

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

SEAFARERS LOG

Volume 54, Number 11

November 1992

Remembering The Heroic Events of 50 Years Ago -

Russian Republic Honors Seafarer Veterans Of World War II's Murmansk Run

America's WWII seamen who sailed in the U-boat-infested and heavily mined waters between Scotland and Murmansk to bring the Russian people 15,000 aircraft, 7,500 tanks, 345,735 tons of explosives, millions of tons of fuel and food, received the official thanks of the Russian government in a ceremony in Baltimore last month.

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CAROL CROSSAN
ACQUISITION SECTION/NEWS
STATE HISTORICAL SOCIETY
816 STATE STREET
MADISON WI 53706-1482

650

Rescue At Sea

Two Taiwanese fishermen were rescued by the LNG *Aries*' crew. The rescue was effected against 35-knot winds and 25-foot seas. The mission took 58 minutes.

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Urgent!

ELECTION DAY IS NOVEMBER 3

At Sea or Ashore
Be Sure to Vote.

... And don't forget to vote in the SIU's election for officers. Balloting takes place from November 1 to December 31 at 20 SIU halls.

President's Report

Clinton/Gore: Good for America

The U.S. general election is right around the corner. The choice before American voters is a critical one. The candidates elected in 1992 will set the course for the next four years.



Michael Sacco

As Seafarers, we have to look at how we have fared over the past four years and what the prospects are for a better life for our people.

During the Bush administration years, we have seen our industry continue to shrink. We have seen American shipping become less and less a factor in the nation's priorities.

And not only has our industry been neglected at best and under attack at worst, but we have seen no effort forthcoming from the administrations of the past 12 years to reverse the trend. There have been absolutely no signs of interest in the Bush administration that the American merchant marine has any place in our economic or national security picture.

It took a newcomer in the administration, the recently appointed Secretary of Transportation, Andrew Card, to recognize how serious our national shipping problem is. From the moment he stepped into the job, he began an effort to vitalize aspects of our shipping. But, even here, the president and other segments of the administration disregarded the efforts of its own cabinet member. For his contribution, Andrew Card deserves our respect and admiration.

But when it comes down to the overall performance of the administration as it relates to the election, there is really but one choice for Seafarers as we look toward the next four years.

What's at Stake

In the upcoming years, Seafarers need an administration that recognizes the importance of America's vital and strategic industries—such as shipping. But Seafarers also need an administration that supports American workers and their families and their communities. Over the past four years, this country has gone down badly in so many ways that are important to working people:

- There are now 10 million of our fellow Americans out of work. Many of them will never be rehired because hundreds of thousands of their jobs have gone to factories overseas due to the administration's programs urging companies to relocate in low-wage, regulation-free countries.

- One-third of all Americans do not have any or enough affordable medical insurance for themselves or their families.

- Our children's education is suffering because the federal government has slashed the funds it once provided to local school systems.

- Our streets and homes have become less safe because we have no effective national program for dealing with the mounting drug and crime problems.

- The administration consistently has opposed every piece of legislation that would be helpful to working families, as it did in defeating the "family leave" bill, which would have allowed workers to take unpaid time off in order to stay home to take care of a sick family member or a newborn child.

- From the president himself to his top cabinet members, the administration has continued to attack unions and block their efforts to improve the conditions of American workers.

On Tuesday, November 3, by voting for the ticket of Governor Bill Clinton for president and Senator Al Gore for vice president, Seafarers have an opportunity to vote for two compassionate, caring men with impressive records of accomplishment in areas of concern to working people. Clinton and Gore are what America needs in these hours of economic trouble.

Above all, Seafarers should exercise their right to participate in the process by voting in person on November 3, or, if at sea, by casting a ballot through the absentee voting process.

The Value of Training

This issue of the *Seafarers LOG* contains a supplement in which each course at the Lundeberg School of Seamanship is described. It also contains a schedule for 1993, listing when those courses are being offered.

At the risk of sounding repetitive, I cannot stress it enough—training is key to every Seafarer's welfare and that of his or her family. I urge each and every Seafarer to look over this catalog and begin making plans to upgrade next year. A Seafarer, by becoming the most highly skilled and proficient seaman in the world, ensures his or her own job security. Plus, every member owes it to himself or herself to be the best that he or she can be. Not to mention that increased job skills bring higher pay.

If any Seafarer needs assistance in planning his or her upgrading schedule, reach out to the school's admissions office or to the nearest port agent.

Cruise Ship Gambling Bill Passage Highlights Congressional Action

A bill that would allow gambling aboard U.S.-flag passenger ships topped the 102nd session of Congress' legislative actions.

Other measures of importance to Seafarers did not become law as did the bill to extend gaming activities to U.S.-flag cruise ships. Among the bills which were not acted on by both branches of Congress was a measure to close an inland water safety loophole which allows undocumented crewmembers to work aboard the nation's 3,300 tugs.

Also awaiting action at the time the 102nd Congress closed its doors in early October was a bill to repeal a proposed work tax on seamen—a fee for obtaining licenses and Z-cards from the Coast Guard. Legislation to prohibit foreign-flag ships from offering cruise-to-nowhere voyages also was left on deck.

DOT's Maritime Policy

A plan presented by Department of Transportation Secretary Andrew Card to assist the U.S.-flag fleet was not fully addressed by Congress (see article below). Introduced this summer, both the House and Senate ran out of time and neither legislative branch could fully deliberate on the proposal.

The passage of the measure to allow gaming activities on U.S.-

flag passenger ships was a big score for the maritime industry. The industry has worked for many years to level the playing field between U.S.-flag cruise ships and those operating under foreign flag.

The bill, signed into law by the president in March, ended years of struggle to repeal two federal acts that outlawed U.S.-flag cruise ship gambling on the high seas.

With more than 85 percent of all passengers on the world's cruise ships being Americans, U.S.-flag companies are looking to return to the market. Only two of the 120 cruise ships sailing the oceans fly the Stars and Stripes—the SIU-crewed *Independence* and *Constitution*.

The union supported the new law because it could lead to investment in U.S.-flag passenger ship operations thus creating thousands of jobs for American seafarers. The law legalizes the use of gambling devices aboard U.S.-flag vessels on the high seas during intrastate and cruise-to-nowhere voyages in states that already do not prohibit such activities. It also permits the use of such devices on interstate and foreign voyages.

House Supports Bills

Several other pieces of SIU-supported, maritime-related

legislation received approval from one branch of Congress prior to adjournment.

The House of Representatives passed by a wide majority a bill closing a safety loophole on America's inland waterways. The bill called for all inland boatmen on vessels of more than five gross tons to obtain a Coast Guard-issued merchant mariner document (Z-card).

The legislation, which was being considered by the Senate when Congress adjourned, would have affected the men and women sailing aboard more than 3,300 tugs and tows on the nation's 25,777 miles of navigable waterways.

The House also had passed a bill closing a loophole in the Passenger Vessel Act of 1886 to eliminate foreign-flag cruises-to-nowhere by vessels operating from U.S. ports. Again, the Senate was considering the legislation when the session ended.

After passage by the House Coast Guard Subcommittee, the House Merchant Marine and Fisheries Committee was considering a bill to eliminate fees proposed by the Coast Guard when it issues Z-cards. The elected officials were working on ways to make up the budget shortfall created if the fees—which still have not been enacted—were overturned.

Effort to Win Maritime Reform To Be Resumed in New Congress

Congress adjourned before action could be taken on a proposal for maritime reform put forth by Department of Transportation Secretary Andrew Card. All indications are that there will be a resumption of activity on this proposal before the next Congress, the 103rd session which convenes in January 1993.

Already words of encouragement have been heard from the acting chairman of the House Merchant Marine Committee, officials of maritime labor and the heads of major U.S.-flag shipping companies to keep the momentum built on Capitol Hill rolling when the House and Senate return to Washington.

"You give me a new president and I'll give you maritime reform," U.S. Representative Gerry Studds (D-Mass.) told the New England Shippers' Advisory Council on October 14. Studds, the acting chairman of the House Merchant Marine Committee, said maritime reform is a major legislative issue he expects the committee to tackle next year.

Congress began studying a maritime reform plan offered by Card in July. The package outlined a way for U.S.-flag companies to acquire new vessels including governmental payments for up to 74 militarily useful commercial ships.

Although maritime reform bills were submitted in both branches by the respective heads of the merchant marine committees, neither the House nor the Senate had enough time to consider the package in order for it to complete the legislative process before the October 8 adjournment.

When Card's proposal was announced, SIU President Michael

Sacco and the heads of seven other maritime-related labor unions urged Congress to enact the plan. Sacco has vowed to work with American President Lines (APL), Sea-Land and other contracted companies, with the new Congress and with the administration for maritime reform.

The White House and Congress seriously began to consider maritime reform after a joint announcement in January by two SIU-contracted companies—Sea-Land and APL—that some-

thing has to be done to save the American-flag merchant fleet.

Following congressional adjournment, the two companies issued another joint release saying they were "encouraged by the progress made in the area of maritime reform."

John Snow, chairman and chief executive officer of CSX which owns Sea-Land, added, "We expect the momentum that the ocean carriers, labor, shippers and government leaders have begun will continue on into the new Congress."

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Voting Starts Nov. 1 In SIU Election

Secret ballot voting for the officers of the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District will begin November 1 and continue to December 31.

Seafarers eligible to vote may pick up their ballots at one of 20 union halls around the country. Ballots may be obtained between the hours of 9:00 am to 12:00 noon, Mondays through Saturdays, except holidays.

On the ballot will be candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents. Individuals elected in this round of balloting will serve a 1993-1996 term.

The candidates on the ballot were determined to be qualified to run for union office by a credentials committee made up of six rank-and-file Seafarers who reviewed all nominating petitions. The credentials committee report, which was prepared August 17, two days after the nominations period closed, was submitted to the membership at the September meetings.

Seafarers eligible to vote in the union's election are full book members in good standing, accord-

ing to the union's constitution.

The union's constitution also provides for a mail ballot. After a Seafarer has picked up his or her ballot and accompanying envelopes, the SIU member must mark his or her choices and then send it by mail. The ballot is to be put in an envelope marked "Ballot" which is then inserted in an envelope with the mailing address of the bank depository where the ballots are kept until submitted to the tallying committee.

Members who will be unable to get to one of the 20 union halls during the balloting period beginning November 1 can request an absentee ballot. Requests for absentee ballots should be made in writing to the union's secretary-treasurer at 5201 Auth Way; Camp Springs, MD 20746.

The union's constitution, in Article XIII, spells out the procedures by which an election will be conducted.

A notice of the election was mailed in September to all members at their last known address with a list of all voting locations as well as a sample of the official ballot. The October LOG also carried a sample of the ballot.

A rank-and-file tallying committee will tabulate and announce the election results when it meets

Clinton/Gore Lead in Polls Members Express Views on Candidates

Ten days before the November 3 general election and after three extensive televised debates, polls indicate a majority of Americans favor Governor Bill Clinton for president of the United States over incumbent George Bush.

Seafarers seem to be no exception to this rule. In an informal talk with several seamen currently enrolled in the Lundberg School, a LOG reporter found a majority favoring the Democratic nominee. As with most Americans, the economy looms large in the Seafarers' minds as they consider for whom to vote in the 1992 presidential election.

Chief Steward Robert Seaman summed up what this election is about: Jobs. A Seafarer for nine-and-a-half years, Seaman said the most important issue in this election is creating jobs. That is why he will vote for Clinton.

Election Is About Jobs

Echoing Seaman was Tom Dowdell, a bosun, AB and, occasionally, an inland mate. A 15-year SIU member who is toward his college degree in nautical science, Dowdell said Bush had not been good for working people. "We need to stop taking care of other countries and get back to taking care of America," he said. Dowdell listed homelessness, the economy and the drug problem as among the matters that must be of concern to the president.

"Plus, I'd like a president who is pro-union," Dowdell added.

Polls indicate that many voters are seeking a change. These Americans are looking at both the ticket of Clinton and his vice presidential running mate Al Gore and presidential independent candidate Ross Perot.

Many of these voters supported Bush in the 1988 election. Seafarer John Whalen said he is a "conservative Republican." But this year, for the first time in his voting career, he will cast his ballot for a candidate other than the Republican nominee. His choice is Perot. His concern is the deficit.

"We can't go on spending like this. We can't as human beings. We have to realize we can't do it as government," said the AB, who is enrolled in the oil spill containment and prevention course.

time for a change as well. His choice is the Clinton/Gore ticket. The Norfolk-based Seafarer

believes Clinton and Gore represent "a big difference from the

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Seafarers Rally to Assist Pro-Worker Candidates



White-capped Seafarers join a Philadelphia rally for the Clinton/Gore ticket. Both Gov. Clinton and Sen. Wofford were present at the rally.

Seafarers and their families are doing whatever they can to help elect men and women at the local, state and national levels who understand the needs of working people.

Members are knocking on doors, passing out literature, attending rallies, making phone calls and displaying signs in support of candidates who share their values. Others are casting their absentee ballots to make sure their voices are heard on the evening of November 3 when votes are counted.

Scores of Seafarers have volunteered to help at Bill Clinton and Al Gore rallies in Philadelphia, Richmond, Va., Baton Rouge, La. and Jacksonville, Fla. SIU white caps were evident throughout the crowds.

Members attending the Richmond rally on October 16 presented Clinton with his own cap.



At a Richmond, Va. rally, presidential candidate Bill Clinton dons an SIU cap.

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Where to Pick Up SIU Election Ballots

Ballots may be obtained by Seafarers eligible to vote in the union's SIU election for union officers at 20 union halls around the country. Ballots can be picked up during the hours of 9:00 am to 12:00 noon, Mondays through Saturdays, excluding holidays during the voting period—November 1 to December 31, 1992.

What follows is a list of the union halls where ballots may be obtained.

BALTIMORE 1216 E. Baltimore St. Baltimore, MD 21202	JERSEY CITY 99 Montgomery St. Jersey City, NJ 07302	PINEY POINT Lundberg School of Seamanship Piney Point, MD 20746
DANIA 2 West Dade Highway Dania, FL 33004	MOBILE 1640 Dauphin Isl. Pkwy. Mobile, AL 36605	SAN FRANCISCO 350 Fremont St. San Francisco, CA 94105
DETROIT-ALGONAC 520 St. Clair River Dr. Algonac, MI 48001	NEW BEDFORD 48 Union St. New Bedford, MA 02740	SAN JUAN 1057 Fernandez Junco Ave. Santurce, PR 00907
DULUTH 705 Medical Arts Bldg. Duluth, MN 55802	NEW ORLEANS 630 Jackson Ave. New Orleans, LA 70130	SEATTLE 2505 First Ave. Seattle, WA 98121
HONOLULU 808 Kalihl St. Honolulu, HI 06919	NEW YORK 635 Fourth Ave. Brooklyn, NY 11232	ST. LOUIS 4581 Gravois Ave. St. Louis, MO 63116
HOUSTON 1221 Pierce St. Houston, TX 77002	NORFOLK 115 Third St. Norfolk, VA 23510	WILMINGTON 510 North Broad Ave. Wilmington, CA 90744
JACKSONVILLE 3315 Liberty St. Jacksonville, FL 32206	PHILADELPHIA 2604 S. 4th St. Philadelphia, PA 19148	

Punitive Calif. Bunker Tax Repealed, Could Bring Back Hundreds of Jobs

A sales tax which had caused a loss of more than 1,300 maritime jobs was repealed in late September when California's governor signed a bill eliminating an 8.25 percent tax on every barrel of bunkers sold in the state.

Adopted by the California state legislature earlier in the month, it was not clear the governor would support the measure in light of the state's \$14 billion budget deficit. The 8.25 percent bunkers tax was instituted, effective July 1991, in order to raise revenue for the state's treasury.

But the California maritime industry, including the SIU and Seafarers working in the bunkering field, successfully made the case that the state was losing

revenue though the tax.

The industry had pointed out that rather than raising \$100 million for the state as projected when it was instituted, the increased cost on bunkers had actually cost California millions.

Bunker Fuel Sales Plummet

The state's bunker fuel sales dropped by 66 percent causing a loss of more than 1,300 jobs, among them stevedores, ships' services employees, tugboatmen, tankermen and fuel shoreside facilities workers. With so many maritime workers laid off, the state economy lost \$30 to \$37 million in wages and payroll taxes. Unemployment insurance was tapped by those out of work.

For Seafarers working for

Crowley Maritime Corp., which had a large bunkering operation in the ports of Los Angeles and Long Beach, the tax hit close to home. The number of tankermen employed by the company was cut by two-thirds in the year and a few months the tax has been in effect.

