE, 70, joined the Seafarers in 1967 in the port of San Francisco. He was born in the Philippines and sailed in the deck department. Brother Aquirre's last vessel is the Sea-Land Pacer. He lives in San Francisco.

DEWEY C. BELL, 63, joined the SIU in 1956 in the port of Houston. A native of Alabama, he last shipped as an able bodied seaman aboard the Ultramar. Brother Bell has retired to Century, Fla.



FRANK BENEVENTO, 71, joined the union in 1955 in the port of Seattle. Born in New Jersey, Brother Benevento's last ship was the Matson Manulani where he sailed as a messman. He calls Seattle home.

WILLIAM BURKEEN, 63, joined the Seafarers in December 1958 in the port of New York. A native of Texas, he shipped in the deck department. His last vessel was the Overseas Arctic. Brother Burkeen resides in Texas City, Texas.



HERBERT P. CALLOE, 65, joined the SIU in 1960 in the port of Jacksonville, Fla. The chief electrician was born in Massa-

**To Our New Pensioners
... Thanks for a Job Well Done**

Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

chusetts. He last sailed aboard the Sea-Land Commitment. Brother Calloe has retired to Jacksonville.

RICHARD E. CHARROIN, 63, joined the union in 1946 in the port of New York. The native of Dayton, Ohio last shipped as an able bodied seaman aboard the Sea-Land Mariner. Brother Charroin lives in Seattle.



DANIEL G. COMPEAU, 66, joined the Seafarers in 1963 in the port of New York. Born in Michigan, he sailed as a

QMED electrician. Brother Compeau upgraded his engine department rating at the Lundeberg School in 1983. His last ship was the Sea-Land Independence. He calls Shelton, Wash. home.

PAUL R. CROW, 65, joined the SIU in 1963 in the port of Seattle. A native of Arkansas, he upgraded his black-gang rating in 1987 at the Lundeberg School. Brother Crow last shipped as a QMED aboard the Sea-Land Mariner. He has retired to Terrell, Texas.

FELIX DIAZ, 64, joined the union in 1958 in the port of New York. He was born in Cuba. Brother Diaz last sailed as a member of the engine department aboard the Inger. He resides in Miami.

ALBERT W. DYKES, 65, joined the Seafarers in 1956 in the port of Lake Charles, La. A native of Arkansas, he shipped in the black-gang. Brother Dykes' last vessel was the SS Maine. He lives in Houston.



STEVEN H. FULFORD, 65, joined the SIU in May 1944 in the port of Mobile, Ala. He first sailed as a messman aboard the Golden Fleece. Four years later, the Alabama native acquired his AB's ticket. Brother Fulford upgraded to recertified bosun at Piney Point in 1981. His last ship was the Sea-Land Challenger. He calls Mobile home.

TRINIDAD GARCIA JR., 65, joined the union in 1951 in the port of Houston. Born in Mexico, he shipped in the engine department. Brother Garcia sailed last as a wiper aboard the Cape Meteor. He has retired to Texas City, Texas.



WILLARD GRAYSON, 65, joined the Seafarers in 1968 in the port of Houston. The native of Texas shipped in the engine department. Brother Grayson's last vessel was the USNS Bellatrix. He lives in Houston.

RICHARD H. GUERIN, 68, joined the SIU in 1953 in the port of New York. He was born in New York and sailed in the deck department. Brother Guerin shipped as an able bodied seaman aboard his last vessel, the Sea-Land Nedlloyd Hudson. He calls Las Vegas, Nev. home.

GUSTAVO GUERRERO, 59, joined the union in 1958 in the port of New Orleans. Born in Ecuador, he shipped in the engine department. Brother Guerrero upgraded his rating to QMED in 1976 at the Lundeberg School. He last sailed aboard the Sea-Land Discovery. He resides in San Juan, P.R.

RICHARD HENEKE, 65, joined the Seafarers in 1967 in the port of Seattle. The Indiana native shipped in the engine department. His final vessel was the Westward Venture where he sailed as a QMED. Brother Heneke has retired to Renton, Wash.



GARY L. HOOVER, 45, joined the SIU in 1967 in the port of San Francisco. A native of Missouri, he sailed in the deck department. Brother Hoover acquired a recertified bosun at the Lundeberg School in August 1979. The Sea-Land Pacific was his last ship. He calls Pittsburg, Calif. home.

EDDIE H. JACKSON, 56, joined the union in 1957 in his native Mobile, Ala. The galley gang member upgraded to recertified steward in May 1981 at the Lundeberg School. His last vessel was the Sea-Land Independence. Brother Jackson lives in Seattle.

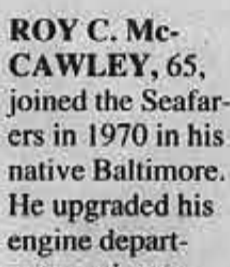


STANLEY A. JAMES SR., 53, joined the Seafarers in 1978 in the port of New Orleans. Born in Mississippi, he sailed in the deck department. Brother James last shipped as an AB aboard the John Paul Bobo. He resides in Hazelhurst, Miss.

CHARLES P. JOHNSEN, 66, joined the SIU in March 1952 in the port of New Orleans. He was born in Missouri. Brother Johnsen last sailed as an able bodied seaman aboard the PRMMI Mayaguez. He has retired to New Orleans.



JOHN I. McAVOY, 65, joined the union in 1965 in the port of Jacksonville, Fla. The Chicago native was a Navy veteran of World War II and the Korean conflict. He first sailed in the black-gang aboard the Cities Service Miami. He upgraded his engine department rating to QMED in 1975 at Piney Point. Brother McAvoy last shipped aboard the American Eagle. He lives in Jacksonville.



ROY C. McCAWLEY, 65, joined the Seafarers in 1970 in his native Baltimore. He upgraded his engine department rating to QMED in 1983 at the Lundeberg School. Brother McCawley last shipped aboard the Sugar Island. He still calls Baltimore home.

BERNARD MICIAC, 65, joined the SIU in 1963 in his native Baltimore. The deck department veteran last sailed as an AB aboard the Nuevo San Juan. Brother Miciac still resides in Baltimore.



GLENN D. MILLER, 57, joined the union in 1956 in the port of Seattle. Born in West Virginia, he became a recertified bosun in 1982 at the Lundeberg School. Brother Miller's last vessel was the Cape Catoche. He lives in Kenna, W.Va.

CHARLES O'BRIEN, 56, joined the Seafarers in June 1959 in the port of New York. Born in New York, he shipped in the deck department. Brother O'Brien has retired to Sierra Vista, Ariz.

Continued on page 22

... Thanks For a Job Well Done to Our New Pensioners

Continued from page 21

LEONARD OLBRANTZ, 57, joined the union in 1954 in the port of Detroit. A native of Wisconsin, he completed the bosun recertification course at the Lundeberg School in 1975. Brother Olbrantz last sailed as a bosun aboard the Overseas Vivian. He lives in San Francisco.



HENRY J. PETERSON, 56, joined the SIU in 1951 in the port of New York. The New York native's engine department career was interrupted by the Army from 1957 to 1959. Brother Peterson upgraded at the Lundeberg School in 1984. He last shipped aboard the OMI Wabash. He resides in Jackson Heights, N.Y.



HORACE RAINS, 63, joined the union in 1945 in the port of New Orleans. Born in Kentucky, he served in the Army from 1953 to 1954. Brother Rains completed the bosun recertification program at Piney Point in 1974. The Cove Liberty was his last ship. He calls Houston home.

JOSE A. ROMERO, 66, joined the Seafarers in 1960 in his native San Juan, P.R. The steward department veteran last sailed aboard the Cable Ship Long Lines. He still lives in San Juan.

CLIFFORD A. SEWELL, 66, joined the SIU in 1951 in the port of Galveston, Texas. The native of Michigan shipped in the engine department. Brother Sewell last sailed aboard the Sea-Land Consumer before he retired to Houston.



WALTER SZCZEPANEK, 64, joined the union in February 1952 in the port of Galveston, Texas. Born in Pennsylvania, he sailed in the black-gang. The Sea-Land Kodiak was his last vessel. Brother Szczepanek resides in Reading, Pa.

WILLIAM TRICE, 70, joined the Seafarers in November 1947 in the port of Philadelphia. The Texas native shipped in the galley gang. His last vessel was the Cove Liberty on which he sailed as chief cook. Brother Trice calls Midland, Texas home.



EDWARD P. WALLACE, 63, joined the SIU in 1944 in the port of New York. He was born in Illinois. Brother Wallace graduated as a recertified bosun from the Lundeberg School in 1974. He last sailed aboard the Sea-Land Integrity. He lives in Chicago.



JOSEPH WOLANSKI, 67, joined the union in 1956 in the port of New York. A native of New Jersey, he joined the union in 1956 in the port of New York. The deck department veteran last sailed aboard the Sea-Land Integrity. Brother Wolanski resides in Baltimore.