Both union officials and Seafarers urged state legislators and Governor Pete Wilson to support the bill introduced by State Assemblyman David Elder (D-San Pedro) calling for a repeal of the tax.

More than 40 Crowley crewmembers wrote to the California governor this summer: "Prior to

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Seafarers Tom Gruber (above) and Peter Batayis, holding Clinton sign, joined by his wife, show SIU support for Democratic presidential and vice presidential nominees at Jacksonville campaign event.

SIU Pushes New Eligibility Date For WWII Seamen's Vet Status

The SIU in October continued its efforts to secure enactment of legislation which would correct an administrative error and give World War II veterans status to merchant mariners who began sailing between August 15, 1945 and December 31, 1946.

In testimony submitted to the Subcommittee on Compensation, Pension and Insurance of the House Committee on Veterans' Affairs, the SIU called for passage of the Merchant Mariners Fairness Bill (HR 44). "As the bill's name indicates, this is simply a question of fairness—fairness to Americans who risked their lives for their country during World War II," the SIU said in its testimony. "Approximately 2,500 retired merchant mariners are being denied something which they clearly earned: veterans status."

More Than 220 Cosponsors

HR 44 has more than 220 cosponsors in the House of Representatives. It has been endorsed by the Navy League, the Disabled American Veterans and numerous VFW and American Legion posts. It has received unanimous approval from the House Merchant Marine and Fisheries Committee.

However, Veterans' Committee Chairman G.V. "Sonny" Montgomery (D-Miss.) repeatedly has stalled or prevented progress on the bill. In a recent example which took place September 9, HR 44 was offered as an amendment to another bill. But the House was prevented from voting on HR 44 because of a procedural objection raised by Montgomery.

Montgomery objects to HR 44 ostensibly because the Secretary of the Air Force has the authority to extend the cutoff date for WWII veterans status.

But the SIU pointed out to the subcommittee that "deserving seafarers have been snubbed due to a Department of Defense decision which arbitrarily contradicts a declaration by President Harry Truman. The president declared December 31, 1946 as the end of WWII hostilities. Yet the Defense Department in 1988 fixed the merchant seamen's cutoff date as August 15, 1945 (the day the Japanese surrendered). Merchant mariners who shipped out after August 15 are not considered war veterans, even though military personnel who began serving during that time received war veterans status.

An Unjust Decision

"This injustice is a slap in the face of the 20,000 merchant mariners whose initial voyages barely were preceded by the surrender. They were prepared and willing to sail into combat zones. When they shipped out after the surrender, they still faced danger from mines and from carrying explosives across what in fact were hostile waters." In particular, the Pacific theater remained volatile.

The SIU also pointed out that only about 2,500 of those merchant mariners still are alive, and HR 44 therefore must be passed immediately—while it still would do some good.

"Moreover, the repeated blocks of HR 44's progress are sadly reminiscent of the 40-year delay in awarding veterans status to World War II merchant mariners," the SIU said. "Compare that indefensible delay with the prompt response of the British government in 1945. In a wireless cable sent to a Liberty Ship that year, the British leaders noted, 'For more than five-and-a-half years, side by side with the Allied Merchant Navies in the face of continual and merciless attacks

by the enemy, you have maintained the ceaseless flow of sea traffic on which the life and strength of this country depend.

... The Admiralty have asked me to express on their behalf and on behalf of the Royal Navy their admiration for the great contribution made by the merchant Navy to the common victory through all the perils and rigors of more than five-and-a-half years war at sea."

"More recently," the SIU said, "even the Russian government honored our World War II merchant mariners. The Russians last year began awarding medals to the American seafarers who sailed on the treacherous Murmansk runs.

"As you may know, seafarers who sailed during the war were as much at risk as any military personnel. Often, they sailed without armed escort. Their bravery and tenacity are borne out by the fact that only the Marine Corps suffered proportionally higher casualties than the merchant mariners."

Passage Would be Symbolic

Many of the bill's cosponsors have noted that, at this point, passage would be a mostly symbolic gesture. Most of the seafarers who would be affected by the bill are in their 70s or 80s. Their educational benefits long ago expired. Few, if any, would enter a VA hospital.

In summary, the SIU told the subcommittee that the August 15 cutoff is "unfair to thousands of people who made hard sacrifices and who were willing to risk their lives for their country. Whatever the reasons were for selecting August 15, 1945 as a cutoff date, the bottom line is, it was a bad decision. ... It's time for Congress to look this bill in the eye and enact the legislation."

Ahmed Perishes in CO₂ Mishap; 3 Other Crewmembers Are Saved

SIU member Hussein Ahmed passed away September 13 due to an accidental discharge of CO₂ aboard the *Sea-Land Spirit*. He was 47.

Brother Ahmed, who sailed most recently as an oiler, was in the engine room along with three other crewmembers when the CO₂ discharge occurred. All four men lost consciousness.

The other three men were saved. But the rest of the crew could not locate Ahmed for nearly 40 minutes. Eventually, Brother Ahmed was brought up on deck.

According to J.L. Sawyer, master aboard the *Spirit*, Brother Ahmed was given CPR and oxygen for more than one hour, but he did not respond.

In a written communication, Sawyer expressed regret at Brother Ahmed's passing. But, he noted, "The fact that we were able to save the other three is a tribute to the dedication and training that the officers and crew displayed.

"[Based on] talking to experts

in this field, it was nothing short miraculous that these other men could be saved. The engine spaces were completely flooded with CO₂. It was under the worst conditions that these men worked to remove their shipmates.

"While all the officers and crew acted very professionally and performed their assigned duties," Sawyer continued, "a special tribute should be given to the men who actually put on the [self-contained breathing apparatus] and went into the engine room and removed the trapped men.

They were: First Engineer Curtis Howard, Electrician Michael Powell, Engine Utility Phillip Parent, Second Mate Patrick Glenn, AB Russell Haynes, AB Louis Vasquez, Chief Steward Adrian Delaney and Engine Cadet Nathan Hodges.

'Bravery and Dedication'

"In all, we used 15 bottles of air in removing the men.

"I can't say enough about the

bravery and dedication these men displayed. The fact that we did lose a shipmate is a tragedy that can't be overlooked. But we were able to save the other three men."

Brother Ahmed was born in Arabia and in 1972 joined the SIU in the port of New York. In 1978 he upgraded his rating to Fireman/Oiler/Watertender at the Lundberg School, which is in Piney Point, Md.

Brother Ahmed is survived by his wife, Fania (who is pregnant) and five children. Expressions of sympathy may be sent to: Fania Ahmed, 4605 Timber Mountain Way, Bakersfield, California 93304.

The *Sea-Land Spirit* was built in 1980 in the Avondale, La. shipyard. A 29,965 deadweight ton containership, the *Sea-Land Spirit* sails on a West Coast to Far East run.

The Sea-Land Service, Inc. vessel sails from Long Beach to Oakland, Hawaii, Guam, Hong Kong, Yokohama and other Asian and Pacific ports.

Seafarers: Voice Your Support For December 31, 1946 Cutoff

Seafarers and their family members are encouraged to voice their support of the Merchant Mariners Fairness Bill by writing to the members of the Committee on Veterans' Affairs. The names of the committee members, as well as a sample letter, appear below. Letters should be addressed to: The Honorable _____, U.S. House of Representatives, Washington, D.C. 20515. The following is a list of the members of the Committee on Veterans' Affairs.

Democrats
G.V. (Sonny) Montgomery, Miss.
Don Edwards, Calif.
Douglas Applegate, Ohio
Lane Evans, Ill.
Tim J. Penny, Minn.
Harley O. Staggers Jr., W.Va.
J. Roy Rowland, Ga.
Jim Slattery, Kan.
Claude Harris, Ala.
Joseph P. Kennedy, Mass.
Elizabeth J. Patterson, S.C.
George E. Sangmeister, Ill.
Ben Jones, Ga.
Jill Long, Ind.
Douglas (Pete) Peterson, Fla.
Chet Edwards, Texas
Maxine Waters, Calif.

Bill Brewster, Okla.
Owen B. Pickett, Va.
Pete Geren, Texas

Republicans
Bob Stump, Ariz.
John Hammerschmidt, Ark.
Chalmers P. Wylie, Ohio
Christopher H. Smith, N.J.
Dan Burton, Ind.
Michael Bilirakis, Fla.
Tom Ridge, Pa.
Craig T. James, Fla.
Cliff Stearns, Fla.
Bill Paxon, N.Y.
Floyd Spence, S.C.
Dick Nichols, Kan.
Rick Santorum, Pa.

Sample Letter

The Honorable _____:

I am writing to urge the enactment of the Merchant Mariners Fairness Bill. This legislation is long overdue.

I ask you to do what is fair and proper by passing the Merchant Mariners Fairness Bill. The thousands of merchant mariners who risked their lives for this country deserve veterans status. They gave for their country; it's time their country gives something back to them.

It's too late for many mariners to realize veterans status. Let's not wait until it's too late for all.

Sincerely,

Carmine Bracco Dies at 76; Was Labor VP for Bay Ship

Carmine Bracco, vice president for labor relations at Bay Ship Management Inc. and a trustee of the SIU-AGLIWD benefit funds, passed away October 7 due to a heart attack. He was 76.

Active in the U.S. maritime industry for nearly 50 years, Bracco was stricken while en route to his home in Roslyn, N.Y.

Besides working for Bay Ship Management, which operates eight fast sealift RO/RO ships for the Military Sealift Command, Bracco was executive director of the American Maritime Officers Service, a trade association of U.S.-flag ocean-going, Great Lakes and inland waterway merchant vessel operators.

"He was an outstanding individual, a good friend and a giant in the industry," said Gene Rose, president of Bay Ship Management, an SIU-contracted company. "He was a great negotiator, and he had the ability to bring people with different views together to get things done."

Bracco began his maritime career in 1943 at Farrell Lines Inc. He later worked in key management posts at Isthmian, Seatrain, Hudson Waterways and Bay Tankers.



Carmine Bracco

At Seatrain, he coordinated the construction and operation of four 225,000-ton tankers: the *Brooklyn*, the *Williamsburgh*, the *Stuyvesant* and the *Bay Ridge*.

Bracco was co-chairman of the joint union-employer trustees of the benefit funds established for U.S. merchant marine engine, deck and radio officers and their families through collective bargaining between vessel operators and American Maritime Officers, a charter affiliate of the AFL-CIO Maritime Trades Department.

Bracco is survived by his wife, Ann, two daughters and six grandchildren.

A funeral mass took place October 10 at St. Mary's Church in Roslyn.



Russians Honor WWII Murmansk Run Seamen

"Your story has been told from generation to generation. You are true heroes!"

With these words from Vladimir Lukin, ambassador of the Russian Federation to the United States, more than 200 veterans—including many SIU members—of the treacherous Murmansk run during World War II discovered their deeds 50 years later have not been forgotten by the people the supply effort helped.

Lukin was speaking in Baltimore at an October 7 ceremony organized by Russia to bestow bronze medals on the merchant mariners and Navy armed guards who served aboard vessels destined to sail around Nazi-occupied Norway to deliver ammunition, supplies and equipment to the then-Soviet Union. More than 100 ships were lost on the run, which started in 1942 and continued until the war's end in 1945.

Memories Return

The ceremony brought back many long-repressed memories to the men in the audience.

Seeing the restored Liberty Ship *John W. Brown* tied up outside the terminal where the event was held and listening to the U.S. national anthem, former AB Joseph Repasky said he "saw a lot of people's faces I hadn't thought about in years. A lot of things came back to me."

One of the people on Repasky's mind was a neighbor



Victor Volkov (left), chief of the Russian Consulate, presents Peter Lypen with his medal.

who passed away four years ago. The two grew up together in Greensburg, Pa. and joined the U.S. Merchant Marine Service in 1943. They survived the same Murmansk run in January 1944 serving on vessels that sailed side-by-side. "I was thinking of him," Repasky told a reporter for the *Seafarers LOG*. "Neither of us ever thought a day like this would come. I was wishing he could have been here."

For Deck Engineer Norman Mathews, the playing of the Star Spangled Banner brought back memories of a specific day. "I was thinking of [President Franklin] Roosevelt when he died," Mathews recalled. "The convoy stopped for 10 minutes and all ships dropped their flags to half-mast. Nobody talked; we were all paralyzed. No one said a word, even at dinner in the mess hall. It was a terrible shock."

After retiring as a merchant mariner, Mathews heard about the project in Baltimore to restore the *Brown*. "I went to see if they needed someone to live on it while it was being restored. I did it for three years from 1988 to 1991."

Mathews said it was a labor of love to be involved in the restoration. He remembered seeing the vessels being built in Baltimore when 27,000 people—many of whom he knew—were employed in the shipyards.

Small Quarters

Several of the former mariners were seeing a Liberty Ship for the first time since the war.

Peter Lypen, who sailed as an ordinary seaman, traveled from Elizabeth, N.J. for the ceremony. "I saw those four bunks in a room and it looked so tiny after all this time," said the SIU pensioner, who retired six years ago as an AB.

Repasky, who took two of his sons to the ceremony, toured the 441-foot ship with them. Neither have sailed. "They thought it was big. I remembered it being much bigger, but everything seems smaller now."

"I went into the saloon and couldn't imagine how cramped it was," noted Charlie Kent who sailed during the war as an officer's mess boy but now holds a master's license and sails as chief mate. "It's amazing four

slept in those little-bitty rooms. I couldn't believe it."

Touring the vessel, Kent recalled a war incident that occurred in the saloon. "I was aboard the *SS Julius Olsen*, a brand new Liberty Ship. We always had air raids when we were in Murmansk. One time, when the siren went off, I went racing for my rubber suit (a forerunner of today's survival suits) and knocked down the captain as he was coming into the saloon."

Wanted to Serve

Many of those interviewed by the *LOG* were aware of the unfounded accusation that merchant mariners were draft dodgers from the war. But all stated they wanted to be involved in the war effort in any way they could.

Rae Ehlen did not want to wait until he was 18, draft age. At the age of 16, Ehlen got his Z-card in 1943 to sail on the Great Lakes. "When I got my ticket, I found it was good for deep sea and away I went to New York," to sail on a ship involved in WWII's sealift operations.

Because he wanted to do more for his country, Leonard Balagurchik gave up a draft deferment as a machinist apprentice to join the merchant marine. "I was making good money. My job was considered essential to the military effort at home. But I felt there was something wrong being in the security of home. The merchant marine said it needed men so I reported to Sheepshead Bay."

SIU Pensioner Roy Theiss grew up around the waters of the Chesapeake Bay and the Potomac River in Washington, D.C. In 1941, he told his mother he was going to sea. "She said she expected it. She said it was in my blood, in my family and have a good trip. I got my seaman's papers a week after war was declared."

Kent was living in west Texas when he turned 18. He wanted to become a pilot, but his doctor said his eyes were not good enough. (Today, he holds a multi-engine flight license.) So he and some friends caught a bus to Oklahoma City where they joined the U.S. Merchant Marine Service.

For Lypen, seeing the Humphrey Bogart movie "Action in the North Atlantic" made up



Former AB Charlie Kent (right), who sails as a chief mate, receives the thanks of a Russian military envoy.



Fittingly, the ceremony was held near the restored Liberty Ship, the *John W. Brown*, docked in Baltimore.

his mind to become part of the merchant marine when he turned 18 in 1943.

Wartime Stories

Besides Kent's incident with the captain of the *Olsen*, all the seamen veterans had stories of being under attack by aircraft, vessels and weather.

Balagurchik sailed as purser/pharmacy mate aboard the *Henry Wynkoop*. His battle station was the saloon, which also served as a makeshift operating room. "We were being attacked by German planes sweeping and strafing between the ships. We were told never to leave our battle stations, but I went on deck. I had no fear then. I watched as if I was in a theater."

A veteran of runs to both Murmansk and Archangel, about 300 miles further into Russia, Repasky talked about 40-below-zero weather. "We were stuck in ice in the White Sea. Our guns were coated with ice. We—eight ships altogether—became afraid when a reconnaissance plane circled, but nothing happened."

Lypen said the Nazis attacked every night at midnight while his ship was at anchor in Murmansk waiting for the rest of the ships to unload before the convoy could sail back to Scotland. Earlier, that convoy served as bait by the British fleet to draw out a German pocket battleship hiding in a Norwegian fjord. "It came out and got away two or three times. But it finally took three torpedoes and went over," he remembered.

"A Ju88 (German bomber) flew at us and dropped a torpedo," Ehlen related. "It went under the stern of our ship and hit the tanker beside us. We were fortunate to be too young to be scared."