INLAND

HOMER A. BAKER, 62, joined the Seafarers in 1962 in the port of St. Louis. Born in Illinois, he sailed in the engine department. Boatman Baker calls West Memphis, Ark. home.



RUDOLF BLAZEVIICH, 66, joined the SIU in February 1982 in the port of Wilmington, Calif. A native of Yugoslavia, he sailed as a cook aboard Crowley Towing tugboats. Boatman Blazeviich lives in San Pedro, Calif.

FREDERICK J. CHANSON, 62, joined the union in 1968 in his native New Orleans. He was a shoreside worker for Dravo Basic Materials Company. Boatman Chanson still resides in New Orleans.

FLOYD HAYNES, 70, joined the Seafarers in April 1989 in the port of Jacksonville, Fla. The Erwin, Tenn. native sailed as a chief engineer for NATCO. Boatman Haynes calls Tampa, Fla. home.



EDWARD E. MORRIS, 62, joined the SIU in 1953 in the port of Houston. Born in Altus, Okla., he sailed as a chief engineer for G&H Towing. Boatman Morris has retired to Arkansas Pass, Texas.



WILLIAM T. PARKS, 62, joined the union in 1970 in the port of Norfolk, Va. A native of Virginia, he sailed as a mate for Stuart Transportation. Boatman Parks lives in Virginia Beach, Va.

RUBEN PASAMONTE, 65, joined the Seafarers in March 1977 in the port of Norfolk, Va. He was born in Panama and sailed as a tankerman for Allied Towing. Boatman Pasamonte resides in Chesapeake, Va.



ROBERT R. HOLLENBECK, 65, joined the union in January 1964 in the port of Frankfort, Mich. Born in Michigan, he sailed in the deck department for Luedtke Engineering. Brother Hollenbeck calls Frankfort home.

GREAT LAKES

STANLEY W. BLIX, 65, joined the SIU in August 1962 in his native Duluth, Minn. The deck department veteran last sailed as an able bodied seaman aboard Kinsman Lines ships. Brother Blix has retired to Superior, Wis.



JOHN McCLINTON, 66, joined the Seafarers in 1961 in the port of Alpena, Mich. The Michigan native sailed as an able bodied seaman aboard the Paul Townsend. Brother McClinton lives in Alpena.



12 Graduate from Bosun Program

Continued from page 9

his career at the Lundeberg School, had a special reason to be proud. Among the trainees in the audience was his son, **Josh Mele**. The March 1974 graduate also addressed his remarks to the future merchant mariners. "A lot of you trainees here are accepting a rewarding and respectable career. Respect your union—it will treat you right when you get out there."

Besides those who started their SIU careers at Piney Point, several other bosuns chose to talk with the trainees in their graduation addresses. "There are a lot of things you can look forward to, like having a job—having a job you enjoy—and being able to make a better than decent living," said 23-year member **James R. Wilson**.

Reaching the Top

"I'd like to tell you that you belong to one of the finest maritime organizations in the country," said **Robert McGonagle** of Honolulu. "You can come back any time you want to upgrade. You can go as high as you want. The union will back you all the way."

Houston's **Mauro de la Cerda** told trainees and members to take advantage of all they could while attending the school. "Work on the simulator and get as much experience as possible."

Abdulla Mohsin, a 22-year SIU member who sails from the port

of Baltimore, told the audience he can remember some trainees with whom he sailed now are sailing as "captains, mates and engineers. This is a great opportunity for you."

Eleven-year member **Hayden Gifford** urged SIU members to read the Seafarers LOG and stay up-to-date on all issues of concern to the maritime industry. Being knowledgeable is critical, he said, "because a well-informed membership is a strong membership."

Henry Bentz urged members to realize "the tremendous importance of SPAD." The 38-year veteran added, "With our support of SPAD, I know our leaders will do all they can to make the SIU stronger than ever."

Howard Gibbs, who sails from the port of San Francisco, reminded members and trainees of "the importance of registering to vote for the candidates who are going to help us in the merchant marine." He urged all those listening to register when they get back home if they have not already done so.

New York's **Claude Leycock** thanked the school's staff and instructors for a "wonderful course—one of the best I've ever been to."

The graduate who has been with the Seafarers for the longest period of time was **Earl Brannan**. He joined the union in December 1945. He thanked the instructors for being "very professional in providing on-the-job training."



The 12 bosuns attend the May membership meeting at Piney Point to receive their certificates of graduation for completing the recertification course.



The Santurce, P.R. union hall is busy on this Monday morning. Lined up at the counter are (from left) Recertified Bosun Joseph Anthony Osorio, FOWT Pablo Albino, AB Ralph K. Capetta, AB Manual Sabater, Chief Cook Daniel Herrera and OS Abraham Gonzalez.



Stepping outside the hall for a moment are (from left) Steward Assistant Catalino Diaz, AB Pedro Torres and AB Ralph K. Capetta.

With Seafarers in the San Juan Union Hall



Waiting to talk over a welfare matter is AB Pablo Pacheco.



OS Abraham Gonzalez looks over the counter while registering.



Tony Mohammed, a crane electrician on the Puerto Rico Marine shoregang, frequently lends a hand at the union hall.

Mid-morning finds the Santurce union hall jumping with activity. While some members line up at the counter to register and to file vacation and welfare claims, others shoot a game of pool or talk over shipping while awaiting the next job call.

On a recent Monday morning, members and pensioners in the Santurce hall talked with a LOG reporter. **Joseph Anthony Osorio**, a recertified bosun filing for his vacation check, said after 132 days on the Sea-Land Crusader he was glad to have some time off.

Many of the members in the hall also most recently had sailed on Sea-Land ships. Among them were Steward Utility **Roberto P. Fox**, AB **Oswaldo Gonzalez**—both of whom last sailed on the Sea-Land Consumer—and AB **Pedro Torres**.

Sheldon Duplantis, a new member of the SIU, said he was looking forward to working under a union contract. The tanker man is in a good position to make comparisons because some of his jobs in the past have been for non-union companies out of the Gulf of Mexico.

QMED Alberto Garcia, who recently sailed on the Sealift Caribbean, and Crane Electrician **Tony Mohammed**, while talking with the LOG reporter, urged all SIU members to upgrade at the Seafarers Harry Lundeberg School of Seamanship. Brother Mohammed noted that upgrading made it possible to attain greater skill levels and, consequently, higher pay.

Chief Cook **Daniel Herrera** commented that the Santurce hall was functioning smoothly. Brother Herrera said he appreciated the union's Santurce staff.

In addition to Port Agent Angel Hernandez, the SIU docks and pensioners are served by Bill Dolk and Abraham Aragonés—two of the union's old-timers who put their many years of experience to work on behalf of the union. Ana Mercado, the hall's secretary, spends much of her time assisting members and pensioners with the filing of their welfare and pension forms.



Recertified Bosun Joseph Anthony Osorio, on vacation after 132 days out, is in the Santurce hall to register.



OS Pedros Santos (left) and Tankerman Sheldon Duplantis display their merchant mariner documents.



Oswaldo Gonzalez, an able bodied seaman, recently sailed aboard the Sea-Land Consumer.



Keeping the union hall running smoothly are retired members Bill Dolk (left) and Abraham Aragonés.



Jose Ramos sails as an FOWT out of the Santurce hall.



Santurce Port Agent Angel Hernandez goes through the day's mail.



AB Pedro Torres (left) and Steward Assistant Catalino Diaz shoot a game of pool while waiting for the job call.



Ana Mercado, the secretary in the Santurce hall, assists members and pensioners with claims forms.



Steward Utility Roberto P. Fox reads the the latest edition of the Seafarers LOG in the Santurce hall.



QMED Alberto Garcia (left); Antonio de Jesus (standing), a retired Sea-Land shoregang member, and Chief Cook Daniel Herrera go over an article in the LOG.