All supported the Russian ambassador's words that recognition was too long in coming. "We can blame the Cold War, communication or state bureaucracy," Lukin said, "but nothing justifies the delay."

"I was very impressed with the

ceremony," Theiss said after the event. "The Russian people have a lot going for them. In light of all the political upheavals, it is impressive that they were able to do this."

Long Time Coming

"The fact that we could be listening to the Russian and American anthems in a ceremony such as that was one of the furthest things from my mind. Without the change over there, it wouldn't have happened."

Finally, the recertified bosun who retired in 1988 noted, "I believe [Lukin] when he says we will never be forgotten. This proves it."

In all, vessels on the Murmansk run carried almost 15,000 aircraft, 7,500 tanks, 345,735 tons of explosives, \$1.3 billion of food shipments and 2.6 million tons of petroleum products to Russia.



Roy Theiss (left) and Norman Mathews stand at attention during the playing of the U.S. national anthem.



Meeting with SIU Executive Vice President Joseph Sacco (second from right) during the ceremony are former members (left to right) Leonard Balagurchik, Rae Ehlen and Joseph Repasky.

Benzene Testing Begins November 1

Seafarers who plan to ship out on tankers or tank vessels are being tested at welfare plan clinics and PPOs in order to hold documents stating they are cleared to work with or around the chemical benzene and products containing benzene.

A change in shipping rules adopted by the Seafarers Appeals Board states no member will "be shipped to a contracted tanker, tank vessel or barge as specified in the U.S. Coast Guard regulations" unless he or she possesses "a Seafarers Welfare Plan Benzene clearance on their clinic card and a current Seafarers Welfare Plan Benzene Certificate."

Because of the shipping rule change, a member throwing in for a tanker job must present the dispatcher with documentation that he or she meets the Coast Guard-required physical criteria needed to sail on vessels carrying benzene or benzene-containing products and is in physical shape to wear protective masks.

The SAB action complies with Coast Guard regulations, which were announced in October 1991, to protect mariners from immediate and long-term health care problems that can be caused by benzene. The petroleum based chemical found in such items as gasoline, crude oil, jet fuel, kerosene and other items can be absorbed into the human blood stream by breathing and/or skin contact.

Two Tests Needed

Members seeking benzene-clearance in order to ship on tankers and tank vessels will take two additional tests: a complete blood count (CBC) and a pulmonary function test (PFT). (Seafarers sailing aboard container ships or dry bulkers or other types of vessels are not required to hold benzene-cleared documents.)

The CBC is taken once a year. It studies the composition of a person's blood. This test is needed because benzene can affect and impair red blood cells, which carry oxygen; white blood cells, which fight infection; and platelets, which help the blood clot.

The PFT is required every three years. It is performed by having a person blow through a tube into a machine that registers his or her breathing capacity. This test determines which of two types of respirators a member

This blue card will be issued after Seafarers finish the tests.

must wear when dealing with or working near benzene.

A member with little or no breathing restrictions found through the PFT can be fitted with a negative pressure respirator. An example is the carbon-filtered cartridge style as issued during the Persian Gulf war. The reason it is called negative pressure is that the person wearing it does all the work to breathe air through the filters.

The other type of respirator—known as positive pressure—supplies oxygen or air to the person wearing it from an outside source. Members displaying a breathing impairment must wear this type of gear when working with or around benzene. Examples of positive pressure respirators include scuba gear and air tanks with masks used in fire fighting.

Appeals Process

If questions exist concerning the test results, the clinic will forward the information to an independent Medical Review Officer (MRO) who will make a final determination if the member can work around benzene or use any of the protective masks.

In some cases, the MRO will advise the member what can be done to become benzene-cleared. One example would take place if a member's red blood cell count is low. The member may be told to wait and take the test again if the MRO believes the member can increase the count to an acceptable level. Other times, the MRO may tell the member to follow a medical regimen to increase the count.

Members found to have blood or respiratory diseases that will prevent them from having contact

with benzene or its related products may continue shipping on container ships, dry bulkers or other benzene-free vessels.

Coast Guard regulations stipulate that tanker and tank vessel operators are required to carry on board their vessels the necessary protective equipment, including masks, that will minimize against chemical exposure when the gear is worn.

Since April 15, the federal agency has required companies employing mariners who may be exposed to benzene to have in place an exposure monitoring system. The exposure limit is one part of benzene per million parts of air (1 ppm) averaged over an eight-hour period. The short-term limit, which cannot be repeated more than four times a day, is 5 ppm averaged over a 15-minute period. The rules also require that a mariner must wait at least an hour between exposure periods.

Safety Teams Review Benzene Regs

Members of the Seafarers Harry Lundeberg School of Seamanship safety teams are meeting vessels to pass along to SIU members the latest information about benzene, and answer any questions regarding the new procedures. Safety team representatives work from SIU halls around the country. They go aboard SIU-contracted vessels to work with Seafarers in the area of safety.

The committee met October 7 to be briefed and ask questions about the regulations and tests for benzene—a petroleum-based chemical that can affect a person's blood system—which went into effect at the start of this month. Staff members from the Lundeberg School as well as the Seafarers Welfare Plan discussed specifics about the Coast Guard's benzene regulations, the implementation of tests needed to ship out on certain vessels and procedures to protect members working around benzene.

Dr. Kenneth Miller, director of the welfare plan's medical department, told those attending how the SIU-contracted clinics and PPOs would handle the benzene testing. He passed around the new clinic cards and other materials being sent to the union halls for the new tests.

Miller then updated members about the Coast Guard regulations. He originally discussed the material with the group in June.

In order to spot potential problems on board tankers, ships, tugs and barges, Bill Foley advised the committee how to deal with the material safety data sheets that vessels now are re-

quired to carry. The Lundeberg School assistant vocational director explained how to look for the specific names of chemicals, to see the way they are stored and to verify what safety equipment is carried on board.

Byran Cummings, who teaches firefighting and safety at the training facility, reviewed the different ways members can protect themselves from breathing benzene while working.

"With all the tanker and barge crews we service, the seminar was very useful," said Jim McGee from the port of Houston.

"I have been able to answer many of the questions members have raised thanks to this meeting," noted committee member Don Thornton after returning to the port of Algonac, Mich.

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Full Text of SAB Action

ACTION NO. 365

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreements between the Union and the various Contracted Employees, hereby takes the following action.

WHEREAS, the U.S. Coast Guard has promulgated new regulations (CGD 88-040) (46 CFR part 30, 153, 157 & 197) requiring all employers to institute a program for pre-hire screening and continued medical monitoring of personnel employed or to be employed aboard all inspected vessels including tank ship and barges, that are carrying Benzene or Benzene containing liquids in bulk as cargoes.

WHEREAS, the new U.S. Coast Guard regulations require the personnel being employed on and after September, 1992 to possess a pre-hire Benzene screening.

WHEREAS, in excess of a thousand seaman are registered each month at the jointly operated Union-Management hiring halls, and,

WHEREAS, to ensure that all affected vessels will have access to an available Manpower pool in compliance with the provisions of U.S. Coast Guard (CGD 88-040) (46 CFR part 30, 151, 153, & 197), in order to facilitate the movement of Contracted vessels.

Therefore the Shipping Rules shall be amended in the following

manner:
Rule 2 Shipping Procedure, Subsection B-5 shall be amended in the following manner.

The existing rules designated as Subsection (a) and (b) and (c) shall remain unchanged.

A new Subsection designated as "D" shall be added and will read as follows:

(D) Effective December 1, 1992, no seaman shall be shipped to a contracted tanker, tank vessel or barge as specified in the U.S. Coast Guard regulations, without first providing a Seafarers Welfare Plan Benzene clearance on their clinic card and a current Seafarers Welfare Plan Benzene Certificate.

A new paragraph number (12) will also be added to Section 5A Preference and Priorities. The paragraph will read as follows:

12. All seaman seeking employment aboard contracted tankers, tank vessels, and/or barges as specified within the meaning of the United States Coast Guard Benzene Regulations, must possess a current Benzene clearance on their Seafarers Welfare Plan clinic card, and a valid Seafarers Welfare Plan Benzene Certificate.

The current paragraph 12 will be renumbered paragraph 13.

This action will replace action numbered 364 dated July 16, 1992.



Kermet Mangram reviews a portion of the Coast Guard Benzene regulations.



Byran Cummings explains the differences between respiratory protection gear that can be used when working with benzene.

SEAFARERS WELFARE PLAN
5201 Auth Way, Camp Springs, MD 20746
To verify coverage, call 1-800-252-4674

NAME _____
DATE _____ SS# _____
VOID IF ERASED

EXPIRATION DATE _____ M.D. _____

FRONT

Port of _____
Benzene cleared: Yes No
PFT expires: _____ YEAR
Blood Type: _____
Restrictions: _____

BACK

Form # B-151 7/92

New clinic cards will reflect benzene clearance.



AB John O'Shaughnessy spotted the boat despite severe weather.



A closer look showed the boat was dead in the water 15.5 miles from land.



One of the Taiwanese fishermen secures a line to the *Aries*.



The fishing vessel is cast adrift following the rescue of its crew.



One of the fishermen jumps for the Jacob's ladder which was lowered from the deck of the *Aries*.



The second Taiwanese seaman climbs to safety.



Aries crewmembers gather on deck as one of the Taiwanese fishermen is brought aboard ship. After both seamen were rescued, the fishing boat was cut loose.

LNG *Aries* Saves Fishermen Adrift in Storm

Crewmembers help secure the fishing boat. They are (from left) Wiper Justin Golub, QMED D. Panko, Second Mate M. Hainen and Bosun Robert Schwartz.

Despite being hampered by a severe tropical storm, the SIU-crewed *LNG Aries* on September 22 rescued two Taiwanese fishermen whose boat was adrift 15.5 miles from Yonaguni Island.

AB John O'Shaughnessy sighted the Taiwanese craft shortly after noon. Within an hour, both fishermen were safely retrieved and the *Aries* proceeded on schedule to Japan.

Steward/Baker Dana Paradise, who sent the accompanying photos to the *Seafarers LOG*, said *Aries* Captain Daniel Spence "was very impressed with the fact that the rescue took only 58 minutes from the time they were first sighted until we actually had them aboard. . . . They were put ashore in Japan and were flown back to Taiwan."

Captain Spence, in a written report of the rescue, said that after O'Shaughnessy spotted the fishing boat, the *Aries* "passed the boat close to and noticed an individual vigorously waving a white cloth. The boat was pitching and rolling wildly and appeared to be adrift."

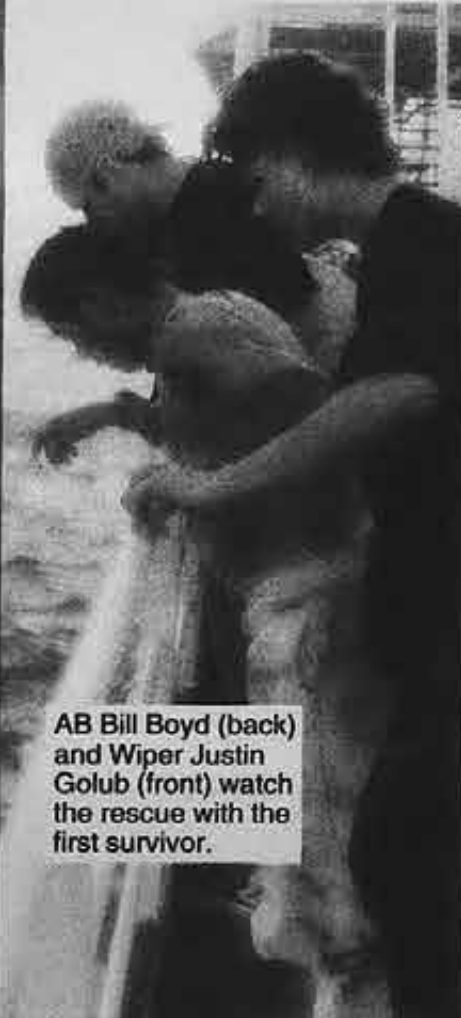
With the storm causing 35-knot winds, high swells and 25-foot seas, "*Aries* was turned to port, engines slowed and approached the boat, bringing it along the port side mid-ship," Spence said in the report. "A line was passed to the boat to be used as a sea painter to keep the boat along side."

"With the sea painter secured to the boat, the *Aries* was maneuvered to a position where the boat was under the life raft's Jacob ladder. Even though the boat was rising and falling violently, the first seaman was taken aboard at 1310 hours, and the second seaman at 1312 hours."

Once the two seamen were aboard safely, the flailing fishing vessel was cut loose, and the *Aries* resumed her voyage to Tobata, Japan. Neither seaman had a passport or ID papers, nor could they speak English. Both, however, appeared in good health.

SIU members aboard the *Aries* during these events were Bosun Robert Schwartz, ABs O. Binchik, J. O'Connell, W. Barroner, Bill Boyd, R. Mohamed and O'Shaughnessy, OSs John Sanders, J. Mills and V. Edington, QMEDs C. Jackson, D. Panko and Tom Harris, Wiper Justin Golub, Steward/Baker Paradise and SAs A. Graham, C. Rodriguez and Kenneth Epps.

The *Aries* is operated by Energy Transportation Corporation.



AB Bill Boyd (back) and Wiper Justin Golub (front) watch the rescue with the first survivor.



The future looks bright for the *Queen Mary* Hotel, which employs 1,200 members of the Seafarers-affiliated UIW.

Plan for Gaming on *Queen Mary* Backed by SIU in Nov. Elections

The Long Beach, Calif. tourism industry could receive a major boost on election day if city voters cast ballots in favor of a proposal which would allow gambling on or near the famed *Queen Mary* hotel and restaurant. The ship's employees, who are represented by the SIU's industrial division, the United Industrial Workers (UIW), are working hard to gain support for the measure.

A consultant hired by the Port of Long Beach recently reported that allowing card-playing for stakes aboard the renowned liner and tourist attraction would eliminate any need for public subsidies for the *Queen Mary*. The Economics Research Associates recommended that an upscale, 50-table poker club be combined with clubs for music, magic, comedy and billiards. This could produce a net operating income of up to \$11.5 per year, the firm reported.

The referendum, known as Proposition J, "could well be the salvation for the *Queen Mary*," 9th District Councilman Warren Harwood told a Long Beach newspaper. Harwood added that, while the ship appears destined to remain in Long Beach regardless of the outcome of the referendum, "If voters support Proposition J, there is no way the *Queen Mary* would have to leave town."

Approximately 1,200 members of the UIW are employed aboard the *Queen Mary*.

No Drydock Needed

In mid-October, proponents of keeping the *Queen Mary* in Long Beach rather than selling the ship to a foreign interest which would move the historic liner overseas got more good news. The 56-year-old ship needs repairs, but a recent inspection led U.S. Navy officials to conclude that the ship would not have to go into drydock any time soon for those repairs. "That makes me all the more confident we will be able to keep the *Queen Mary* here," said Steve Edney, the UIW's national director.

The Navy's findings contradict those of Rados International Corp., which recommended the ship be drydocked as soon as possible.

The Long Beach City Council wants to keep the attraction in the city, as evidenced by its recent vote to prevent sale of the ship to a foreign buyer. The Harbor Commission recently agreed to give the ship to the city at no cost and to contribute toward its renovation. But the commission has waffled on whether or not it wants to sell the vessel even if the buyer were to move it overseas.

(Two of the five commissioners strongly support keeping the *Queen Mary* in Long Beach.)

Additionally, negotiations for the transfer have been on hold since October 5 when Rados gave its inspection report. That report flew in the face of another Rados report issued in June, when the corporation said the ship did not need to be drydocked for another three to five years.

UIW Leads Effort

Despite the indecision by some of the commissioners, the future looks bright for the *Queen Mary*-Long Beach association, Edney said. Beginning with a citywide petition drive, the UIW and other members of organized labor earned the support of city council and overcame the opposition of the mayor and the local newspaper.

On September 29, more than 300 UIW members from the *Queen Mary* packed the city council meeting room, where a 7-2 vote was cast to keep the vessel.

The city has been taking bids for the ship because the Walt Disney Co. decided to stop leasing the vessel after this year. The entertainment company had planned to build a theme park on the land around the vessel, but had to drop the idea when the state did not approve it.

Disney has lost money operating the *Queen Mary*, but Joe Prevratil, president of the Wrather Corp. and a former operator of the ship, said he averaged \$6 million in annual profits until Disney took over in 1988. Prevratil is in the running to resume managing the *Queen Mary*, and he said he has a simple but sound plan for once again making the tourist attraction profitable.