Dispatchers' Report for Great Lakes

CL—Company/Lakes L—Lakes NP—Non Priority
 APR. 16—MAY 15, 1991 *TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	25	4	0	28	2	0	30	4
ENGINE DEPARTMENT									
Algonac	0	9	3	0	22	0	0	11	3
STEWARD DEPARTMENT									
Algonac	0	8	2	0	8	0	0	12	2
ENTRY DEPARTMENT									
Algonac	0	21	15	0	0	0	0	46	24
Totals All Departments	0	63	24	0	58	2	0	99	33

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

Dispatchers' Report for Inland Waters

APRIL 16—MAY 15, 1991

*TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	12	0	0	2	0	0	70	12	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	1	1	0	0	2	1	2
Jacksonville	1	0	8	0	0	4	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	2	2	6	1	4	7
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	4	0	0	4	5	2	16
Algonac	22	5	0	12	0	0	70	24	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	37	5	14	17	2	14	148	43	29
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	2	0	0	4	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	3
Algonac	16	11	0	9	0	0	42	25	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	20	11	0	11	0	0	46	25	3
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	0	0	1	0	0	4	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	1	0	0	1	1	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	4
Algonac	7	7	0	4	0	0	29	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	13	7	1	5	0	1	35	13	7
Totals All Departments	70	23	15	33	2	15	229	81	39

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

Seafarers International Union Directory

President
 Michael Sacco
 Secretary-Treasurer
 John Fay
 Executive Vice President
 Joseph Sacco
 Vice President Collective Bargaining
 Angus "Red" Campbell
 Vice President West Coast
 George McCarney
 Vice President Government Services
 Roy A. "Buck" Mercer
 Vice President Atlantic Coast
 Jack Caffey
 Vice President Lakes and Inland Waters
 Byron Kelley
 Vice President Gulf Coast
 Dean Corgey

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 Camp Springs, MD 20746
 (301) 899-0675

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

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

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

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

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

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

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

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 1640 Dauphin Island Pkwy.
 Mobile, AL 36605
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 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) 356-3818

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

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

SANTURCE
 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

Digest of Ships Meetings

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

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

FALCON LEADER (Seahawk Management), January 27 — Chairman **J. W. Donaldson**, Secretary **B. E. Fletcher**, Educational Director **C. Boudreaux**, Steward Delegate **Edmund Burnett**. Chairman reported no paint aboard ship. He said captain was told company would purchase some after first MSC payment made to Seahawk. Secretary noted steward department had beef about setting up tables in both mess rooms when galley operated cafeteria style. Deck delegate reported captain has stopped all OT. No beefs or disputed OT reported by engine delegate. Crew told captain purchased two TVs and VCRs as well as a radio for ship. He also donated \$500 to movie fund. Whole crew thanked for getting vessel seaworthy after two-year layup.

BROOKS RANGE (IOM), February 15 — Chairman **Mauro Gutierrez**, Educational Director **Bob Hamil**, Steward Delegate **David Gosby**. Chairman thanked deck gang and Pumpman **Bob Hamil** for quick response when deck pipe broke. He said the crew worked quickly to clean up ship and prevent any oil from getting into water while pumpman made repairs. He reported ship is headed for Portland, Ore. shipyard and is expected to be there only five days, so no one will be laid off. He announced payoff would take place in Portland. Secretary noted company continues to supply movies. He said ship now has more than 600 tapes with 1,100 movies. Educational director urged members to upgrade at Lundeberg School, noting skills obtained there could be vital in nation's battle with Iraq. He wished good luck to **AB Wayne Archer** who is going for third mate's license. No beefs or disputed OT reported. Crew asked benefits plan to look into improved dental coverage. **SA Ali Mohamed** was declared winner of shipboard eating contest after devouring 13 steaks.

FALCON LEADER (Seahawk Management), February 17 — Chairman **J. W. Donaldson**, Secretary **B. Fletcher**, Educational Director **Carroll Boudreaux**, Engine Delegate **Felipe Torres**, Steward Delegate **Edmund Burnett**. Chairman reported everything going smoothly after delivering cargo in Turkey. He noted paint and deck stores should be aboard at next port. He said chief engineer working on problem with winches. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew told payoff expected around April 1.

INGER (Sealift, Inc.), February 10 — Chairman **Mike Galbraith**, Secretary **A. Martinez**. Chairman reported VCR has not been replaced. Secretary reminded crew to not throw plastics overboard. Deck delegate reported beef by bosun. Engine and steward delegates reported disputed OT. Members reminded to clean rooms and turn in keys if leaving vessel after payoff.

USNS CHAUVENET (Mar Ship Operators), February 3 — Chairman **Jeff P. Focardi**, Secretary **Vicki Barnhart**, Educational Director **Al Matos**, Deck Delegate **Brett Purvis**, Engine Delegate **Jim Scott**, Steward Delegate **Brenda Grays**. Chairman noted meeting was very brief because survey boats had to be recovered due to building seas. Steward delegate reported beef involving Baker **Steve Parker** and reporting of OT. No beefs or disputed OT reported by deck and engine delegates. Next port: Dubai.

USNS DENEbola (Bay Tankers), February 16 — Chairman **Randy E. Black**, Secretary **Michael Earhart**, Educational Director **Keith Richardson**. Chairman read minutes of SIU Constitution to members. He urged all of them to participate in union meetings. He informed crew to familiarize themselves with safety gear before vessel enters war zone. Treasurer discussed with members ways of creating fund for emergencies. No beefs or disputed OT reported. Crew suggested letter be sent to contracts department with recommendations for future contracts. Captain visited meeting to answer questions on mail, allotments, security and situation in Persian Gulf. Crew reported repairs needed on faucet in forward lounge and aft port side rail on 06 level.

AMBASSADOR (Crowley Maritime), March 21 — Chairman **Dave DeLeon**, Secretary **Charles Kennedy**, Deck Delegate **A. J. Fabre**, Engine Delegate **Bobby Spencer**, Steward Delegate **Larry Griffin**. Chairman said reliefs still not available. Ship's committee elected. No beefs or disputed OT reported. Crew said spring for crew's mess door and coffee pot needed.

1ST LT. ALEX BONNYMAN (Maersk Line), March 31 — Chairman **Michael Davis**, Secretary **K. Roetler**, Educational Director **Benjamin Conway**, Deck Delegate **Charles Troutwine Jr.**, Steward Delegate **James Jordan**. Educational director reminded crew to upgrade at Lundeberg School and read Seafarers LOG. Treasurer announced \$41 in ship's fund after purchasing \$390 worth of movies. No beefs or disputed OT reported. Crew asked about war bonus and listed microwave oven for repair. Next port: Sunny Point, N.C.

CAPE BON (IOM), March 10 — Chairman **Lothar G. G. Reck**, Secretary **Waymond Watson III**, Educational Director **Lauren Bryant**, Deck Delegate **Richard Young**, Steward Delegate **J. McCree**. Chairman announced this was vessel's first voyage since coming out of mothballs. He noted arrival of two washers and dryers. He reported mail delivery has been sporadic. Secretary urged members to take advantage of educational opportunities at Lundeberg School. He said he is waiting for word from union headquarters concerning ammo loading and restriction to ship. Educational director asked members to stand by when doing laundry while ship is rolling. All delegates reported disputed OT and beefs. Copies of February Seafarers LOG brought aboard by arriving crewmembers. Crew asked for new mattresses, microwave ovens and a partition to separate crew lounge from mess. Crew suggested awning on stern be rebuilt. Crew warned of dangers between dock and Sunny Point, N.C. main gate. Members asked to change watches quietly to not disturb others. Steward department thanked for very fine meals and constant variety in menus. Next ports: Sunny Point and Jacksonville, Fla.

CAPE CATOCHE (Amsea), March 24 — Chairman **Don Truax**, Secretary **Kris Hopkins**, Educational Director **Al Parker**, Deck Delegate **Michael Noodt**, Engine Delegate **Fred Caltabiano**, Steward Delegate **Kenneth Johnson**. Educational director reminded members to upgrade at Piney Point. Treasurer announced \$170 in ship's fund. No beefs or disputed OT. Galley gang thanked for job well done. Next port, Norfolk, Va.

CAPE FLATTERY (IMC), March 31 — Chairman **Robert Dennis**, Secretary **William Perry**, Deck Delegate **Paul Evans Jr.**. No beefs or disputed OT reported.

EQUALITY STATE (IOM), March 31 — Chairman **Willis Gregory**, Secretary **Ruben Hanson Jr.**, Educational Director **W. H. Woods**, Deck Delegate **Carlton Richardson**, Steward Delegate **Wendy Fearing**. Chairman told crew ship is due in Ad Damman, Saudi Arabia on April 2. He urged members to upgrade at Lundeberg School. He informed members of notices on bulletin board and asked them to read Seafarers LOG. Secretary reported everything running smoothly onboard. Engine delegate asked for job clarification from contracts department. No beefs or disputed OT reported. Crew asked company for new washer and cold water fountain. Next ports: Ad Damman and Wilmington, N.C.

FALCON LEADER (Seahawk Management), March 4 — Chairman **J. W. Donaldson**, Secretary **Bobby Fletcher**, Educational Director **Carroll Boudreaux**, Deck Delegate **David M. Fowkes**, Engine Delegate **Felipe Torres**, Steward Delegate **Edmund Burnett**. Chairman announced next ports for vessel would be in Sicily and Spain. Secretary said payoff scheduled for April 1. Treasurer listed \$340 in movie fund. Engine delegate reported pumpman work-

GALVESTON BAY (Sea-Land Service), March 24 — Chairman **David Manson**, Secretary **R. Hicks**, Educational Director **Paul Titus**. No beefs or disputed OT reported.

ILE DE FRANCE (Sea-Land Service), March 10 — Chairman **John C. Green**, Secretary **E. Doffoh**, Deck Delegate **M. Masek**, Engine Delegate **D. DeMarco**. Chairman and secretary reported smooth sailing. Treasurer announced \$75 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew requested more milk be supplied aboard ship. Next ports: Boston and Elizabeth, N.J.