As one Long Beach newspaper columnist put it, "... if you ask me, [Prevratil's] plans and his proven track record merit support from all of us who want to save the ship. ..."

Famous Liner

The 1,020-foot *Queen Mary* sailed from 1936 to 1967, when it was purchased by the city. During World War II, it served as a troop carrier.

The Long Beach Cultural Heritage Commission recently voted to endorse an application to have the *Queen Mary* listed in the National Register of Historic Places. (That recommendation is one in a series needed for official national recognition.) The ship is the last surviving trans-Atlantic luxury liner of its era.

The UIW began representing workers at the 365-room *Queen Mary* Hotel in 1970.

California Fuel Tax Repealed

Continued from page 3

the repeal of this sales tax exemption, Crowley had four day boats working in the Los Angeles/Long Beach harbor, each boat fully crewed.... Now, since the exemption has been repealed, Crowley has no day boats...."

Seafarers See Comeback

Willie Rose, a Crowley boatman who sails in the steward department, said the repeal was "great news." In an interview with the *Seafarers LOG*, the 13-year SIU member said he hoped the bunkering industry would come back to California.

The bunkers tax had brought Los Angeles/Long Beach ship calls from 173 in June 1991 before the levy was imposed to 58 in June 1992. "It was getting pretty slow, but now surely it will get

a lot better," Rose said.

Shipping companies, because of the added cost of fuel in California, stopped obtaining bunkers in California and began securing increased supplies overseas, primarily in Japan and Singapore, said Rose. "California, which had been one of the top three bunkering ports in the world, went down to number 30," he said.

Other Crowley SIU members who participated in the grassroots letter writing campaign to the state's governor and legislators, expressed satisfaction at having won, but exasperation that it had been enacted in the first place.

"It took too long to find out it wasn't working, [the state government] should have never done it in the first place," said

Rick Crowley, a mate on the Crowley tugboats.

Captain Igor Loch, who also works in the Long Beach harbor for Crowley, pointed out that government never seems to learn. "They tried a similar tax in the late '60s and it didn't work then. They should have learned their lesson."

Looking towards the January 1, 1993 date when the repeal takes effect, Crowley tankerman Mickey Main said, "I hope we can get back the business that we have lost to foreign competition."

Seafarer Rose believes the California maritime industry will take back the bunkering business. "We are one of the busiest harbors in the world. When we do the bunkering here, we do it fast, we do it efficiently. We can accommodate a ship immediately."



Enthusiastic about the repeal of the California bunker tax are Crowley SIU members working in the Los Angeles/Long Beach harbor. The Seafarers participated in a grassroots lobbying effort to get the marine bunker fuel tax repealed. They are, (from left in the wheelhouse) John Cox and Mark Miller, (standing) Deso Hrboka, Jeff Rickman, Willie Rose and SIU Port Agent George Tricker.

Philadelphia Seafarers Rally for Clinton



Working in behalf of Governor Clinton by assisting in rally preparations are Philadelphia Seafarers. They are (from left, front row) Jay Chapin, Scott Smith, Ed Brown, John Lynch, Ed Kelly, Joe Mielochowski, (second row) Mike Musick, Bull Murray, Steve Sheeran, Bill Mullholland, Joe McKeown and Bob Androni.

State-of-the-Art Thermo King M19 Unit Added to Lundeborg School's Teaching Aids

Seafarers upgrading at the Lundeborg School now have the opportunity to become experts in the operations of the industry's most advanced refrigeration unit, thanks to a donation by SIU-contracted employer Sea-Land Service, Inc.

The largest U.S.-flag liner company last month provided the Lundeborg School, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., a Thermo King M19 refrigeration unit.

In supplying the refrigerated container unit, Sea-Land Vice President Roy Tolley said the company "was happy to be able to contribute to the training of Seafarers." Tolley added, "This unit is the latest state-of-the-art and will enable the staff at Piney Point to train upgraders using the best equipment."

Lundeborg School Instructor Eric Malzkuhn, who teaches the refrigerated containers-advanced maintenance course and the refrigeration systems maintenance and operations course, expressed great enthusiasm for having the Thermo King M19 unit at the school for upgrading courses. He noted that while the

new unit will be of particular interest to those upgraders enrolled in the refrigeration courses, it also will be used extensively in the electrical maintenance course and other QMED classes.

"The M19 generation of machines has some features that have just been introduced in the market," said Malzkuhn. Having the equipment at the Lundeborg School allows Seafarers to keep abreast of the latest technological innovations in containerization, he said.

Among the features Malzkuhn said were unique to the Thermo King M19 are a microprocessor that allows customer tracking via a communication link, a very user friendly control box consisting of panels instead of a pull-out tray system, the capacity to maintain extremely stable and exact temperatures over long periods of time while also controlling the humidity within the box.

"The M19 represents the very latest in transport refrigeration technology—both in terms of capacity control and in terms of how the machine is controlled electronically," said Malzkuhn. "It is very exciting to have it at the school," he added.



Vocational Instructor Eric Malzkuhn (right) thanks Sea-Land Representative Roy A. Tolley for the company's donation of a Thermo King unit to the Lundeborg School's vocational department.

Features Of the Thermo King M19

The most advanced refrigeration unit available to shippers and used by shipping companies is the Thermo King M19.

Seafarers, along with licensed personnel, have many shipboard responsibilities relating to reefer boxes. With a Thermo King M19 refrigeration unit at the Lundeborg School, Seafarers attending upgrading opportunities will have an opportunity to extensively familiarize themselves with the unit and all of its features. Among these are:

- An advanced microprocessor controller which monitors and regulates CF-II unit performance, incorporating the thermostat, digital thermometer, fault indication, data recording, selectable pre-trip and remote monitoring capabilities into one self-contained package.
- A new control algorithm allows the microprocessor to control both the discharge and return air temperatures. This algorithm forces the return air temperature as close as possible to setpoint while simultaneously limiting the length of time the discharge air temperature can remain below setpoint.
- The new extended pre-trip function conducts five basic tests with stunning accuracy—heating capacity, defrost, cooling capacity with high speed evaporator fans, cooling capacity with low speed evaporator fans and cooling/temperature control.
- The microprocessor's proportional-integral temperature control algorithm regulates a single, direct acting modulation valve located in the suction line. The modulation valve varies the system cooling capacity by throttling the suction gas. When the modulation valve is closed, an orifice in the valve permits refrigerant to return to the compressor for compressor oil return and heat rejection. The modulation valve eliminates the need for a separate suction solenoid line, or liquid injection line and related frost on the compressor body.
- The microprocessor monitors and records trip data including the supply and return air temperatures, alarm codes, operating modes, power up, set point change and optional cold treatment information. Information can be recorded in memory every half-hour for trips up to 40 days and every hour for trips up to 80 days. Trip data can be retrieved through a special portable computer or a special remote monitor terminal to produce detailed reports of system performance.
- A totally enclosed drive motor features a solid cast iron frame for maximum protection against moisture and salt water corrosion. Because no motor windings or internal components are exposed to the refrigeration system, reliability problems associated with motor winding overheating or incompatible compressor lubricants are avoided.
- Centrifugal blowers with backward-inclined blades circulate 6200 cubic meters of air around the cargo every hour (3650 CFM), providing up to 1.4 air changes per minute on 40 foot containers. Backward-inclined blower wheels maintain high velocity airflow in partial and fully loaded containers.
- A humidity control option allows for the regulation of the relative humidity inside the container. Relative humidity set points from 10 percent to 100 percent allow for extensive customizing of settings based on cargo which can range from candy to furniture to electronic components to fresh fruits and vegetables.
- A humidity sensor and solid-state controller automatically maintain the proper air moisture content. To decrease the humidity level, the electric evaporator heaters are energized to increase the cooling load on the evaporator coil and condense moisture out of the return air stream. To increase the humidity level, atomized water is injected directly into the discharge air stream.

Source: Thermo King Corporation; CF-II Container Refrigeration Systems; Brochure entitled Thermo King CF-II.

Allied Towing Rates Lundeborg Class 'Beneficial'

Eight Seafarers who sail for Allied Towing of Norfolk, Va. completed an intensive two-week engine course at the Harry Lundeborg School of Seamanship.

The school developed a special curriculum with the company to create the course which ran from September 21 to October 1.

Course Well Received

"All of the men thought it was beneficial," W. Bruce Law, Allied's executive vice president told the Seafarers LOG. "Because of all the positive comments that have come through, we plan to do it again with other members."

Bill Foley, the school's assistant vocational director, stated the students had a lot to study in a short period of time. He recalled that they were very attentive.

With a variety of equipment in Allied's fleet, the members reviewed the fine points of ALCO, Detroit Diesel, EMD (GM's Electro-Motive Division) and Fairbanks Morse engines. The power on the company's seven tugboats range from 1,000 to 2,500 horsepower.

"They also studied the chain of events in the operation of the engines, fuel oil systems, cooling waters, lube oil systems and starting air systems," added Foley, who served as the class instructor. "Also, two days were spent studying arc welding and oxyacetylene cutting."

Positive Feedback

SIU Executive Vice President Joseph Sacco noted the Lundeborg School continually is working with SIU-contracted



Inspecting the pump discharge line on a hydraulic system are members of the Allied Towing engine class. From left to right are Tom Claussen, Harry Toohey, Instructor Bill Foley, Steve Ingvaldsen, Charlie Egan, Buddy Gibbs, Joe Johnson, Jimmie Smith and Dal Burrus.

companies to provide members with the most up-to-date information on equipment to allow them to perform their jobs better. "The feedback we have received following this course and others like it lets us know companies appreciate the job being done at the school," Sacco said.

Based in Norfolk

While Allied Towing's operations are based in Norfolk, its equipment can be found along the Atlantic and Gulf coasts.

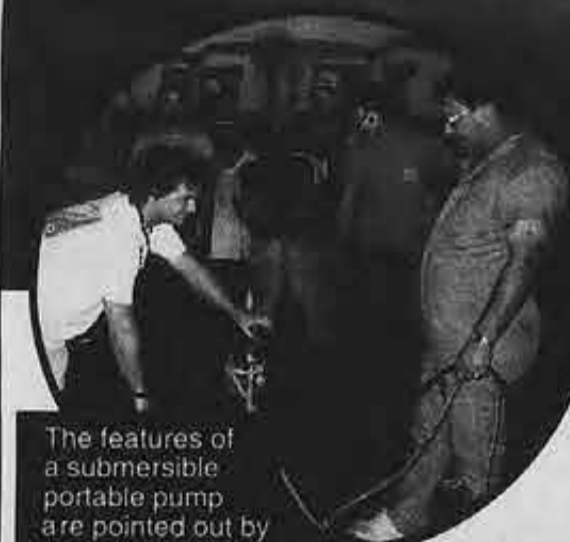
One of the tugs is used for bunkering in the Hampton Roads and Chesapeake Bay areas. Another carries phenol, a chemical used in a variety of items from cough syrup to plastics, from Frankfort, Pa. to Hopewell, Va. The other five sail along the coastline with oil, sugar or chemicals in their holds.



Looking at an indicator on a hydraulic filter are (from left) Buddy Gibbs, Charlie Egan and Joe Johnson.



Seafarers who crew the military's eight fast sealift ships are prepared for any kind of operation that might be required by a mobilization. On board training exercises conducted by the Lundeberg School keep crewmembers ready and skilled. SIU members on the Galveston-based *USNS Algol* and *USNS Denebola* recently completed a one-week sealift operations course, as did the crews of the other six sealift ships.



The features of a submersible portable pump are pointed out by instructor Bill Hellwege.



Be familiar with all the equipment in the damage control locker, says instructor Bill Hellwege to the crews of the *Algol* and *Denebola*.

Preparing for a Sealift

Lundeberg School Team Conducts On Board Training



Bosun Jim Blich of the *Capella* measures shoring in a damage control drill.



Antares Bosun Tom Casey inspects door made water-tight.



Lundeberg School Instructor Jeff Swanson demonstrates forklift truck maneuvers on the *Denebola's* giant Hyster.

At the base of the *Denebola's* 50-ton Haggblunds aft crane are (standing, left to right) Instructor Jeff Swanson, AB Nick Kerklikos, AB Jon Wagner, Third Assistant Bill Reynolds, Third Assistant Scott Mellinger, Chief Mate Kerry Grubb, AB David Hestard, Third Assistant Mike Sarisky, (kneeling) OS John Batson, Bosun Shawn Hurst, DEU Jim Gibson, AB Randolph A. Liverpool and Second Assistant Bill Hardy.



Transferring fuel from one ship to another at a distance of 80-100 feet while moving at 12 to 16 knots, setting up a portable ventilation system known as a "Red Devil blower" and operating a monster forklift capable of lifting 56,000 pounds are just a few of the assignments a Seafarer may have while working aboard one of the military's fast sealift ships.

To prepare for a job on one of the military's sealift ships, which are operated by a commercial shipping company and crewed by civilian seamen, Seafarers participate in a rigorous course of instruction conducted by Lundeberg School teachers either at the SIU training facility itself in Piney Point, Md. or on the ships.

The Seafarers school prepares seamen who traditionally have sailed on commercial vessels in operations unique to military ships assigned to a sealift role. The course covers the handling of the Haggblunds crane; helicopter operations, which are critical to a vertical replenishment maneuver; damage control, underway replenishment and the use of forklifts of all sizes.

In the most recently held sealift courses, Lundeberg School instructors Bill Hellwege and Jeff Swanson spent a week with Seafarers aboard each fast sealift ship, meeting with two ships' crews at a time. In August and September, the Lundeberg School team worked with the *USNS Algol* and *USNS Denebola* crews in Galveston, Texas, the *USNS Regulus* and *USNS Pollux* crews in New Orleans, the Jacksonville, Fla.-based crews of the *USNS Capella* and *USNS Antares* and the Norfolk, Va.-based Seafarers of the *USNS Altair* and *USNS Bellatrix*.

Unreps to Cranes

The one-week refresher course covered underway replenishment (UNREP) procedures, crane operations and maintenance, review of damage control locker contents and usage of its equipment and forklift maneuvers, said Hellwege in an interview with the *Seafarers LOG*.

Since every fast sealift ship is outfitted with four Haggblunds cranes, two forward and two aft, all hands must be familiar with its operation, said Hellwege. The crane training also covered deck maintenance—from lubrication to checking the brakes and slushing the wires. Additionally, Seafarers practiced operating the 50-ton crane. Hand signalling and

hand-held radio communication procedures were conducted. Seafarers conducted maneuvers—from slewing to the right and left to raising and lowering the jibs and hoisting the hook. Maneuvers were executed using both the single and twin functions of the Haggblunds crane.

Expert Maneuvers

During the sealift course, Seafarers perfected their forklift truck maneuvering skills. Practice sessions took place on the three types of forklift trucks found on the fast sealift ships, known as SL7s (a term left over from the days when these ships were in the commercial trades). From the Hyster lift, a behemoth forklift truck capable of lifting 56,000 pounds, to the smaller electric forklift trucks and small diesel types, Seafarers became adept at operating each piece of equipment.

Knowing how to use the contents of the damage control locker is an important part of the sealift course, said Hellwege. Contents include oxygen breathing apparatuses (OBAs), self-contained breathing apparatuses (SCBAs), shoring kits to prepare portable beams in an emergency, as well as firemen's suits, bracing, portable ventilation systems, portable pumps and tools of all kinds.

The damage control section of the course included a courtesy inspection of all equipment in the locker and ensured the locker was fully equipped to military specifications. Seafarers also conducted a series of drills with much of the equipment so that all shipboard personnel know how to use the provisions in the event of an emergency or breakout.

An UNREP exercise was conducted in which the cargo transfer operation was simulated. Each Seafarer assumed his or her UNREP position and executed all the steps of an underway replenishment operation. Thus, while remaining docked, the crew can practice and refine their UNREP skills.

Hellwege commented that he found the officers and crews very receptive to this type of training and was looking forward to the next visit.

The Lundeberg School sealift course, which was instituted in the mid 1980s, has more than 2,000 Seafarer graduates. In addition to conducting sealift courses at the Piney Point training facility, the school's sealift instructors have conducted more than 70 on-site training programs.

Polls Show Lead By Clinton/Gore

Continued from page 3

way things have been done for the past 12 years." He said Bush had to satisfy his supporters—big business and the rich. "That's why everyone is struggling—the people that really work aren't making it."

Concern for using American taxpayer monies to promote American jobs recently has come to the fore as a topic on the candidates' agenda. Exposés aired on television in September and October have caught U.S. government agencies funneling monies to foreign interests to recruit American businesses to establish production facilities in foreign countries.

"I'm tired of seeing my tax money go to pay another country to take my job," said Frederick Gibson, a QMED who sails from the port of Baltimore. The two-and-a-half year SIU member said he wants his tax money to promote American jobs.

"I'm voting for Clinton because I want to have a job. I'm not sure if Bush gets another four years I'll have one," Gibson said.

Many in the electorate are basing their vote on local concerns. Seafarer John Smilari, an AB taking the celestial navigation course, said he is concerned with the environment. His presidential vote goes to Perot. "I see it as a protest vote," said Smilari, who started his SIU career as a trainee at the Lundeberg School in 1977. "I'm sick of both parties—the Democrats spend too much money and the Republicans are just for the big guys."

Turnout Will Be High

National polls show that some 10 percent of the American voters are undecided. Mirroring this average, the *Seafarers LOG*

found one SIU member among those interviewed who said he had not made up his mind. Bill Fielding, an AB taking advanced fire fighting, CPR and first aid courses, said he was unhappy with all three presidential candidates. "The Republicans had 12 years to get domestic policy in order. They haven't done that.... Clinton's record in Arkansas is not all that good.... Perot doesn't strike me as the kind of person we can bank on," said Fielding, a three-year member of the SIU who sails from Norfolk.

News reports indicate that interest in the election appears very high. Hundreds of thousands of individuals have added their names to the voter rolls, registering to vote for the first time. Political analysts predict a high voter turnout. The Seafarers interviewed for this article all intended to vote. In fact, three already had voted by absentee ballot.

"I knew I was going to be here at the school, so I voted before I came," said Smilari.

Fielding, although he hasn't selected a presidential candidate as yet, remains determined to vote. "I am not going to pass up this opportunity. I intend to use my constitutional right."

As the candidates enter the last week of campaigning, polls indicated that over the eight days spanning the three debates between Clinton, Bush and Perot, the Democratic nominee had expanded his lead in the polls. Bush's favorability ratings slipped since the presidential debates, reported AP, and the latest polls find Clinton 17 to 19 points ahead. Perot remains a distant third, although his favorability ratings surpassed the president's, said AP.

Inquiring Seafarer

Question: What is the most important issue in this year's presidential and congressional elections?

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



Reginald Watkins, Bosun — We should have more work for seafarers. We need more jobs.

Lloyd Palmer, Steward/Baker — The economy is the most important issue. There are no jobs. We want to work. We want to see more ships.



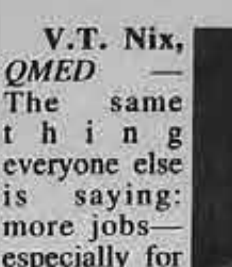
Calvin Miles, Recertified Bosun — The North American Free Trade Agreement. I'm against it. It takes jobs from American citizens and seafarers.



Tom Jensen, Medical Services Officer — We need more support for our merchant seamen. Congress needs to make sure we have jobs. We are underpaid for the work and sacrifice we are doing. We need more recognition from the politicians in Washington.



Willie Manuel, Recertified Steward — Jobs, as usual. There are not that many ships. The jobs don't come that regularly.



V.T. Nix, QMED — The same thing everyone else is saying: more jobs—especially for merchant seamen.



In Jacksonville, Seafarers Sinclair Wilcox and Mark P. Moran show their support for the Democratic nominee for president.

SIU Members Rally for Election Candidates

Continued from page 3

With a lot at stake to get the country moving again, the SIU joined with the AFL-CIO, the national federation of labor, in endorsing the Clinton/Gore ticket for president and vice president.

In the four years that George Bush has been in the White House, hundreds of thousands of American jobs have been lost. Recent reports have revealed how U.S. tax dollars have been used to close factories in this country and transport those jobs to countries in the Caribbean and Central America that feature low-wage, low-safety and low-environmental standards. All this took place after Bush promised to create 30 million new jobs in eight years in America.

Clinton has promised to stimulate job creation with a "Rebuild America Fund" by investing dollars to rebuild the nation's communication, transportation and environmental systems. While Clinton has served as governor of Arkansas, that state has seen an increase in private sector jobs while the nation actually has lost jobs in the last four years.

Besides job creation, other issues like health care, trade, family leave, workplace safety, striker protection and maritime reform will be affected by the make up on the 103rd Congress. A total of 35 U.S. Senate seats will be up for grab while all 435 members of the House of Representatives will be elected November 3.



Assisting the Clinton campaign team at a Philadelphia rally are Seafarers Sean Ryan, John Lynch and Bob Mulvaney.



New Orleans-based Seafarer Brian Billac talks over prospects for a maritime reform bill at a campaign event in Baton Rouge, La. with Senator John Breaux (D-La.).



Senator J. Bennett Johnston (D-La.) is flanked by Seafarers from the New Orleans hall at a state campaign function for Governor Clinton. From the left are AB Brian Billac (partly pictured), Johnston, SA William Larse, SA Don Martin and Seafarer Duke Duet.

Sea-Land Independence Begins New Far East-to-Europe Run



AB Ken "Cruise Director" Fisher makes sure the deck is spotless.

The *Sea-Land Independence* has begun scheduled runs between the Far East and Europe.

Its final voyage on the South China Sea run, which came to an end in early September, was a good trip, reports Bosun Francis Adams, who sent the enclosed photos to the *Seafarers LOG*.

The 22,957 deadweight ton vessel has been in the same four ports every two weeks while on the South China Sea run. Typically, the containership spent two days in Hong Kong, one-and-a-half days in Kaohsiung, two days in Yokohama and one-and-a-half days in Kobe.

When the vessel comes out of

the shipyard, it will start the Far East to Europe run—Singapore, Hong Kong, Kaohsiung, Busan, Kobe, Yokohama, Kaohsiung, Singapore, Rotterdam, Felix-towe, Hamburg, Rotterdam and back to the Far East.

Seafarers on board the *Sea-Land Service* vessel during its last run not only conducted their day-to-day duties, but also assisted in readying the ship for its entry to the shipyard.

The *Sea-Land Independence's* last South China Sea run proceeded smoothly, reports Secretary and Chief Steward Nancy Heyden in the ship's minutes.



Readying the ship for a stint in the shipyard are Bosun Francis Adams (left) and AB Peter Bean.



AB Leonard Bartlett gives the ship a new coat of paint.



The sailing board's entries will change when the new run begins.



Chief Steward Nancy Heyden (left) gives her friend, Amy, a tour of the ship in Yokohama, a port which will remain on the ship's itinerary.

Liberty Spirit Carries Grain to Haifa

The *MV Liberty Spirit's* Voyage 22 completed its mission without a hitch, reports Bosun J.R. Wilson, who supplied the photos on this page to the *Seafarers LOG*.

Loaded with wheat and yellow corn, the *Liberty Spirit* set sail from New Orleans to Haifa, Israel, the country's chief port. The vessel left the eastern end of the Mediterranean Sea to return to Houston, completing the voyage in a 46-day period.

Manning the 738-foot, 64,000 deadweight ton dry bulker was "a fine crew," said Seafarer Wilson, a 24-year member of the SIU who graduated from the union's recertified bosun program at the Lundberg School in June 1991.

The *Liberty Spirit's* cargo is part of the United States government's aid package to Israel, a democratic country with close ties to the U.S. which was declared an independent state in 1948.



Meals served during Voyage 22 are prepared by, from left, Chief Cook M. Aguilar, GSU D. Williams and Chief Steward R. Cavalcanti. The galley team received high praise from crewmembers.



Taking a few minutes' break between chores on the 46-day trip are ABs T. Jackson (left) and Donnie McCawley.



Members attend the last ship's meeting before entering port for a payoff. Pictured here are, from left, GSU G. Toomer, Recertified Bosun J.R. Wilson and Chief Steward R. Cavalcanti.



Meeting in the crew's mess are, from left, Chief Steward R. Cavalcanti, AB Eric Young, Chief Cook M. Aguilar and AB Donnie McCawley.



The *Liberty Spirit* unloads its cargo in the port of Haifa, Israel.



On the bridge of the *Liberty Spirit* are, from left, Chief Mate Bruce Oberg, Captain Peter Kanellos and AB Kenneth Hallman.

SEAFARERS LOG

Lundeberg School Supplement

This handy version of the Lundeberg School's catalog is printed in the Seafarers LOG as a convenience to SIU members. Please keep for reference.

Guide to 1993 Lundeberg School Courses

Opportunities to upgrade work skills and consequently increase pay rates are available to SIU members through the union's Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Seafarers, in planning for 1993, can use this special supplement of the *Seafarers LOG* to review courses offered by the Lundeberg School. In this month's supplement, the Lundeberg School's 1993 schedule is published. It should be noted that on occasion, because of the manpower needs of SIU-contracted operators, course dates may change. Seafarers should continue to consult each monthly edition of the *Seafarers LOG* for the most up-to-date schedules.

Courses at the Lundeberg School continually are developed and improved to keep abreast of the latest technological changes in the maritime field. The upgrading curriculum includes courses for all unlicensed shipboard ratings—deck, engine and steward—as well as some classes leading to licensed shipboard positions. Most courses lead to U.S. Coast Guard endorsements.

What follows is a brief summary of each of the courses scheduled for the coming year. Eligibility requirements vary from course to course, so any member interested in upgrading should first check with the Lundeberg School's admissions office. For further information, contact the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, MD 20674-0075; telephone (301) 994-0010.



The Lundeberg School, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., offers courses for Seafarers to upgrade their skills and, thus, increase their earning power.

DECK DEPARTMENT COURSES

Able Bodied Seaman



This special six-week course leads to endorsement as an able bodied seaman (AB). It consists of classroom work and practical training in deck seamanship, rules of the road, marlinspike seamanship, helmsmanship, cargo handling, safety, fire-fighting, emergency procedures, first aid, underway and vertical replenishment, and crane and forklift truck operations.

Radar Observer



The radar observer course of instruction leads to a radar

observer endorsement. The U.S. Coast Guard-approved course consists of both classroom lectures and practical application, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Practical training includes operation of audio-visual and state-of-the art radar simulation equipment to include student control and maneuvering of a vessel, plotting courses and safely maneuvering a ship without jeopardizing the safety of other vessels.

Third Mate



This 13-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting. This material includes all subject areas found on the Coast Guard license exam for third mates.

Shiphandling Simulator



The Coast Guard-approved shiphandling simulator course provides realistic bridge watchstanding training for deck personnel aboard both deep sea and inland vessels. Successful completion of this two-week course is accepted as credit for 60 days of seetime on vessels of unlimited tonnage.

Special areas of skills development include general shiphandling and helmsmanship, river and channel transits, entering and departing various ports, coastal navigation, Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Limited License for Mate or Master

The 10-week course of instruction leading to a license as mate or master of steam or motor vessels of limited ton-

nage up to and including 1600 gross tons includes the study of inland and international rules of the road, piloting in coastal waters, weather observations and forecasting, shiphandling, cargo equipment—handling and stowage, stability, safety, basic and advanced fire fighting, first aid, CPR, ship's business and shipboard routine.

This course is designed to prepare the experienced seaman for the Coast Guard license exams for either operator of uninspected towing vessels or mate/master of vessels of 100 gross tons up to and including 1600 gross tons upon inland waters or near coastal waters.

Celestial Navigation



The five-week course of instruction covers the areas of sunrise-sunset-twilight, latitude observations by sun and polaris, celestial running fixes by sun-stars-planets,

compass error by amplitude and azimuth, star identification, as well as care and use of the sextant.

Lifeboat/Water Survival



The course of instruction leading to a lifeboatman certification consists of classroom work and practical training in emergency drills, lifeboat construction, lifeboat launching and recovery, basic compass navigation, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment. Students also learn different survival methods and use of emergency radio and distress signals.

At least three hours each day are spent outdoors in the lifeboats conducting practical exercises such as rowing/coxswain training and davit operations. Students must pass a Coast Guard examination in this course.

Continued on next page

ENGINE DEPARTMENT COURSES

QMED-Any Rating

The curriculum for certification and endorsement as a Qualified Member of the Engine Department (QMED)-Any Rating consists of a 12-week course leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer and deck engine mechanic.

The course of instruction leading to an endorsement in each of these ratings consists of classroom work as well as practical training.

Fireman/Watertender and Oiler

The six-week course of instruction leading to endorsement as fireman/watertender, oiler (FOWT) consists of classroom instruction and practical training. Topics covered include the parts of a boiler, engine room equipment, firefighting, safety procedures, engine room procedures, operating auxiliary equipment, watchstanding and starting and securing main engines. This course prepares the student for Coast Guard General Safety, Oiler and Fireman/Watertender tests.

Pumproom Maintenance and Operations

The six-week course leads to certification in pumproom maintenance and operations. The curriculum consists of cargo properties and emergency procedures, tanker development and construction, operation and maintenance of valves and pumps, loading procedures, cargo pump operation, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems, fire fighting and safety, pollution control and cargo control systems. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Marine Electrical Maintenance

The course of instruction leading to certification in marine electrical maintenance consists of both classroom and practical shop training. Included in the study are the theory of electricity, electrical power circuits, electrical schematics, electrical test equipment,

electric motors and controllers and various shipboard electrical systems.

Practical shop training includes lighting circuits and fixtures, maintenance and trouble-shooting or working DC and AC motors and controllers, galley equipment and electrical distribution systems. Upon completion of this eight-week course, a Lundeberg School certificate of graduation will be issued.

Refrigeration Systems, Maintenance and Operations

This six-week course of instruction leading to certification in refrigeration systems maintenance and operations consists of both classroom instruction and practical shop training. Topics of instruction include the theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized such as the operation, trouble-shooting and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, as well as pantry refrigerators, water coolers and ice machines.

Practical shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units also is presented.

Refrigerated Containers Maintenance

This four-week course leads to certification in refrigerated containers and consists of both classroom and practical shop

training. The training experience will enable the student to assume the duties of a maintenance electrician on board container ships carrying refrigerated containers.

The student will receive training in all phases of refrigerated container unit operation, maintenance, repair and trouble-shooting. This will include the various types of engines, refrigeration systems and electrical systems.

The course is designed to help the student develop a systematic approach to trouble-shooting as well as to acquaint the student with specific maintenance procedures.

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of both classroom instruction and practical hands-on training. Topics of instruction include diesel engine theory, two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and trouble-shooting of low, medium and high speed diesel engines. Associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, fuel injection and starting systems will be covered as well.

The student will receive practical training in the operation and repair of diesel engines on board school training vessels.

Welding

The course of instruction in basic welding consists of classroom and on-the-job training. This four-week course includes practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Basic Electronics

Basic electronics is a four-week course which helps Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship.

The topics covered include principles of analog electronics, active devices and basic digital electronics. The student will learn all aspects of circuit diagrams, and the instructor will work with each course participant individually to ensure a working knowledge of all shipboard electronic devices.

This course is an excellent way to prepare for the Marine Electronics Technician course, and is strongly recommended for those who wish to take that course but have no electrical or electronics background.

Marine Electronics Technician I & II

These 6-week courses consist of the principles of analog and digital electronics with emphasis on shipboard circuitry and communications.

Students have the opportunity to review AC and DC theory, power supplies, oscillators, amplifiers, receivers, transmitters, antennas, operating practices and regulations, digital devices and controls, digital transmission, computer based automation, and trouble-shooting of analog and digital equipment. A daily lab follows each lecture period.

Hydraulics

The course of instruction in hydraulics consists of classroom and practical training. Topics covered in this four-week

course are fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Electro-Hydraulic Systems

Consisting of the principles of electrical control of hydraulic systems, this course covers cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, stern ramps, fire doors and a wide variety of shipboard systems.

The six-week course reviews the hydraulic components and their functions as well as basic hydraulic systems. Application of electrical control and some typical shipboard electro-hydraulic equipment is also covered.

The first weeks are devoted to the electro-hydraulic deck crane, electrical relay sequenced hydraulic operation together with trouble-shooting and maintenance. The remainder of the course is devoted to other electro-hydraulic shipboard systems.

Oil Spill Prevention and Containment

This one-week course consists of classroom, laboratory and on-the-job training exercises. Topics of instruction include types of oil and petroleum products and their behavior on water, pollution prevention regulations, spill prevention and small boat operations. Students will receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered in the course is selection of absorbents, suction equipment and skimmers and

STEWARD DEPARTMENT COURSES

Assistant Cook Utility

Leading to certification as assistant cook, this seven-week course includes both classroom and on-the-job training. Topics covered are the preparation, cooking and serving of vegetables, cooked salads, sandwiches, breakfast foods and night lunches. Emphasis is placed on the basics of food preparation including sanitation, dietary values, work organization and the use of recipes.

of charts. Work organization, sanitation and the use of recipes are included in the course.