INGER (Sealift, Inc.), March 11 — Chairman **Mike Galbraith**, Secretary **A. Martinez**. Chairman reminded crew to upgrade at Lundeberg School. No beefs or disputed OT reported. Chief cook's cabin is in need of repair. Crew noted mail service did not exist in western Africa. Many members mailed letters but few have been received.

ITB PHILADELPHIA (Sheridan Transportation), March 31 — Chairman **V. T. Nielsen**, Secretary **G. C. Bamman**, Educational Director **James Carnell**, Deck Delegate **C. Brown**, Engine Delegate **B. Camacho**, Steward Delegate **A. Hydera**. Chairman announced payoff set for April 4. Steward delegate reported disputed OT. No beefs or disputed OT re-



Keeping Spirits High

Crewmembers aboard the Cape Clear enjoy a quick coffee break as the vessel heads out to the Persian Gulf. From the left are Richard Hilbert, AB; Ann King, SA; Kevin Doyle, DEU; Jergen Gottshilz, OS, and Samuel Davis, FOWT.

ing alone in cargo tank without watch. No beefs or disputed OT reported by deck and steward delegates. Crew noted gas masks and suits arrived aboard ship after war was over.

FALCON LEADER (Seahawk Management), March 31 — Chairman **J. W. Donaldson**, Secretary **Bobby Fletcher**, Educational Director **Carroll Boudreaux**, Deck Delegate **Charles Williams**, Engine Delegate **F. A. Torres**, Steward Delegate **T. L. Fontenot**. Chairman announced payoff set for April 2. He said crew has received no mail for two months from fleet post office. He told crew vessel en route to England. Educational director listed \$340 in movie fund. He added captain has put out \$600 from his own pocket toward fund. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Steward department thanked for job well done. Crew told trash bags had been ordered three times but have yet to be delivered.

PVT. HARRY FISHER (Maersk Line), March 17 — Chairman **R. A. Koppel**, Secretary **T. E. Spain**, Educational Director **Randy Clark**. Chairman requested more information about Piney Point for young members, information on medical benefits and copies of vessel contract. No beefs or disputed OT reported.

ported by deck and engine delegates. Galley gang thanked for job well done. Next ports: St. Croix and Baton Rouge, La.

LIBERTY SUN (Liberty Maritime), March 17 — Chairman **Perry H. Greenwood**, Secretary **Frederick L. Washington**. Chairman noted crew VCR has not been replaced. Secretary reminded crew to not throw plastics overboard. Deck delegate reported beef by bosun. Engine and steward delegates reported disputed OT. Members reminded to clean rooms and turn in keys if leaving vessel after payoff.

MAYAGUEZ (Puerto Rico Marine), March 10 — Chairman **Al Caulder**, Secretary **Jose Ross**, Educational Director **Scott Speedy**, Deck Delegate **Benaia Berberena**, Engine Delegate **William Cachola**. Chairman said crewmembers asked to be relieved by each other while in home ports. He noted steward department still has questions about OT payments. Secretary stated repairs are needed in galley. No beefs or disputed OT reported. Galley gang thanked for excellent food and salad bar and for keeping ship clean.

OMI CHARGER (OMI, Corp.), March 22 — Chairman **F. R. Schwarz**, Secretary **Neville Johnson**, Educational Direc-

Continued on page 26

Ships Digests

Continued from page 25

tor Wiley Yarber. Chairman announced receipt of telegram notifying crew shipping rules have returned to pre-war status. He thanked steward department for its good work and food. Secretary thanked members for keeping ship clean and safety awareness. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Jacksonville, Fla.

OMI DYNACHEM (OMI, Corp.), March 10 — Chairman Larry Kunc, Secretary C. N. Johnson, Educational Director Dean Klenke, Deck Delegate Charles D. Howell, Engine Delegate George Darney. Chairman noted voyage went well. He said ship should hit port by mid-April. He told crew he is waiting for information on permanent members and relief jobs. Treasurer listed \$104 in ship's fund. No beefs or disputed OT reported.

OVERSEAS WASHINGTON (Maritime Overseas), March 12 — Chairman L. Zollner, Secretary L. Lamphere, Educational Director James Williams, Deck Delegate C. Aubertin, Engine Delegate Harry J. Kinsman Jr., Steward Delegate Frank Rakas. Bosun announced receipt of letter from union about change in shipping rules concerning permanent members and reliefs. He praised work of whole crew, especially deck department noting the members work well together as a team and have the willingness to get the job done. Secretary thanked crew for keeping recreation room and mess clean. Tim Roupe elected ship's treasurer. No beefs or disputed OT reported. Seafarers LOG received. Crew requested new washer and dryer.

PAUL BUCK (Ocean Shipholding), March 11 — Chairman S. E. Drafts, Secretary M. S. Scardino, Educational Director J. Robinson, Engine Delegate M. Grayson, Steward Delegate Adolphus Young. Chairman reminded crew to keep noise in passageways and crew's lounge down after 1800 hours. He advised crew to separate plastics from garbage. He announced payoff set for Dubai. Secretary said needed stores may be loaded in Dubai. Educational director urged crew to upgrade at Lundeberg School to improve job skills. Treasurer listed \$270 in ship's fund. Crew requested information on job reliefs from headquarters. Crew asked company to replace non-biodegradable materials with those that can be recycled.

PRIDE (Amsea), March 24 — Chairman James Gorman, Secretary J. Samuels, Deck Delegate James Brady, Engine Delegate James Bruce Collins, Steward Delegate S. A. Sotomayor. Chairman told crew ship would arrive March 27 and pay off March 28. Treasurer announced \$35 in ship's fund. Deck and engine delegates reported disputed OT. Steward delegate reported no beefs or disputed OT. Galley gang thanked for good food. Deck and engine departments thanked for keeping mess and pantry clean.

RALEIGH BAY (Sea-Land Service), March 31 — Chairman Howard C. Knox, Secretary Hazel Johnson, Educational Director Douglas Greiner, Deck Delegate Robert Bakeman, Engine Delegate Frederick Tierney, Steward Delegate Alfred Desimone. No beefs or disputed OT reported. Crew thanked steward department for job well done.

SAMUEL L. COBB (Ocean Shipholding), March 26 — Chairman Jack Kingsley, Secretary R. E. Crawford, Educational Director John Anderson, Deck Delegate Donald Morrison, Engine Delegate Jason Crist, Steward Delegate Tom Barrett. Chairman informed crew shipping rules reverted to pre-war status. No beefs or disputed OT reported.

Crewmembers received Seafarers LOG. Ice machine has not worked for six months. Steward said company does not let him order enough milk so galley has been running out during voyages.

SCAN (Amsea), March 17 — Chairman Seymour Yaras, Secretary Keith Segree, Deck Delegate James Kash, Steward Delegate Harry Jones. Chairman advised crewmembers to be careful when going ashore. He urged Seafarers to upgrade at Lundeberg School. No beefs or disputed OT reported.

SEA-LAND CHALLENGER (Sea-Land Service), March 17 — Chairman Roy L. Williams, Secretary Herbert Scypes, Educational Director Dennis R. Baker. Chairman reported everything running smoothly. He asked company to place fans in crew lounge and mess. He reminded crew to donate to SPAD. He said payoff scheduled for March 20. Secretary reported problem with not enough stores being delivered by port steward. He noted additional requisition was made and still order was not filled. He asked patrolman to check into situation. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

SEA-LAND CONSUMER (Sea-Land Service), March 26 — Chairman William Mortier, Secretary Luis Iturrino. Secretary reported everything running okay. Treasurer listed \$143 in ship's fund. No beefs or disputed OT reported. Crew advised emergency shipping rules on reliefs lifted. Seafarers asked to dress properly for meals. Chief cook thanked for excellent meals.

SEA-LAND DEFENDER (Sea-Land Service), March 30 — Chairman Luigi Alleluia, Secretary John J. Alamar, Educational Director Joseph P. Barry. Secretary reported good trip and crew. He reminded crew to respect company property. He thanked crew for good trip and keeping things clean in living quarters. No beefs or disputed OT reported. Crew received Seafarers LOG from port of Wilmington, Calif. Crew asked contracts department to require eight years sea time before getting "A" book for all members, to accept no crewing cuts in next contract negotiations, to seek two days of pay if vessel in home port less than 24 hours and to provide members with medical plan cards. Next ports: Oakland, Calif.; Yokohama, Japan; Pusan, South Korea and Hong Kong.

SEA-LAND EXPEDITION (Sea-Land Service), March 10 — Chairman M. Zimbro, Secretary E. Vazquez, Educational Director David Dukehart. Secretary stated everything running smoothly. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

SEA-LAND FREEDOM (Sea-Land Service), March 17 — Chairman R. Y. Woods, Secretary G. Sivy, Educational Director R. Chapman, Deck Delegate J. McKnight. Chairman announced ship due in Tacoma, Wash. on March 18 and will leave March 20. Treasurer listed ship's fund at \$209. Steward delegate reported beef involving work assigned by captain for GSU. No beefs or disputed OT reported by deck and engine delegates. Galley gang thanked for job well done.