Chief Steward



The nine-week course includes classroom instruction supplemented by on-the-job training. Topics covered are menu planning, work supervision, organization, typing, inventory control and requisitioning procedures. Sanitation, nutrition and safety are highlighted as well. The student will be actively involved in all phases of the school's food service supervision.

Towboat Inland Cook



Applicants in this seven-week course receive classroom and on-the-job instruction in food preparation on board towboats and tugs. Emphasis is on the basic methods of preparing all meals for a crew of six to 12 men. Work scheduling and organization, menu planning, purchasing, storage of supplies and sanitation controls are emphasized. Candidates are trained to single-handedly man a galley.

Cook and Baker



The nine-week course leading to certification as cook and baker includes both classroom instruction and on-the-job training in the bake shop and galley. Topics covered are the baking of breads, rolls, pies, cakes, cookies and breakfast pastries. The student also will concentrate on dessert and breakfast preparations, sanitation and work organization. Careful attention to recipe requirements also is highlighted.

Chief Cook

The course of instruction leading to certification as a chief cook includes both classroom and on-the-job training. Topics covered in the nine-week course are the preparation of meats, poultry, seafood, soups, sauces and gravies. The student also will concentrate on identifying meat cuts by the use

ALL DEPARTMENTS—UPGRADING AND SPECIALTY COURSES

Each student attending upgrading programs at the Seafarers Harry Lundeberg School of Seamanship will participate in certain courses as part of their regularly scheduled program. Sealift Operations and Maintenance, Physical Fitness, First Aid & CPR, Union Education and Firefighting either are required or may be taken as elective courses by upgraders in all departments.

Basic Firefighting



The basic firefighting course provides the student with general knowledge of the chemistry of fire, firefighting equipment and materials, and techniques for using them safely. Upgraders receive 16 hours of classroom training and eight hours of practical firefighting. Upon successful completion of this course, the student is awarded a certificate of completion from the Lundeberg School which is recognized by the Coast Guard.

Sealift Operations and Maintenance



Because of the unique requirements of military contracts, this course is mandatory for all upgraders. For deck department upgraders, it is a four-week course; for engine and steward department students, it lasts two weeks.

The course of instruction leading to the Sealift Operations and Maintenance endorsement consists of both classroom lectures and practical application that includes underway replenishment, helicopter operation familiarization, crane operation, forklift maneuvers, damage control familiarization, and search and rescue boat operations. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Advanced Firefighting



After receiving a refresher in basic firefighting to start the two-week course, students learn how to blueprint a vessel and organize emergency squads for firefighting. The course covers how to give concise orders using the different types of communications with crewmembers and land-based fire units.

Students also study how to inspect and service various shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting training.

General Physical Fitness

Workout programs are individually designed to meet the needs of the student. Students may participate in free weight, nautilus or universal weight training which can be used to gain, lose or maintain weight. Aerobic and swimming programs also are available.

First Aid & Cardiopulmonary Resuscitation (CPR)



Students in this class learn the principles and techniques of safety and basic first aid as well as cardiopulmonary resuscitation according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

Industrial Relations

While attending upgrading courses at the Lundeberg School, all SIU members attend industrial relations courses for one week.

Seafarers learn how a union contract with the employer protects wages and working conditions. The rights of the union's membership as outlined in the SIU's constitution also are reviewed. Students gain an understanding of the various laws and legislative programs which promote a U.S.-flag merchant marine.

Courses also are held to provide Seafarers with full information on the many benefit plans available to qualifying members through the union's collective bargaining agreements.

their proper use. Upon completion of the course, a Lundeberg School certificate of graduation and the 24-hour hazardous waste operations response card, known as a "hazwoper" card will be issued.

Deep Sea/Inland Engineering License Exam Preparation Course



Changes within the maritime industry and projected trends have led to modifications in the federal regulations pertaining to the licensing of merchant marine engineering officers. This has resulted in an expansion of career paths from the traditional two (inspected and uninspected) to three (unlimited, limited, and designated duty) based on qualifying experience in terms of vessel gross tonnage.

Beginning in 1991, the Lundeberg School has offered an integrated program of study open to all qualified licensed engineer candidates (unlimited, limited and designated duty).

The program of study will continue to provide instruction in all subject areas pertaining to the license sought. Additionally, Coast Guard-certified instruction will be provided in first aid, CPR and basic and advanced fire fighting in order to meet licensing requirements. The course lasts 10 weeks. A guided self-study course for the purpose of engineering license examination preparation also is available by special arrangement.

ADULT EDUCATION PROGRAM

In addition to the upgrading courses listed in this LOG supplement, the Adult Education program at the Lundeberg School offers a variety of courses to assist Seafarers with study skills and basic learning procedures. Workplace literacy skills are included in the Adult Basic Skills classes. Basic skills are stressed that will help Seafarers improve job performance.

The courses offered include English as a Second Language, Adult Basic Education, Developmental Studies, Lifeboat Preparation and a High School Equivalency Program.



Adult Education Schedule - 1993

This year there are no set dates for the adult education courses; they are all open-ended.

If any member is interested in the High School Equivalency (GED) course, the Adult Basic Education (ABE) course, the English as a Second Language (ESL) course, the Developmental Studies program or the ABE/ESL Lifeboat Preparation course, they should contact the admissions office for additional information and starting dates.

College Courses

Courses of study leading to an Associate in Arts degree in marine engineering technology and one in nautical science are available from the Lundeberg School. Further information on this college level program is available from the Lundeberg School admissions office.

1993 Upgrading Course Schedule

The following is a course schedule for the entire new year—January through December 1993 at the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education.

The course schedule may change to reflect the needs of the membership, the industry or the national interest. Seafarers should continue to consult each monthly edition of the Seafarers LOG for the most up-to-date course schedule.

For additional information, contact the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, Md. 20674-0075; telephone (301) 994-0010.

Engine Department Upgrading Courses

Check-In Course	Completion Date	Date
QMED - Any Rating	January 4	March 26
	April 12	July 2
	July 19	October 8
Fireman/Watertender & Oiler	January 4	February 12
	April 12	May 21
	June 7	July 16
	September 27	November 5
Pumproom Maintenance & Operations	January 4	February 12
	June 7	July 16
	August 16	September 24
	November 8	December 17
Marine Electrical Maintenance	January 18	March 12
	July 5	August 27
Refrigeration Systems Maintenance & Operations	March 29	May 7
Basic Electronics	September 13	October 22
Marine Electronics Technician I	January 4	January 29
Marine Electronics Technician II	February 1	March 12
Hydraulics	March 15	April 23
	June 7	July 2
	August 2	August 27
Diesel Engine Technology	September 13	October 8
	March 1	March 26
	August 9	September 3
Welding	November 22	December 17
	January 4	January 29
	February 15	March 12
	March 29	April 23
Refrigerated Containers - Advanced Maintenance	October 25	November 19
	May 10	June 18
	October 25	December 3

Deck Department Upgrading Courses

Course	Check-in Date	Completion Date
Able Bodied Seaman	March 29	May 7
	May 24	July 2
	July 19	August 27
	September 13	October 22
	November 8	December 17
Shiphandling	February 15	February 26
	April 26	May 7
	June 21	July 2
	August 23	September 3
	September 27	October 8
Radar Observer - Unlimited	November 8	November 19
	January 11	January 15
	March 1	March 5
	April 19	April 23
	May 17	May 21
Celestial Navigation	July 12	July 16
	August 16	August 20
	September 20	September 24
	November 1	November 5
	January 18	February 12
Third Mate	March 15	April 9
	May 24	June 18
	July 19	August 13
	November 22	December 17
	January 4	April 16
	May 3	August 13
	August 30	December 10

Safety Specialty Courses

Course	Check-in Date	Completion Date
Oil Spill Emergency Containment & Clean-up	February 15	February 19
	March 15	March 19
	May 24	May 29
	August 2	August 6
	November 8	November 12
	January 4	January 15
	February 1	February 12
	March 1	March 12
	March 29	April 9
	April 26	May 7
Lifeboatman	May 24	June 4
	June 21	July 2
	July 19	July 30
	August 16	August 27
	September 13	September 24
	October 11	October 22
	November 8	November 19
	December 6	December 17
	January 19	January 29
	March 16	March 26
Basic/Advanced Firefighting	May 11	May 21
	July 13	July 23
	September 7	September 17
	November 2	November 12
	April 26	May 21
Tankerman	January 4	January 29
	March 22	April 16
	May 10	June 4
	July 5	July 30
	August 30	September 24
Sealift Operations & Maintenance	October 25	November 19
	January 4	January 29
	March 22	April 16
	May 10	June 4
	July 5	July 30

Steward Department 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.	

Recertification Programs

Program	Check-in Date	Completion Date
Steward Recertification	February 1 June 28	March 8 August 2
Bosun Recertification	March 29 October 4	May 3 November 8

SHLSS College Program

Course	Check-in Date	Completion Date
FULL 8-week sessions	January 4 April 17 July 19	February 26 June 4 September 10

FOR ADDITIONAL UPGRADING INFORMATION

If you are interested in learning more about the opportunities for upgrading at the Seafarers Harry Lundeberg School of Seamanship, please send me additional information and an application form.

Full name: _____

Street address or P.O. Box: _____

City, State, Zip Code: _____

Telephone number (with area code): _____

I am an SIU member:

Deep Sea

Inland Waters

Lakes

Pacific

Book No.: _____ SS No.: _____

Send this form to the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, Md. 20674.

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	29	16	10	15	14	4	7	61	28	32
Philadelphia	3	9	4	0	2	1	0	4	14	10
Baltimore	4	9	0	3	10	1	1	5	13	2
Norfolk	14	17	9	14	9	5	1	23	24	11
Mobile	13	9	5	7	8	0	3	18	29	13
New Orleans	22	21	12	19	14	1	3	40	33	23
Jacksonville	35	30	13	19	8	5	2	42	50	30
San Francisco	26	25	11	19	10	0	8	43	55	18
Wilmington	8	17	8	14	5	1	0	23	36	18
Seattle	28	15	8	24	21	1	6	45	23	20
Puerto Rico	9	6	2	5	2	0	3	16	8	2
Honolulu	6	22	13	4	20	14	7	8	13	16
Houston	19	27	9	18	14	1	6	36	36	30
St. Louis	0	3	0	0	1	0	0	2	2	1
Piney Point	3	13	3	1	4	1	1	5	25	4
Algonac	1	1	0	2	0	0	0	0	2	2
Totals	220	240	107	164	142	35	48	371	391	232
ENGINE DEPARTMENT										
New York	22	9	5	16	7	2	6	35	23	14
Philadelphia	2	2	2	0	1	2	0	5	6	6
Baltimore	5	8	1	2	5	0	1	7	9	5
Norfolk	3	15	5	5	10	5	3	10	17	5
Mobile	11	8	3	9	3	0	1	17	24	10
New Orleans	22	14	4	11	9	0	3	34	28	9
Jacksonville	19	17	9	4	10	0	3	31	32	20
San Francisco	20	13	13	11	8	0	0	33	35	19
Wilmington	7	10	6	5	3	1	4	13	23	16
Seattle	10	18	7	13	5	2	3	25	26	12
Puerto Rico	3	4	0	8	3	0	1	3	2	0
Honolulu	4	11	9	3	9	9	10	4	18	13
Houston	13	15	8	10	11	0	1	26	28	14
St. Louis	1	3	0	1	1	0	0	2	3	1
Piney Point	1	11	3	0	3	0	2	3	27	8
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	143	158	75	98	88	21	38	248	302	152
STEWARD DEPARTMENT										
New York	13	14	3	9	4	1	4	29	20	7
Philadelphia	2	3	2	1	1	1	0	2	3	3
Baltimore	2	2	0	3	2	0	4	4	2	0
Norfolk	11	4	5	3	5	5	3	15	3	4
Mobile	2	5	1	4	3	0	0	8	13	3
New Orleans	11	9	1	10	3	0	2	13	22	5
Jacksonville	15	10	0	9	4	0	4	20	16	0
San Francisco	29	27	2	28	8	0	9	82	36	5
Wilmington	18	2	1	8	3	0	2	26	8	5
Seattle	21	5	4	21	4	1	4	28	13	7
Puerto Rico	6	2	1	2	1	0	2	9	1	3
Honolulu	23	16	16	11	17	12	53	22	31	23
Houston	13	7	0	9	3	1	3	15	8	1
St. Louis	1	1	0	1	0	0	0	0	1	0
Piney Point	4	16	3	2	4	0	1	5	24	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	171	123	39	121	62	21	91	278	201	70
ENTRY DEPARTMENT										
New York	11	43	27	8	20	0	0	24	78	89
Philadelphia	2	2	4	0	1	0	0	3	4	6
Baltimore	1	14	0	1	12	0	0	5	11	3
Norfolk	5	14	7	4	8	9	0	7	23	9
Mobile	3	14	5	0	8	0	0	5	31	13
New Orleans	4	29	13	6	5	4	0	13	56	34
Jacksonville	4	24	7	2	7	1	0	5	45	12
San Francisco	21	16	20	11	6	0	0	47	57	55
Wilmington	3	6	5	3	7	1	0	10	20	9
Seattle	10	21	5	11	8	3	0	13	28	19
Puerto Rico	5	12	4	0	4	1	0	10	14	7
Honolulu	8	62	123	2	45	102	0	7	84	206
Houston	3	16	9	3	11	1	0	3	27	12
St. Louis	0	2	1	0	2	0	0	0	5	1
Piney Point	0	36	3	0	21	2	0	0	35	4
Algonac	0	0	0	0	0	0	0	0	0	1
Totals	80	311	233	51	165	124	0	152	518	480
Totals All										
Departments	614	832	454	434	457	201	177	1,049	1,412	934

* "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 1,269 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,269 jobs shipped, 434 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From September 16 to October 15, 1992, a total of 177 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 17,520 jobs have been shipped.

December '92 & January '93 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: December 7, January 4
- New York**
Tuesday: December 8, January 5
- Philadelphia**
Wednesday: December 9, January 6
- Baltimore**
Thursday: December 10, January 7
- Norfolk**
Thursday: December 10, January 7
- Jacksonville**
Thursday: December 10, January 7
- Algonac**
Friday: December 11, January 8
- Houston**
Monday: December 14, January 11
- New Orleans**
Tuesday: December 15, January 12
- Mobile**
Wednesday: December 16, January 13
- San Francisco**
Thursday: December 17, January 14
- Wilmington**
Monday: December 21; Tuesday: January 19*
**changed by M.L. King holiday*
- Seattle**
Monday, December 28*; Friday: January 29
**changed by Christmas holiday*
- San Juan**
Thursday: December 10, January 7
- St. Louis**
Friday: December 18, January 15
- Honolulu**
Friday: December 18, January 15
- Duluth**
Wednesday, December 16, January 13
- Jersey City**
Wednesday: December 23, January 20
- New Bedford**
Tuesday: December 22, January 19
- Each port's meeting starts at 10:30 a.m.*

Personals

ROY DUNAWAY
Please contact Daniel P. Hecker, AB on board the *USNS Harkness* (T-AGS-32), F.P.O. A.E. 09573-4015.

EUGENE EMORY LANE
Please get in touch with your sister, Rose T. Lane. Her address is Rt. 1, Box 112, Goldsboro, MD 21636.

Share Your
Family Photos With
Fellow Seafarers



The *Seafarers LOG* is interested in publishing a greater number of photos of SIU members' families at home or on vacation. Color as well as black-and-white photographs are acceptable. When sending photos to the *LOG*, be sure to identify the individuals from left to right. Also, indicate if the photo should be returned. Send photos and identifications to *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 10746.