SEA-LAND INDEPENDENCE (Sea-Land Service), March 16 — Chairman A. J. Eckert, Secretary V. Harper, Educational Director Bobby Ohler, Deck Delegate J. L. Saufferer, Engine Delegate Samuel Johnson, Steward Delegate Jose P. Maclalay. Chairman announced payoff scheduled for March 21 in Elizabeth, N.J. No beefs or disputed OT reported. Next port: Elizabeth.

SEA-LAND INTEGRITY (Sea-Land Service), March 31 — Chairman Domingo Leon Jr., Secretary Pedro Laboy, Deck Delegate Christopher Lo-Piccolo, Engine Delegate V. R. Limon, Steward Delegate James P. O'Reilly. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

SEA-LAND NAVIGATOR (Sea-Land Service), March 31 — Chairman Werner Becher, Secretary G. Keene, Steward Delegate Ahmed Yafai. Chairman thanked crew for job well done in taking vessel out of shipyard. No beefs or disputed OT reported. Crew noted 12-4 AB door is broken. Members asked to keep noise down in passageway.

SEA-LAND PATRIOT (Sea-Land Service), March 23 — Chairman R. F. Garcia, Secretary J. Russell, Educational Director G. Pollard-Lowsley, Deck Delegate John T. Carnes, Engine Delegate Rodney Pontiffet, Steward Delegate William Hare. Educational director posted copy of 1991 Lundeberg School schedule. He urged Seafarers to take advantage of educational opportunities there. No beefs or disputed OT reported. Telex from headquarters reinstating shipping rules received. Members reminded to return dirty dishes to galley and pick up after themselves. Steward department thanked for good food and clean ship. Next ports: Long Beach and Oakland, Calif.

SEA-LAND SPIRIT (Sea-Land Service), March 23 — Chairman J. Schoenstein, Secretary S. Apodaca, Educational Director C. Henley, Deck Delegate G. Walker. Chairman has asked company if Seafarers could use empty rooms so each crewmember would have own shower and bathroom. He said all is running smoothly. He urged those who qualify to upgrade at Piney Point. He reminded crew to return tapes when finished. Treasurer announced \$301 in movie fund. Steward delegate reported beef. No beefs or disputed OT reported by deck and engine delegates. Crew asked contracts department to consider return to 180 days maximum sea time and 60 days for relief. Crew requested new washer and radio. Members reported problems with air conditioner but no parts to fix them.

SEALIFT ANTARCTIC (IMC), March 24 — Chairman Larry Watson, Secretary Sharon Ortiz, Educational Director K. Pennewell, Engine Delegate Douglas L. Johnson. Chairman distributed. He asked for clarification for signing articles as captain said it is not needed for voyage from California to Hawaii. Secretary asked contracts department if service on any IMC vessel is allowed for accelerating time for "A" book. Educational director announced training films available in chief mate's office. Crew voted to spend part of ship's fund for movies and save rest for other recreational needs. No beefs or disputed OT reported. Crew advised shipping rules regarding relief returned to pre-gulf war procedures. Steward announced she would provide more for night lunch as long as it is eaten and not wasted.

SPIRIT OF TEXAS (Seahawk Management), March 24 — Chairman S. W. Parr, Secretary J. Tucker, Educational Director J. Parkhurst, Deck Delegate G. Warren, Steward Delegate S. Venus. No beefs or disputed OT reported. Crew noted TV and VCR not working properly. Galley gang thanked for job well done.

ULTRAMAR (American Maritime), March 16 — Chairman Jerry Borucki, Secretary R. R. Poovey, Educational Director M. J. Brennan, Deck Delegate Michael Marquette, Steward Delegate Glenn Bertrand. Chairman asked for patrolman at next payoff to answer questions concerning helmsman and deck gang. He asked members to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for good food. Next port: Haifa, Israel.

ULTRASEA (American Maritime), March 3 — Chairman C. Gutierrez, Secretary R. Kennedy, Educational Director H. Bergeron, Deck Delegate T. P. Carroll, Engine Delegate J. Trauth, Steward Delegate R. Xaturch. Secretary asked members to return bowls and dishes to galley. Treasurer reported \$25 in ship's fund. No beefs or disputed OT

reported. Vote of thanks given to Chief Cook R. Xaturch and rest of galley gang for job well done.

BROOKS RANGE (IOM), April 9 — Chairman Mauro Gutierrez, Secretary J. Pitetta, Educational Director Robert Hamil, Engine Delegate Frank Bolton, Steward Delegate Joseph M. Gonzalez. Chairman announced shipping rules on relief procedures the same as it was before the gulf war and Coast Guard inspection will take place upon arrival in Long Beach, Calif. Secretary reminded members strong America needs its merchant marine, so upgrade at Lundeberg School as soon as possible. No beefs or disputed OT reported. Crew thanked steward department for wonderful Easter meal and great fare every day. Crew acknowledged receipt of letter from Augie Tellez in contract department concerning earlier questions.

BUYER (OMI, Corp.), April 14 — Chairman J. Blanchard, Secretary Tobe Dansley Jr., Educational Director James Demouy, Deck Delegate William Bastianelli, Engine Delegate J. Billotto, Steward Delegate Jessie Andrews. Secretary reported crew working together well. He urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked for doing good job.

CAPE METEOR (IOM), April 7 — Chairman B. Williams, Secretary D. W. Velandra, Educational Director K. Biddle, Engine Delegate J. Barry, Steward Delegate M. Harris. Chairman announced payoff scheduled for April 11. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew especially thanked GSUs Cindy White and Bob Trahan for their work. Crew praised food prepared by Chief Cook Michael Harris.

CAROLINA (Puerto Rico Marine), April 3 — Chairman Paulino Flores, Secretary E. Curley. Secretary urged Seafarers to upgrade at Piney Point. No beefs or disputed OT reported.

ILE DE FRANCE (Sea-Land Service), April 7 — Chairman John Green, Secretary E. Doffoh, Deck Delegate Michael Masek, Steward Delegate Rufus Hairston. Chairman announced new video tapes were brought aboard last trip. He said everything running smoothly. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew reported gas on bridge continues to be bad. Galley gang thanked for job well done.

ITB PHILADELPHIA (Sheridan Transportation), April 3 — Chairman V. T. Nielsen, Secretary G. C. Bamman, Educational Director James Carnell, Deck Delegate C. Brown, Engine Delegate B. Camacho, Steward Delegate Ali Hydera. Chairman announced payoff in St. Croix on April 4. Treasurer listed \$40 in ship's fund. No beefs or disputed OT reported. Crew offered vote of thanks to union brothers and sisters working in the Persian Gulf war effort. Steward department thanked for fine work. Next port: St. Croix.

SEA-LAND PRODUCER (Sea-Land Service), April 20 — Chairman B. O'Hanlon, Secretary Jennifer Jim, Deck Delegate George Fries. Treasurer announced \$30 in crew fund. No beefs or disputed OT reported. Crew thanked for keeping decks well maintained. Galley gang thanked for good service. Next port: Oakland, Calif.

OMI DYNACHEM (OMI, Corp.) April 7 — Chairman Lawrence Kunc, Secretary C. N. Johnson, Educational Director Dean Klenke, Deck Delegate Charles Howell, Steward Delegate Joe Clark. Treasurer listed \$68.67 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to review possibility of permanent members getting job back after leaving vessel because of illness or emergency. Crew reported problems with air conditioning.

SIU-Crewed Ultramar Passes Inspection En Route to Haifa

When the SIU-manned Ultramar recently crewed up in New Orleans, along with a load of grain bound for Haifa, Israel, the vessel also carried an important person, Albert Miles, safety inspector.

Every year American Maritime Transport tries to have a safety inspector ride each of its ships to perform a safety audit and to help train Seafarers in specific areas of shipboard safety, according to a company spokesman.

Bosun Jerry Borucki, who sent the photographs on this page to the Seafarers LOG, said the crewmembers practiced all the various aspects of safety on the Ultramar to the satisfaction of Miles.

There were lifeboat drills, fire drills and first aid training for all hands—officers included. All possible emergencies were covered, because should a real fire break out aboard ship, crewmembers do not have the luxury of calling a fire department. They only have time to meet the situation head on and utilize the training they have received for just such a situation.

Wearing masks obscured with tape (to simulate what they would encounter in a very smoky fire), crewmembers practiced mock fire emergencies by making their way through the ship to find a victim (a dummy was used for this purpose) and get him out of the fire zone and give him first aid. Borucki said it was tricky, fighting all kinds of obstructions in the dark, but it was a good lesson—one which few Seafarers will forget. Crewmembers practiced fighting fires with water and with foam, each necessitating different equipment and different techniques.

Following the successful inspection, Miles got off in Gibraltar and the ship's routine returned to normal. The Ultramar is now on her way back to the States via the Panama Canal and is expected to dock in Portland, Ore.



Practicing fighting a fire with a water hose on the deck of the SIU-crewed Ultramar are Second Assistant Robert Toner, Pumpman/QMED Philip Zalewski, OMU E. Smith, AB A. Machado, DEU Ricardo Ellis, GSU Obencio Espinoza and OMU Stanley Williams.



Above, crewmembers practice putting out a fire with foam while, below left, Albert Miles, safety inspector, looks on.



ABs Joseph Botwinis and Stanley Williams take a break from painting the aft deck.



Pumpman/QMED Philip Zalewski, Bosun Jerry Borucki and Chief Mate Marc Dial finish donning their life vests while, below, Second Mate Roger Wilson retrieves the line-throwing apparatus.



DEU Cilverio Wilson (left) and AB Mike Marquette help give the deck a new coat of paint.



Chief Cook Glenn Bertrand (left) and Chief Steward Revels Poovey complete the fixings for a salad bar as part of the crew's midday meal.



ABs Mahmoud Selim (left) and A. Machado (sitting), Bosun Jerry Borucki and DEU Ricardo Ellis also work on deck cleaning and painting.

Lundeberg School Graduates Eight Classes



Trainee Lifeboat Class 472—Graduating from trainee lifeboat class 472 are (from left, kneeling) Greg Garrett, Mike Mitchell, John Kasbarian, John Cincotta, Thomas Taylor, Kevin McDowd, Brad Purtlebaugh, (second row) Philip Golgano, Shawn Pelayic, Michael Williams, David Libman, Manfred Wedell, Neil Carter, Steve Simpon, (third row) Alexander Collazo, Mark Lecik, Christopher Herring, Michael L. Williams, Christopher McGhee, (fourth row) Luis Gomez, Troy Bates and William Mele.



Upgraders Lifeboat—These members learned about emergency drills, basic compass navigation and use of all lifeboat and life raft equipment. They are (from left, kneeling) H. J. J. Dunlap, Angelo Persica, Regina Garrett, George Griffitti, (second row) Pablo Lacayo, Henry Sass, Joseph Shelton, Robert Wiltshire and Jim Moore (instructor).



Third Mate—Completing the 13-week third mate curriculum are (from left, first row) Alan Barry, Wilson Yanson, James Wilson, Crag Melwing, (second row) Steven McKittrick, Chip Noell III, Michael McCarthy, Gerald Freeman and Ron Raykowski (instructor). Not shown in Woodrow Shelton.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) Jerry Clayton, Asher Liss, Terrence Hosein, Steven Sheehan, Hector Baerga, Dimarko Shoulders, Clinton Sherrod, Gerald Hanley, (second row) David St. Onge, Parry James, Mike Thornbury, Edward Rynberg, Jimmie Thomas, Richard Shaw, B. Hathcock, F. Mark, Bill Foley (instructor), (third row) Daniel Blue, B. Collins, Steve Hoskins, Anthony Yates, Donald Morgan, Knolly Wiltshire, Drew Brown, (fourth row) Matthew Misban, Kevin Maskall, Walter Filleman and Earl Ebbert.



Trainee Lifeboat Class 473—Recently graduating from trainee lifeboat class 473 are (from left, kneeling) David Labure, Kenneth Seals, E.T. Dash, Kristen Krause, Kevin Schultz, Marc Ponatowski, James Moore (instructor), (second row) Brian Boyd, Ty Harden, James Bruce, Arthur James, Scott Bernier, Robert Hermanson, Travis Baisdon, David Wise, Steven Cortez, David Gardner, Arthur Johnson, (third row) William O'Connell, Chris Davis, Carl Ernest and David Gomez.



Upgraders Lifeboat—Receiving their lifeboat training certificates from the Lundeberg School are the following (from left) Ben Cusic (instructor), Robert Cummings, Keith Moore, Patricia Martin and Sergio Castellanos.



Able Bodied Seaman—Receiving their endorsements as Able Bodied Seamen are (from left kneeling) Andrew Wessner, Dwayne Saunders, Abraham Daif, Augustus Udan, Robert Gettridge III, (second row) Wesley Fry, Gene Aruta, Donald Hudson, Tony Tomas, John Spezia, Jon Deenik, Mike Spradlin, Otis Marshall, Ralph Carlton, Jose Mate, (third row) Johnny Rodriguez, Jonathan Washburn, Jeff Ball, Charles Darley, Charles Franks, Frank Messick, Nick Marcantonio, Thomas Wilhelm, Dotty Hoffman, Frank Hedge, Charles Conine, M. Congress, Jake Karaczynski (instructor), (fourth row) Gerard McCarthy, George Owen III, Patrick Patterson, Marlyn Chester, Norman Tourtellot, Robert Seaman, Frank Templeton and Robert Thompson III.



Marine Electronics Technician—Upgrading their engine department ratings are (from left, front) David Tillman, Suzy Carpenter, Tim Pappas, Lenora Vigil, (second row) Russ Levin (instructor), Robert Zientak and Eric Malzkuhn (instructor).

Final Departures

DEEP SEA

CHARLES E. BAGGETT



Pensioner Charles E. Baggett, 56, was fatally injured when he was hit

by an automobile March 16 in his native Houston. He joined the Seafarers in November 1961. Brother Baggett sailed in the deck department. He retired in April 1989.

EDWARD BANKS



Edward Banks, 71, passed away April 4. He was born in Okla-

homa and joined the SIU in 1974 in the port of San Francisco. Brother Banks last sailed in 1986 aboard the President Cleveland as a member of the steward department.

JOHN F. BARONE



John F. Barone, 57, died March 17. He joined the union in 1959 in the port

of New York. Brother Barone, who sailed as a deck-engine utility, was an active member at the time of his death.

ROMITO BASA



Romito Basa, 64, succumbed to heart failure June 29, 1990. A native of

the Philippines, he joined the Seafarers in 1969 in the port of New York. Brother Basa sailed in the engine department. He last sailed in 1988 aboard the Sea-Land Trader.

CLAUDE BOSHER



Pensioner Claude Boshier, 64, suffered a fatal heart attack March 17. Born in

Hampton, Va., he joined the SIU in 1955 in the port of New York. The steward department member started collecting his pension in June 1977. Brother Boshier was buried in the Biloxi (Miss.) National Cemetery.

LONNIE BROOKS



Pensioner Lonnie Brooks, 82, passed away as a result of heart failure Febru-

ary 24. He joined the Marine Cooks and Stewards in 1951 in the port of San Francisco. Brother Brooks closed his galley gang career in February 1979, a year after the union merged with the AGLIWD.

CHARLES E. BURNS

Pensioner Charles E. Burns, 75, died of respiratory failure September 1, 1990. A native of Macon, Ga., Brother Burns was a charter member of the Seafarers, having joined in 1939 in the port of Jacksonville, Fla. He shipped in the engine department until he retired in April 1975. He was buried in Jacksonville's Evergreen Cemetery.

JOSEPH C. BUSH



Joseph C. Bush, 67, passed away April 24. Born in Illinois, he joined the SIU in

1967 in the port of Houston. Brother Bush was an active member at the time of his death. He last sailed as a chief cook aboard the OMI Dynachem.

SUNG Y. CHEN



Pensioner Sung Y. Chen, 74, died April 12. He is a native of China. Brother

Chen joined the union in 1961 in the port of San Francisco. He sailed in the steward department before he started collecting his pension in December 1979.

WALTER CHIPMAN



Walter Chipman, 56, passed away March 12. The native Texan

joined the Seafarers in 1961 in the port of Detroit. He last shipped in 1974 in the deck department.

GEORGE H. COLAR



Pensioner George H. Colar, 66, died April 1. Born in Louisiana, he joined the

SIU in 1947 in the port of New Orleans. The galley gang member started receiving his pension in December 1982.

JOHN W. DeVAUX



Pensioner John W. DeVaux, 76, passed away March 18. The Maryland

native joined the union in November 1958 in the port of New York. Brother DeVaux shipped in the black-gang before his retirement in January 1976. He was buried in Holy Redeemer Cemetery in Baltimore.

THOMAS EASTER



Thomas Easter, 65, died as a result of respiratory failure February 10. He

joined the Seafarers in 1955 in the port of New Orleans. Brother Easter sailed in the engine department. He last shipped out in 1983.

ANDERS I. ELLINGSEN

Pensioner Anders I. Ellingsen, 77, passed away April 16. Born in Oslo, Norway, he joined the SIU in 1951 in the port of New York. Brother Ellingsen shipped in the engine department before he started drawing his pension in June 1974.

CARL FABIAN

Pensioner Carl Fabian, 80, died February 14. A native of the Philippines, he joined the Marine Cooks and Stewards in 1938. Brother Fabian retired in January 1971 before the union merged with the AGLIWD.

CARL G. FLODIN

Pensioner Carl G. Flodin, 76, passed away February 18. He joined the Marine Cooks and Stewards in 1936. Brother Flodin began collecting his pension in April 1971 before the MCS merged with the AGLIWD.