Seafarers International Union Directory

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

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

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

BALTIMORE
1216 E. Baltimore St.
Baltimore, MD 21202
(410) 327-4900

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

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

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

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

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

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

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

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

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

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

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

PINEY POINT
P.O. Box 75
Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES
2 West Dixie Highway
Dania, FL 32204
(305) 921-5661

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

SANTURCE
1057 Fernandez Juncos Ave.
Stop 16 1/2
Santurce, PR 00907
(809) 721-4033

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

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

WILMINGTON
510 N. Broad Ave.
Wilmington, CA 90744
(310) 549-4000

Dispatchers' Report for Great Lakes

SEPTEMBER 16 — OCTOBER 15, 1992

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	19	3	0	51	0	0	29	3
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	10	6	0	22	1	0	18	5
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	7	3	0	16	0	0	11	0
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	23	19	0	0	0	0	51	21
Totals All Departments	0	59	31	0	89	1	0	109	29

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

Dispatchers' Report for Inland Waters

SEPTEMBER 16 — OCTOBER 15, 1992

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	7	0	0	2	0	0	59	2	0
Gulf Coast	4	3	12	0	1	2	9	3	28
Lakes & Inland Waters	8	7	0	15	4	0	64	28	0
West Coast	0	0	5	0	0	9	2	1	8
Totals	19	10	17	17	5	11	134	34	36
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	14	1	0
Gulf Coast	1	0	2	0	0	0	0	0	5
Lakes & Inland Waters	8	6	0	17	1	0	29	31	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	10	6	2	17	1	0	43	32	5
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	0	0	0	12	0	0
Gulf Coast	0	0	1	0	0	2	0	0	1
Lakes & Inland Waters	6	2	0	2	0	0	26	16	0
West Coast	1	0	0	0	0	0	2	1	0
Totals	9	2	1	2	0	2	40	17	1
Totals All Departments	38	18	20	36	6	13	217	83	42

* "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.

SIU BULLETIN BOARD

MODEL SHIPS ON DISPLAY

Model builders won't want to miss the dozens of ship models from the South Street Seaport Museum's permanent collection on exhibit through February—"Of Sailing Ships and Sealing Wax, 25 Years of Collecting."

In 1993 the museum will open three additional exhibitions featuring miniature vessels: "Marine Patent Models," "Model Building in New York City: Twelve Ties to Tradition," and "Toy Boats from the Forbes Magazine Collection."

To find out more about these exhibitions and related programs, call (212) 669-9400.

GALVESTON MEETING FOR AREA INLAND MEMBERS

The regular SIU Inland Division membership meeting for boatmen in the Gulf Coast area will be held on Tuesday, November 10, 1992 at 2:00 p.m. The location for the meeting will be the Ramada Inn at 3801 Highway 73 in Port Arthur, Texas.

All area SIU inland members are encouraged to attend this informational meeting.

VIDEO FOOTAGE NEEDED OF SEAFARERS IN GULF WAR

The SIU Communications Department is seeking video footage of Seafarers and SIU-contracted ships participating in activities related to Operation Desert Shield, Desert Storm or Desert Sortie.

If any Seafarer has such footage taken with a home video camera, please contact the Seafarers LOG office. The union would like to make a copy of the footage and then return the original videotape to the member.

For further information, contact the Seafarers LOG office at (301) 899-0675, ext 4315.

FLU SHOTS AT SEATTLE HALL

Flu shots will be available to all eligible SIU members and pensioners at the Seattle union hall on Friday, November 6 from 10:30 a.m. until noon.

Administered by Virginia Mason Occupational Medicine personnel, the inoculations will be given to members and pensioners who are qualified for Seafarers Welfare Plan benefits. Active members should bring proof of seetime.

Please call the union hall at (206) 441-1960 to sign up for the flu shots.

LOOKING FOR OLD HANDS WHO KNOW THE CHELSEA PIERS

Michael J. Mooney is interested in corresponding with any 'old hands' who know of the famous 'Chelsea Piers' along New York City's Hudson River between Little West 12th and 23rd Streets. These piers serviced the great Atlantic liners before operations moved up to 'Luxury Liner Row' in the West 50s.

Of special interest are anecdotes of incidents that occurred at the Chelsea Piers. Early examples of these are: *Carpathia's* April 19, 1912 dramatic arrival with the *Titanic* survivors and the *Lusitania's* last sailing on May 1, 1915—both at Cunard's Pier 54. Mooney is interested mainly in anecdotes from the late 1910s to the late 1930s at this time.

All replies will be answered. Write to Michael J. Mooney, 140-10 Franklin Avenue, Apt. B44, Flushing, NY 11355-2620; FAX: (718) 886-0253.

DID YOU KNOW FATHER JOHN F. CRONIN?

I am interested in hearing from anyone who may have known Father John F. Cronin, a priest active in the maritime labor movement in Baltimore in the 1930s. His church was St. Mary's by the Sea. If you have any recollections of this man, please contact Mr. Kim Baker, 3913 Elby St., Silver Spring, MD 20906; telephone (301) 949-2716.

The Seafarers Pension Plan announces the retirement of 13 members this month.

From this dozen, six sailed in the deep sea division while the remainder were inland members.

More than half of those retiring upgraded at the Seafarers Harry Lundeberg School of Seamanship during their careers. Four of the retirees—Robert Calahan, William Dawson, C.L. Hickenbotam and Joseph Morrison—graduated from the school's highest deck department course, the bosun recertification program.

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

DEEP SEA



ROBERT J. CALAHAN, 64, joined the Seafarers in September 1944 in the

port of Savannah, Ga. The Adel, Ga. native sailed in the deck department and started his bosun career in 1951 aboard Alcoa vessels. Brother Calahan graduated from the bosun recertification program at the Lundeberg School in 1982. He lives in Irvington, Ala.

WILLIAM DAWSON, 61, joined the SIU in October 1953 in the port of New York. Born in Annapolis, Md., he served in



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.

the U.S. Coast Guard from 1950 to 1953. The deck department veteran was a recertified bosun, having completed the Lundeberg School program in 1987. Brother Dawson calls Norfolk, Va. home.



HAYWOOD GREEN, 65, joined the Seafarers in July 1966 in the port of San Francisco.

A native of Augusta, Ga., he served in the U.S. Army Air Force from 1946 to 1949. Brother Green upgraded his engine department rating at the Lundeberg School several times before retiring as a QMED. He resides in Robertsdale, Ala.

C.L. HICKENBOTAM, 65, joined the SIU in July 1965 in the port of Houston.



After serving in the U.S. Navy in 1964, the Coushatta, La. native began his deck career aboard the SS *Manhattan*. Brother Hickenbotam upgraded at the Lun-

deberg School in 1978, then became a recertified bosun in 1982. He lives in Shreveport, La.



JOSEPH A. MORRISON, 62, joined the union in April 1960 in the port of Detroit.

He was born in Cascade, Iowa and served in the Air Force from 1948 to 1955. He helped organize Kinsman vessels on the Great Lakes. Brother Morrison sailed as a quartermaster on the first ETC LNG vessel (*LNG Aquarius*) crewed by SIU members. He graduated from bosun recertification training at the Lundeberg School in 1979 after upgrading in 1973 and 1977. Morrison has retired to Santa Rosa, Calif.

MANUEL R. VIDAL, 65, joined the Seafarers in August 1957 in the port of Baltimore. The engine department member was born in Spain. Brother Vidal calls Baltimore home.



INLAND



EDWARD L. BRINN, 56, joined the SIU as a deep sea member in April 1963 in the port

of Norfolk, Va. The native of Belhaven, N.C. served in the U.S. Marines from 1953 to 1957. In 1971 Boatman Brinn converted his union book to "inland" and began sailing in the deck department. He resides in Chesapeake, Va.

ROBERT BURTON, 62, joined the Seafarers in 1961 in the port of Sault Ste. Marie, Mich.



He was born in Clare County, Mich. and sailed in the deck department. Brother Burton has retired to Brimley, Mich.

ALBERT M. PIETROWSKI, 62, joined the Seafarers in May 1961 in his native Philadelphia. After serving in the U.S. Army from 1953 to 1955, Boatman Pietrowski sailed as a cook. He also signed on for several deep sea voyages before retiring. He

makes his home in Fairless Hills, Pa.



WILLIAM McBUNCH, 62, joined the union in September 1971 in the port of St. Louis. Born

in Friars Point, Miss., he served in the U.S. Air Force from 1950 to 1953. Boatman McBunch sailed as a tankerman. He lives in Selmer, Tenn.

WALTER REIMER, 62, joined the union in 1969 in the port of Jacksonville, Fla.



The native of New York sailed in the deck department and frequently worked for Crowley Maritime. Boatman Reimer resides in McIntosh, Fla.

LOUIS P. ROLLO, 69, joined the union in May 1961 in the port of Philadelphia. A native of Camden, N.J., Boatman Rollo served as a dispatcher. He calls Philadelphia home.



PETER C. SCHAEFER, 65, joined the union in June 1961 in his native Philadelphia.

He served in the U.S. Navy from 1945 to 1946. The tugboat captain upgraded several times at the Lundeberg School. Boatman Schaefer has retired to Levittown, Pa.

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members

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

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

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

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

EDITORIAL POLICY — THE SEAFARERS LOG. The *Seafarers LOG* traditionally has refrained from publishing any ar-

ticle 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 or she should not have been required to make such payment, this should immediately be reported to union headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all union halls. All members should obtain copies of this constitution so as to

familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

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

tion with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her 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 or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

**Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746.**

Teamwork Aboard Roesch Keeps The Lakes Crew Going Strong

The galley gang of Steward Leonard Smith, Second Cook Richard Bellant and Porter Ray Buzwah have kept the crew of the *William R. Roesch* happy throughout this shipping season.

"The galley crew is one of the best," noted AB/Watchman Tom Hocking, a 19-year veteran on the Great Lakes. Bosun Brett Fischbach reiterated Hocking's praise of the steward department.

Smith told a reporter for the

Seafarers LOG that teamwork has made the department a hit among the crewmembers. "We work well and complement one another."

Without hearing the steward's comments, Fischbach used almost identical words to describe the deck department. Known aboard ship and around the Lakes (thanks to their ball caps and t-shirts) as the "*Roesch* Bad Boys," the bosun related, "The only thing

'bad' about this crew is the nickname. This is a hard working bunch."

Down below, the engine room keeps humming at the dock or under way. QMED Mark Wyman said he continues learning about his job from his department mates.

The 630-foot self-unloader primarily hauls stone, iron ore and coal all over the Great Lakes for Pringle Transit.



Filling AB/Watchman Leonard Scott's plate is Steward Leonard Smith.



Crewmembers watch docking operations to know when to start off-loading procedures.



Second Cook Richard Bellant stands by to serve dinner.



QMED Don Binkowski heads for the engine room.



Porter Ray Buzwah has been sailing on the Lakes for 31 years.



The head of the "*Roesch* Bad Boys" is Bosun Brett Fischbach.



AB/Watchman Tom Hocking praises the *Roesch's* galley gang.



Reporting for duty is Deckhand William Bleu.



QMED Mark Wyman (left) looks over the engine room board with Second Engineer Brian Krus, an SIU hawsepiper.

Servicing Sabine Tugs in Lake Charles, La.



Aboard the tug *Titan* in Lake Charles, La. are (from left) Capt. Frank Jewell, Asst. Engineer Andrew Chisholm, SIU Patrolman Bobby Milan and ABs Curtis Abshire and Joe Ezernack.



Tankerman Scott Hardin performs some needed repairs to the tug *Achilles*, drydocked in Lake Charles.



Tankerman Joseph Melvin stands on the deck of the drydocked Sabine tug, *Achilles*.



Meeting aboard the *Spartan*, a harbor tug, are (from left) Capt. Tommy Guidry, SIU Patrolman Bobby Milan, Deckhand Todd Washington, Engineer John Biegalski and Deckhand Gus Loday.

USNS Kawishiwi Retires From Active MSC Duty

After 4,305 underway replenishments since 1981 when it joined the Military Sealift Command Pacific Fleet (MSCPAC), the *USNS Kawishiwi* retired from active duty this summer.

The fleet oiler, whose unlicensed members were represented by the SIU's Government Services Division, was the last of the Neosho-class vessels to remain on active duty. Captain L.M. Pivonka, MSCPAC commander, noted the changing of the guard when he spoke at the ship's decommissioning ceremony at the Oakland (Calif.) Naval Base.

"Though new oilers are coming on line for MSC, they owe their existence to ships like *USNS Taluga*, *Passumpsic*, *Hassayampa*, *Navasota*, *Mispillion*, *Ponchatoula* and, of course, *Kawishiwi*," Pivonka told the audience made up of MSCPAC staff, civilian mariners and guests. "*Kawishiwi's* legacy and her accomplishments are already well established. She has nothing left to prove. She did everything that was asked of her and now it's time to say farewell."

The 655-foot vessel was built for the U.S. Navy in 1955. It was named after a river in northern Minnesota and was commissioned by one of that state's U.S. senators, Hubert Humphrey. The vessel always sailed in the Pacific and was homeported first in Long Beach, Calif., then Pearl Harbor, Hawaii. Dubbed the "Special K" by crewmembers, the *Kawishiwi's* motto was "Anything, Anytime, Anywhere."

In October 1979, the oiler was decommissioned by the Navy and turned over to MSCPAC. After 18 months in the shipyards, the *Kawishiwi* completed its first underway replenishment with a civilian crew in May 1981.

"Anyone who served in the Navy aboard a West Coast ship the past 10 years probably had contact with us one time or another," said Captain Kerry Porterfield, the ship's last master.

The ship was towed to Portland, Ore. where it was prepared to become part of the Ready Reserve Force. It since has been towed to Suisun Bay, Calif. and berthed with the National Defense Reserve Fleet.

Digest of Ships Meetings

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

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes. The minutes are then forwarded to the Seafarers LOG.

AMBASSADOR (Crowley American Transport), August 9 — Chairman James L. Waldrop, Secretary William Robles, Educational Director Mikal K. Overgaard, Deck Delegate Charles Whitehead, Engine Delegate Phillip C. Pardovich, Steward Delegate Angel L. Correa. Chairman announced payoff scheduled for August 12. No beefs or disputed OT reported. Steward department thanked for job well done.

AMBASSADOR (Crowley American Transport), August 30 — Chairman Leon Jekot, Secretary Milton Younnett, Deck Delegate Charles Whitehead. Chairman announced vessel would dock next morning. No beefs or disputed OT reported. Seafarers LOGs and posters had arrived. Crew requested new dryer for clothes and chairs in mess area be repaired. Galley gang was given vote of thanks.

FRANCES HAMMER (Ocean Chemical Carriers), August 30 — Chairman Richard Wilson, Secretary Janet Price, Educational Director William Dooling, Deck Delegate Kevin Hare, Engine Delegate John Kasbarian, Steward Delegate Toyo Gonzales. Chairman notified crew company has authorized purchase of refrigerators for each crew quarter. He advised crew to obtain absentee ballot and vote in upcoming federal and SIU elections in case they are at sea. He noted crew did very good job cleaning tanks. Secretary reminded those interested in furthering their education to apply for a Seafarers scholarship. Educational director urged members to take advantage of educational opportunities available at Piney Point. Treasurer listed \$421 in ship's fund. No beefs or disputed OT reported. Steward delegate requested clarification from contracts department on who does sanitary duties when DEU is required to work on deck cleaning tanks. Steward reminded crew galley is not passageway especially while cooking is taking place. Crew advised vessel will lay up in Mobile, Ala. for two to three weeks. Next port: Mobile.

On the Heritage



OS Angel L. Acevedo and Chief Cook Barney Johnson attend meeting on board the American Heritage.

LIBERTY SEA (Liberty Maritime), August 23 — Chairman Richard Wardlaw, Secretary Norman Evans, Educational Director James Brack, Deck Delegate Scott Jones, Steward Delegate Lolita Bon. Chairman stated next port would be Sri Lanka. He reminded members to donate to SPAD and upgrade at the Lundberg School. He noted everything running smoothly and asked crew to keep vessel clean as it had been doing. Educational director reminded members to return movies after viewing to bridge. No beefs or disputed OT reported. Steward department thanked for job well done. Crew urged to lock doors when in port. Next port: Sri Lanka.

OVERSEAS BOSTON (Maritime Overseas), August 13 — Chairman D. Ellette, Secretary M.K. Mueller, Educational Director William Hudson, Deck Delegate W. Kleinke, Engine Delegate James P. Raible, Steward Delegate Michael Gramer. Chairman said payoff set for Ferndale, Wash. He reminded members to read Seafarers LOG for union and work-related information. Situation concerning day and sea watches clarified. Educational director urged members to upgrade at Piney Point. Engine delegate reported disputed OT regarding cleaning intake ports. No beefs or disputed OT from deck and steward delegates. Crew asked contracts department in next negotiations to seek OT for cleaning scavenger spaces. Crew noted work clothes dryer needs new heating element, both dryers need new lint screens, TV antenna needs fixed and quarters need new mattresses. Chairman notified members of death of San Francisco Patrolman Gentry Moore. All agree he will be dearly missed. Steward department thanked, especially Steward Mueller for his homemade desserts. Next port: Ferndale, Wash.