AUDLEY FOSTER



Audley Foster, 72, passed away in a Tampa, Fla. hospital February 16. A

native of the Cayman Islands, he joined the Seafarers in 1947 in New York. Brother Foster shipped in the deck department.

ROBERT INADA

Pensioner Robert Inada, 79, succumbed to lung cancer March 14. The native of Hawaii joined the SIU in 1955 in the port of San Francisco. Brother Inada sailed in the galley gang. He retired in February 1973.

MELVIN JOHN KEEFER



Melvin John Keefer, 62, died April 1. of a massive heart attack while on

watch on a Sea-Land ship. Born in Illinois, he joined the union in 1944 in the port of New York. Brother Keefer became a recertified bosun in 1979 at the Lundeberg School.

JAMES LAWRENCE



James Lawrence, 48, passed away April 14. The Louisiana native

joined the Seafarers in June 1964 in the port of San Francisco. Brother Lawrence sailed in the engine department and last shipped in 1983.

ALFRED LOPEZ SR.



Pensioner Alfred Lopez Sr., 79, died in a Long Beach, Calif. hos-

pital April 2. A native of the Philippines, he joined the SIU in June 1944. Brother Lopez shipped in the deck department. He retired in 1980. He was buried in Forest Lawn Sunnyside Memorial Park in Long Beach. His wife, Emma, and two children survive him.

ROGUE R. MACARAEG

Pensioner Rogue R. Macaraeg, 70, passed away April 17. Born in the Philippines, he joined the union in 1945 in the port of New York. Brother Macaraeg graduated from steward recertification training in July 1980 at the Lundeberg School. He started collecting his pension in November 1983.

THOMAS MALDONADO

Pensioner Thomas Maldonado, 81, died April 2. The Puerto Rico native joined the Marine Cooks and Stewards in 1945. He started receiving his pension in August 1972 before the union merged with the AGLIWD.

STANTON B. MARSHALL



Pensioner Stanton B. Marshall, 77, suffered a fatal heart attack April 9. A native

of Connecticut, he joined the Seafarers in 1943 in the port of Boston. He shipped in the engine department. Brother Marshall began collecting his pension in April 1979.

ELBERTO J. MATOS

Pensioner Elberto J. Matos, 90, passed away as a result of a heart attack March 20. Born in Puerto Rico, he joined the Marine Cooks and Stewards in 1924. Brother Matos retired in April 1966 before the union merged with the AGLIWD.

FRANKLIN MILLER

Pensioner Franklin Miller, 80, died April 16. He was born in California and joined the SIU in July 1962. Brother Miller sailed in the black-gang. He started drawing his pension in January 1980.

ERNESTO MOLINARI

Pensioner Ernesto Molinari, 89, passed away April 6. The native of Italy joined the Marine Cooks and Stewards in 1957. Brother Molinari began collecting his pension in December 1970, before the MCS merged with the AGLIWD.

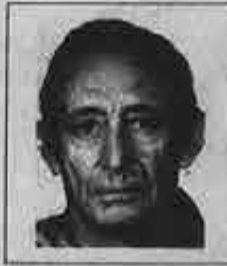
EDWARD MORRIS JR.



Pensioner Edward Morris Jr., 65, died February 1. Born in Alabama, he joined

the union in 1944 in the port of New Orleans. Brother Morris graduated from bosun recertification training in November 1973 at the Lundeberg School. He retired from the deck department in March 1987.

HAZEL F. MORRIS JR.



Pensioner Hazel F. Morris Jr., 64, passed away due to heart failure March

30. A native of North Carolina, he joined the Seafarers in 1956 in the port of New Orleans. Brother Morris shipped in the deck department before he started collecting his pension in May 1990. His remains were scattered in the Pacific Ocean off Marin County, Calif. He is survived by his wife, Otelia.

VICTOR M. PEREZ



Pensioner Victor M. Perez, 62, died as a result of heart failure March 10. A native

of Salinas, P.R., he joined the SIU in 1947 in the port of New York. He sailed in the steward department before he began receiving his pension in June 1977.

THOMAS REDMON



Pensioner Thomas Redmon, 66, suffered a fatal heart attack March 22. The

Pennsylvania native joined the Marine Cooks and Stewards in 1953 in the port of San Francisco. He retired in May 1989 after the union merged with the AGLIWD.

FRANCISCO RODRIGUEZ

Pensioner Francisco Rodriguez, 87, passed away February 8. The native of Spain joined the SIU in 1940 in the port of Miami. Brother Rodriguez shipped in the galley gang. He began receiving his pension in April 1968.

Final Departures

Continued from page 29
HECTOR RODRIGUEZ



Hector Rodriguez, 37, was fatally injured when he was crushed by an automobile March 3. He was born in Utuado, P.R. and graduated from the Lundeberg School in 1972. He last sailed in 1974 in the steward department.

WALTER R. STEWART

Pensioner Walter R. Stewart, 64, died April 3. The New York native joined the union in June 1962 in the port of San Francisco. Brother Stewart sailed in the steward department before he retired in December 1985.

CHARLES G. SWAIN



Pensioner Charles G. Swain, 75, succumbed to lung cancer April 3. A native of Brunswick, N.C., he joined the Seafarers June 1944 in the port of Philadelphia. The deck veteran started drawing his pension in November 1977. Brother Swain was buried in Oaknoll Memorial Gardens in Rome, Ga. His wife, Pauline, survives him.

ROBERT L. TUTTLE



Robert L. Tuttle, 58, died of cancer March 15. He was born in Virginia and joined the SIU in 1971 in the port of Norfolk, Va. Brother Tuttle shipped in the deck department. He was an active member at the time of his death.

JAMES E. WATLER



Pensioner James E. Watler, 69, passed away in a Blacksburg, Va. hospital March 3. A native of Grand Caymen Island, British West Indies, he joined the union in 1947 in New Orleans. Brother Watler shipped in the deck department. He was buried in Forest Park Cemetery in Houston. He is survived by his wife, Florence.

GEORGE L. ZINTZ JR.

George L. Zintz Jr., 58, died April 9 aboard the OMI Missouri. He joined the Seafarers in 1958 in his native New Or-

leans. Brother Zintz shipped in the deck department.

INLAND

CECIL T. GWYNN

Pensioner Cecil T. Gwynn, 79, passed away March 31. The Virginia native joined the SIU in April 1961 in the port of Norfolk, Va. He sailed as a mate. Boatman Gwynn retired in July 1965.

PAUL JENKINS SR.

Pensioner Paul Jenkins Sr., 80, died March 24. Born in Huntsville, Texas, he joined the union in August 1963 in the port of Port Arthur, Texas. Boatman Jenkins sailed as a tugboat captain. He started collecting his pension in March 1975.

WADE S. ROUGHTON

Wade S. Roughton, 61, passed away January 3. The native of Camden, N.C. joined the Seafarers in December 1960. He sailed as a tugboat master. Boatman Roughton last sailed in 1978.

JOHN G. ZELLER SR.

Pensioner John G. Zeller Sr., 71, died as a result of cardiovascular disease April 30. He joined the SIU in 1954 in his native Baltimore. Boatman Zeller served in the Army from 1939 to 1945. He began receiving his pension in May 1984.

STANLEY ZIELINSKI

Pensioner Stanley Zielinski, 80, passed away April 17. After serving in the Coast Guard from 1929 to 1934, he joined the union in December 1956 in his native Baltimore. He worked onshore as a machinist. Boatman Zielinski retired in May 1980.

GREAT LAKES

LAWRENCE LaMYOTTE

Pensioner Lawrence LaMyotte, 79, died as a result of heart disease January 6. The Michigan native joined the Seafarers in 1961. Brother LaMyotte sailed in the engine department. He retired in September 1976.

NORBERT WIECHECKI



Pensioner Norbert Wiechecki, 63, died April 1. Born in Michigan, he joined the SIU in 1961. Brother Wiechecki worked as a line-man for Great Lakes Towing before he started collecting his pension in January 1990.

ATLANTIC FISHERMEN

PAUL GIACALONE



Pensioner Paul Giacalone, 92, passed away February 15. The native of

Sicily was one of the first members of the Atlantic Fishermen's Union. Brother Giacalone sailed as a deckhand and mate aboard fishing vessels until his retirement in 1967, before the union merged with the AGLIWD. He was buried in Calvary Cemetery in Gloucester, Mass. He is survived by wife, Esther, and son, Paul.

RAILROAD MARINE

ADOLPHUS MORGAN



Pensioner Adolphus Morgan, 83, died April 15. He was born in Newport News,

Va. and joined the Seafarers in July 1959 in the port of Norfolk, Va. He worked as both an captain and engineer for the Chesapeake and Ohio Railway. Brother Morgan started collecting his pension in April 1964.

JAMES C. MULVEY



Pensioner James C. Mulvey, 79, passed away April 9. He joined the SIU in July 1960 in his native New York City. Brother Mulvey shipped as a deckhand for the Bush Terminal Railroad until he retired in March 1962.

Personals

**CORNELL
MICHAEL ANDREWS**

Please contact Elizabeth Fabio at 3271 St. Ferdinand, Apt. 211, New Orleans, La. 70126; telephone (504) 947-7230.

**BOSUN CHARLES
FAIRCLOTH**

Please contact Melinda Christle Thornton at University of Mississippi, P.O. Box 8491, Hattiesburg, Miss. 39406; telephone (601) 266-2735.

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every year, which is to be submitted to the membership by the Secretary-Treasurer. A yearly finance committee of rank-and-file members, elected by the membership, makes examination each year of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all

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

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

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

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

details, the member so affected should immediately notify headquarters.

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

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

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

1991 UPGRADING COURSE SCHEDULE

The following is the current course schedule for July-November 1991 at the Seafarers Harry Lundeberg School of Seamanship. All programs are geared to improve job skills of SIU members and to promote the American maritime industry.

The course schedule may change to reflect the membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 8 September 2 October 28	August 16 October 11 December 6

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

Lifeboatman	July 8	July 19
	July 22	August 2
	August 5	August 16
	August 19	August 30
	September 2	September 13
	September 16	September 27
	September 30	October 11
	October 14	October 25
	October 28	November 8
	November 11	November 22
Ship Handling	November 25	December 6
	August 19	August 30
	September 30	October 11
Radar Observer Unlimited	October 28	November 8
	July 8	July 12
Inland Deck Licenses	September 2	September 6
	October 21	November 8
	September 30	December 6
Celestial Navigation	July 15	August 2
Third Mate	September 2	December 13

Upon completion, the Sealift Operations course must be taken.

Tankerman	August 19	September 13
	November 11	December 6

SHLSS College Program Schedule for 1991

FULL: 8-week Sessions	August 12	October 4
	October 21	December 13

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 30	November 4

Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	August 5	August 9
	September 16	September 30
	October 28	November 1

Upon completion, the Sealift Operations course must be taken.

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	September 30	December 20
Fireman/Watertender and Oiler	September 2	October 11
	November 11	December 20

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

Pumproom Maintenance & Operations	September 30	November 8
	August 5	September 27
Marine Electrical Maintenance	October 14	December 6
Refrigeration Systems Maintenance & Operations	August 19	September 27
	September 30	December 20
Marine Electronics Technician	August 26	September 20
Basic Electronics	September 30	October 25
Hydraulics	August 5	August 29
Refrigerated Containers Maintenance	July 8	August 2
Welding	September 30	October 25
Deep Sea/Inland Engineers	October 7	December 13
Assistant Engineer (Deep Sea & Inland)	October 4	December 13

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

1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	July 29	September 13
Adult Basic Education (ABE)	October 28	December 6
	July 29	September 13
English as a Second Language (ESL)	October 28	December 6
	July 29	September 13
ABE/ESL Lifeboat Preparation Course	October 28	October 18
	September 29	December 6
	August 12	September 6

UPGRADING APPLICATION

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

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

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS trainee program? Yes No

If yes, which program: from _____ to _____

Last grade of school completed _____ (dates attended)

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

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

VESSEL _____ RATING 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 Lundeberg Upgrading Center, Piny Point, MD, 20674

Attend the SIU Benefits Conferences
 All active Seafarers as well as retired members are invited. Families are welcome. See page 13 for dates of conferences.

SIU-Crewed Hospital Ship Comes Home

The USNS Mercy, a Navy hospital ship crewed by members of the SIU's Government Services Division, returned to its home base April 23 after eight months in the Persian Gulf.

Fidel H. Torres, an electronics technician aboard the Mercy, summarized the feelings of the SIU crewmembers aboard. "The experience of serving on the USNS Mercy was rewarding while we were in the Persian Gulf, but eight months is a long time to be away from your family," the Honolulu resident said.

A crowd estimated at more than 2,000 welcomed the white hospital ship to the Oakland Naval Supply Center.

Torres, who has sailed seven years with the Military Sealift Command-Pacific Fleet (MSCPAC), looked out at the reception and remarked, "The homecoming we received was very touching. The San Francisco Bay area really made us feel welcome."

Among those on the dock to greet the returning mariners were SIU Representative Raleigh Minix and a delegation of fellow Seafarers from the San Francisco union hall. "There were so many people there greeting and hugging each other that we had a hard time finding our own members to let them know where we were," Minix recalled.

As the 894-foot converted tanker sailed under the Golden Gate Bridge, it was met by an armada of small boats, sprayed by fireboats, sprinkled with yellow ribbons and flowers and saluted by cannon fire from the Army's Presidio and Navy's Treasure Island bases.

While in the gulf in support of operations Desert Shield and Desert Storm, the Mercy examined



Civilian crewmembers from the USNS Mercy pose on the hospital ship's bridge with certificates of participation in Operation Desert Shield/Desert Storm presented by Captain R. W. Addicott (far left), commander of the Military Sealift Command-Pacific, and Master Nate Smith (far right). The SIU's Government Services Division supplies the unlicensed members of the Mercy's crew.

and treated more than 6,000 men and women including the 21 American military personnel who were taken prisoner of war by the Iraqis. Although the Navy medical crew aboard was prepared for up to 500 casualties daily, the totals never approached that figure when fighting began. The medics did handle approximately 300 surgical cases and admitted 650 patients.

Captain Ray Addison, MSCPAC commander, addressed the crew after the vessel had docked. "Your welcome home (is) representative of something we wish we could have done for all of the MSCPAC ships that served in the gulf," Addison noted. "We are recognizing Mercy and her civilian crew tonight but we'll always remember the efforts of our other ships as well. You all performed your mission very well and the recognition you've received has been well earned."

During the war effort, the Mercy was crewed by some 70 SIU Government Services Division members in its complement of 1,200 medical and maritime personnel. It has returned to inactive status with a skeleton crew of 68 mariners and officers aboard. If needed, the Mercy can be activated in five days.

SIU Mercy Crew

SIU Government Services Division members who served aboard the USNS Mercy during the Persian Gulf conflict included from the deck department Bosun Herman Kaulapali; Carpenter Alfred Rathbone; ABs J. C. Hudson, Laurence Perkins, Samuel Barton, Douglas McGehee and Bartolome Solis.

Other deck department mem-

bers were ABs James Ferry, Samuel Wilson, David Paulson and R. Wright; ABs Maintenance Michael Johnson, A. Brandenburg, Scott Lucey, Mark Alford, Danny Sennec, Daniel Davidson and Ralph Whalen; OSs Freddie Fields, Robert Thomas, M. Walker, G. Bodestyn and Charles Preston.

SIU government service division members serving in the engine department were Chief Electricians Eugene Grassman, Warren Weappa and Walter Fujii; Refrigerator Engineer Luis Torres; Deck Engineer Machinists William Milton, Steven Johnson and Walter Waters.

Mercy Unlicensed Junior Engineers were William Donchig, Gustavo Flores, Glenncoie Ingram, Arthur Roberson, A. Franklin, Richard Kunkel, Margaret Eckert, Alan Petitfils, Karl Miller, Keith Pierce, R. Spencer, Chris Moore, Elton Harvey and Steven Layn.

Other black-gang members in-

cluded Electronic Technician Fidel Torres; Second Electricians Joseph Misplay, David Courtney and F. Hudson; Second Refrigerator Engineers D. Mallette and Kevin Krough; Engine Utilities Thurman Lecompte and M. Villafior; Oilers J. Townsend, Carl Rush, C. Coleman, Gregory Gray, Richard Lajoie and James Raney; and Wipers Edrick Witherspoon, James Spicer and Henry White.

Those who served in the galley gang were Chief Stewards Felimon Diaz and Aaron Smith; Chief Cook Marcelo Caderao; Second Cook/Baker Dennis Rumble; Assistant Cooks Simie Dollano and Nestor Trinidad.

Serving as Steward Utilities were Ponce Sinlao, Dante Magat, Alexander Ilog, Pete Barabad, Fernando Gerales, I. Romualdo, Cezar Guzman, F. Tayco, Emmanuel Marbello and Robert Taylor. Alexander Stamatelaky sailed as Yeoman/Storekeeper.



SIU Government Services Representative Raleigh Minix assists visitors at a table manned by union members during the Mercy's welcome home celebration.

Help Locate 15-Year Old Durham

Seafarers have been asked by the National Center for Missing and Exploited Children to assist in locating Andrea Durham, a 15-year-old from Walton Beach, Fl.

The Center believes the 110-pound, 5-foot, 3-inch blonde is an endangered runaway. Durham was last seen at 7:30 p.m. on February 2, 1990.

Any individual with information about Durham should contact the Center at 1(800)843-5678. Another number to call regarding this case is the Okaloosa County sheriff's office, missing persons unit at 1(904)651-2611.



Andrea Durham

Since 1989, the Seafarers LOG has published photos circulated by the National Center for Missing and Exploited Children as part of a nation-wide effort to find young people who have disappeared.