OVERSEAS CHICAGO (Maritime Overseas), August 3 — Chairman J.R. Wilson, Secretary James Lewis, Educational Director R. Lopez, Deck Delegate Kenneth McLamb, Engine Delegate E. Whisenant, Steward Delegate Roger Mosley. Chairman urged members to register to vote. He stated all hands should attend ship-board meeting because union is all that seamen have. No beefs or disputed OT reported. Crew asked company for TV antenna, sofa and dryer.

SEA-LAND EXPRESS (Sea-Land Service), August 29 — Chairman J. Lundburg, Secretary J. Roman, Educational Director Eric M. Frederickson, Deck Delegate Mark L. Lamar, Engine Delegate A. Hussain, Steward Delegate Charles F. Gooch. Chairman urged members to donate to SPAD. Educational director reminded members to upgrade at Lundberg School. Deck delegate reported disputed OT. No disputed OT or beefs reported by engine and steward delegates. LOGs received and distributed in Yokohama, Japan. Crew asked contract negotiating committee to look into increasing cap on pensions. Whole crew thanked for

keeping vessel clean. Galley gang of Chief Steward Roman, Chief Cook Gooch and SA Ali Q. Rahid thanked for good job in galley and good food.

SEA-LAND HAWAII (Sea-Land Service), August 29 — Chairman M.A. Johnson, Secretary D.J. Clemons, Educational Director B. Connell, Deck Delegate Lee A. Selico, Engine Delegate Leonard Vile, Steward Delegate Emmanuel Laureta. Chairman reminded members to read Seafarers LOG. He said captain has asked for list of crew with keys to rec room. Secretary urged crew to upgrade at Piney Point. Educational director asked company to update reading material and movies. He asked

crew to look into increase in maintenance and cure, dental and optical plan and pension benefits. Next port: New Orleans.

USNS SILAS BENT (Mar Ship Operators), August 22 — Chairman R. Vazquez, Secretary P. Cloin, Deck Delegate Richard Higgins, Engine Delegate Fred Wrede, Steward Delegate Jeanette Ball. Chairman read minutes from last meeting. He noted ice machine was ordered and cigarette prices were lowered. Treasurer reported \$439 in ship's fund. Engine delegate reported beef over travel pay. No beefs or disputed OT reported by deck and steward delegates. Crew requested com-

pany to look into increase in maintenance and cure, dental and optical plan and pension benefits. Next port: New Orleans.

Samuel E. Monroe, Engine Delegate Troy Fleming, Steward Delegate Ronnie Hall. Educational director reminded members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew asked contracts department to investigate returning shipping to six months for A books, four months for B and 60 days for reliefs. Special thanks given to galley gang of Chief Steward De-Boissiere, Chief Cook Hall and Assistant Cook Robert Bright for best feeding in world. Vote of thanks extended to deck and engine departments—best in SIU. Next port: Norfolk, Va.

ENERGY ALTAIR (ETC), September 30 — Chairman Michael

Barbecue at Sea



Seafaring members aboard the Cape Hudson enjoy a cook-out. They report the food is excellent.

pany replace crew stereo/radio. Next ports: Otaru and Sasebo, Japan; Hong Kong and Singapore.

USNS WILKES (Mar Ship Operators), August 23 — Chairman R. Kent Seratt, Secretary Michael A. Pooler, Deck Delegate Stanley E. Whittaker. Chairman reported receipt of letter from Contracts Vice President Augie Tellez concerning slop chest. Treasurer listed \$45.20 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked contracts department to look into high cost of slop chest items, extra pay for crewmembers handling ammunition and setting boundaries between departments on cleaning chores. Crew thanked chief steward for job well done with little stores and rest of galley gang for pulling together. Crew thanked for keeping morale up on ship. Next port: Oakland, Calif.

SENATOR (Crowley American Transport), August 2 — Chairman D. Wagner, Secretary Gwendolyn Shinholster, Educational Director Jim Williams, Deck Delegate Winston Dodson, Engine Delegate Curtis Lang, Steward Delegate Andre Keller. Chairman thanked Contracts Vice President Augie Tellez for straightening out problems with travel expenses. He announced new captain will be on board when vessel docks. Payoff set for August 5. Educational director urged members to donate to SPAD and upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew bade farewell to Chief Steward Paul Stubblefield and hoped he has a good vacation. Crew thanked Steward Shinholster for great Sunday cookouts. Vote of thanks given to Captain Burke for his help with bosun.

ULTRAMAX (Sealift, Inc.), August 26 — Chairman Glen James, Secretary Tamara Hanson, Educational Director Rex Bolin, Engine Delegate Phillip Patton. Chairman announced vessel would be in New Orleans on August 31. Secretary listed repairs needed in bosun, chief cook and AB quarters as well as gaylord system in galley needs fixing. Educational director urged members to upgrade at Piney Point. Deck and engine delegates reported disputed OT. Deck delegate also asked members to keep noise down in passageways. No beefs or disputed OT reported by steward delegate. Crew reported stowaways on board have been assigned work and asked next boarding patrolman to handle problems associated with this situa-

tion. Crew asked contracts department to look into increase in maintenance and cure, dental and optical plan and pension benefits. Next port: New Orleans.

SGT. WILLIAM R. BUTTON (Amsea), September 13 — Chairman Steve Berschger, Secretary Bill Collins, Educational Director Ron Ladd, Deck Delegate Richard D. Hilbert, Engine Delegate Victor C. Mull, Steward Delegate Herbert Hollings. Chairman announced retroactive pay approved and checks are being issued and mailed. He said the steward department is serving good food and keeping vessel clean. Secretary asked members to return dishes and silverware to galley. Crew reminded to upgrade at Lundberg School. Treasurer reported \$500 in ship's fund and three dozen ship's t-shirts still available for sale. No beefs or disputed OT reported. Crew discussed throwing party in Guam or Saipan but reminded no food from vessel may be taken ashore. Crew will take up problem of excessive noise on main deck with captain.

CAPE MOHICAN (OMI Corp.), September 20 — Chairman J.E. Roundtree, Secretary R.D. De-Boissiere, Educational Director

Keith, Secretary D. Gibson, Educational Director Eric Thorsbourg, Deck Delegate B. Blount. Chairman noted crew needs new VCR. He asked company to renew expired safety equipment. He praised crew for good work. Educational director urged crew to upgrade at Piney Point. No beefs or disputed OT reported. Steward department thanked for good food. Next port: Tampa, Fla.

GOLDEN MONARCH (Apex Marine), September 20 — Chairman C. Leycock, Secretary J. Gonzalez, Educational Director H. Smith. Chairman reported ship in good working condition, but going into layup. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: St. Croix.

FRANCIS HAMMER (Ocean Chemical Carriers), September 14 — Chairman Richard Wilson, Secretary Janet Price, Educational Director William Dooling, Deck Delegate Kevin Hare, Steward Delegate Toyo Gonzales. Chairman asked crew if repair list is up to date. Vessel will be laying up in Mobile, Ala. Educational director reminded crew to upgrade at Lundberg School. Treasurer announced \$421 in ship's fund. No beefs or disputed OT reported. Crew praised steward department for outstanding job entire trip. Next port: Mobile.

ILE DE FRANCE (Sea-Land Service), September 20 — Chairman E.R. Gil, Secretary E. Doffoh, Educational Director E. Bain. No beefs or disputed OT reported. Members asked company replace VCR in crew lounge. Next port: Charleston, S.C.

ITB BALTIMORE (Sheridan Transportation), September 5 — Chairman Michael Guerrin, Secretary Andrew Hagan, Steward Delegate John Padilla. Steward delegate reported disputed

Ships Digest

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OT. No beefs or disputed OT reported by deck and engine delegates. Crew waiting for messhall couch scheduled for replacement two months ago. Next port: St. Croix.

ITB JACKSONVILLE (Sheridan Transportation), September 2 — Chairman **Jessie Thomas**, Secretary **R. Outlaw**, Steward Delegate **Salvatore Torneo**. Chairman reported everything going smoothly. Secretary announced Chief Cook **Torneo** leaving after this trip. Treasurer announced \$50 in ship's fund. No beefs or disputed OT reported. Crew asked negotiations

committee to look into reducing retirement age to 50. Galley gang thanked for job well done. Crew thanked for keeping messhall clean.

ITB PHILADELPHIA (Sheridan Transportation), September 6 — Chairman **Phillip Harman**, Secretary **J.P. Enidy**, Educational Director **Monte Beck**, Deck Delegate **Norman Taylor**, Steward Delegate **S. Suraredjo**. Chairman thanked crew for cooperation and getting job done. Secretary urged members to vote in upcoming elections and contribute to SPAD. Educational director reminded those with enough sea-time to upgrade at Paul Hall Center. Treasurer listed \$70 in ship's fund. No beefs or disputed OT reported. Crew asked company for new couch and television. Crew thanked for keeping messhall clean in off hours and offered vote of thanks to steward department. Next port: New York.

LNG GEMINI (ETC), September 11 — Chairman **Billie Darley**, Secretary **Kris Hopkins**, Educational Director **John Smith**, Deck Delegate **John Graham**, Engine Delegate **Joshua Georgiades**, Steward Delegate **Perry McCall**. Chairman announced captain still trying to get Nintendo system for crew lounge. He expressed thanks to crew for pleasant and professional atmosphere on board. Secretary thanked crew for keeping mess and pantry clean. He reminded members to keep night lunch wrapped and to clean their rooms and drop off keys before signing off. Educational director urged members to upgrade at Lundeberg School. Treasurer listed \$712 in ship's fund. No beefs or disputed OT reported. Chairman and deck delegate both noted ship was looking good and all meals had been well prepared and served. Next port: Tobata, Japan.

LNG TAURUS (ETC), September 6 — Chairman **Carlos Pineda**, Secretary **Doyle Cornelius**, Educational Director **Richard**

Robertson, Deck Delegate **Thomas M. Harding**, Engine Delegate **David B. Veldkamp**, Steward Delegate **Udjang Nurdjaja**. Chairman introduced captain, chief mate and chief engineer who welcomed new members aboard and discussed company safety policy. He asked crewmembers to be on board 90 minutes before posted sailing time. He reminded members to keep noise level down and secure weights when finished with them in weight room. Secretary reiterated need to not disturb members who could be sleeping. Treasurer listed \$509 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into having equal pay and OT scale for all entry level positions. Crewmembers reminded to write all suggestions for negotiations committee and forward them to headquarters.

RICHARD G. MATTHIASEN (Ocean Shipholding), September 10 — Chairman **Jim Martin**, Secretary **Clare Crane**, Educational Director **Don Leight**, Deck Delegate **Dana Naze**, Engine Delegate **Dean Dobbins**, Steward Delegate **Arthur Edwards**. Chairman urged crew to vote in November. Educational director reminded members to upgrade at Piney Point. Treasurer reported \$229.50 in ship's fund and \$165 in crew's fund. No beefs or disputed OT reported. Galley gang thanked for job well done. Next ports: Kodiak, Alaska; Ferndale, Wash., and Long Beach, Calif.

NEDLLOYD HOLLAND (Sea-Land Service), September 6 — Chairman **G. Lopez**, Secretary **G.C. Bamman**, Educational Director **H. Messick**, Deck Delegate **S. Luna**, Engine Delegate **E. Young**, Steward Delegate **R. Taratino**. No beefs or disputed OT reported. Steward department thanked for job well done. Next ports: Boston and Elizabeth, N.J.

NEDLLOYD HUDSON (Sea-Land Service), September 1 — Chairman **C. James**, Secretary **C.C. Kenny**, Educational Director **Jerry Dellinger**, Engine Delegate **L.C. McBride**, Steward Delegate **Gordon Wheeler**. Chairman notified crew payoff scheduled for September 8 in Elizabeth, N.J. He thanked crew for cooperation as there were no problems aboard. He stressed need for unity, stating just paying dues is not enough. Treasurer announced \$80 in ship's fund. No beefs or disputed OT reported. Crew asked negotiations committee to consider an annual cost of living adjustment to all pensions. Galley gang thanked for doing good job. Next port: Elizabeth.

OMI COLUMBIA (OMI Corp.), September 13 — Chairman **Carl Francum**, Secretary **B. Daniels**, Deck Delegate **J.W. Clement**. Chairman stated disputed OT still not settled. He listed crew dryer and toaster as broken. Treasurer listed \$20 in ship's fund. Deck and steward delegates reported disputed OT. Steward delegate also noted problems in receiving adequate stores. No beefs or disputed OT reported by engine delegate. Crew asked contracts department if chief engineer should be doing sanitary work. Next port: New Orleans.

OMI COLUMBIA (OMI Corp.), September 10 — Chairman **William Baker**, Secretary **John Darrow**, Educational Director **J. Bates**, Deck Delegate **Frank Lyle**, Engine Delegate **Vincent Lima**, Steward Delegate **Donna De-Cesare**. No beefs or disputed OT reported. Crew asked negotiations committee to investigate returning shipping to six months for A books. Crew extended thanks to galley gang. Next port: Houston.

OVERSEAS BOSTON (Maritime Overseas), September 8 — Chairman **D. Ellette**, Secretary **K. Mueller**, Educational Director **K. Kostouros**, Engine Delegate

Sparkling Clean



Steward Assistant Richard Aversa displays the pride he takes in his work as a galleyman aboard the *MV Butron*.

J.P. Raible, Steward Delegate **Michael Gramer**. Chairman advised members to report unsafe conditions as soon as possible. He said mattresses are on order and should be delivered at next Long Beach (Calif.) call. He urged members to read *Seafarers LOG*. Educational director reminded members to upgrade at Lundeberg School and donate to SPAD. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew asked if new antenna could be purchased. Crew thanked outgoing Steward **Mueller** and galley gang for outstanding job. Crew reminded to apply for Seafarers scholarships.

PATRIOT (Vulcan Carriers), September 9 — Chairman **Oscar Wiley Jr.**, Secretary **Carlito S. Navarro**, Educational Director **Monte Lee Pryor**. Treasurer listed \$65.49 in ship's fund. No beefs or disputed OT reported. Crew offered vote of thanks to Chief Cook **D. Bin Rashidi** and **GSU Leroy Jenkin**. Crew reminded not to smoke on deck. Next port: Singapore.

On Far East Run



While in Hong Kong, AB Mike Bullen runs the winch on the bow of the *Sea-Land Independence*.

Overseas Arctic Crew Holds Impeccable Safety Record

"This is a story showing the efficiency of SIU seamen working together as a team," said AB **Jim Elbe** in a communication to the *Seafarers LOG*.

The AB reported that in four years of transferring 80,258,000 net barrels of petroleum products from one ship to another—a process known within the industry as lightering—the crew of the

Overseas Arctic has a 100 percent accident-free and spill-free record.

The tanker, built in 1971 and operated by Overseas Bulk Tank Corp., has transferred cargo from the *Overseas Ohio*, *Overseas New York*, *Overseas Chicago*, *Overseas Washington*, among others. The 63,000 dwt ship's crew conducted the tricky business of lightering off

the Texas coastline.

Elbe said the unblemished safety record of the Overseas Arctic crew "is another example of the fine work being performed by American SIU crews on American ships."

Recently, the *Overseas Arctic* has been assigned to a different run. The ship now carries oil from Alaska to the lower 48 states.



Accident-free and spill-free lightering operations take place between the *Overseas Arctic* (left) and the *Overseas Ohio* in the Sabine lightering area off Galveston, Texas.



John Gonzales, cook aboard the *Overseas Arctic*, helps prepare a cookout for the crew.



It is a family affair on deck—AB **Ernesto Zepeda**, Bosun **John Zepeda** and AB **Robert Zepeda**.



AB **Jim Elbe** performs delicate steering operations during the transferral of cargo.

Pensioner Reed Ends Career with Risky Mission

SIU pensioner John Reed's career as a merchant mariner ended in much the same way it began: with a dangerous, challenging mission.

Reed, 73, first sailed on the Liberty Ship *William Matson* during the supply convoys to Murmansk, Russia, during World War II.

Two years ago, Reed sailed as steward/baker aboard the *Gopher State* when that ship (along with the SIU-crewed *Flickertail State*) executed Operation Steel Box—the removal and transport from Germany of more than 102,000 rounds of deadly nerve gas artillery shells.

A veteran of four wars, Reed sees a sad irony in the two missions. The merchant seamen who

sailed during WWII did not receive veterans status until four years ago, despite the fact that nearly 7,000 lost their lives during the war. Many of those casualties were sustained during the Murmansk runs, but it took almost 50 years before merchant mariners were issued a medal commemorating the volatile but vital voyages. (The Murmansk medals still are being issued by the Russian government.)

Similarly, unlicensed crewmembers who took part in Operation Steel Box largely were overlooked while military personnel received recognition.

"There was a celebration the night before we left Germany (with the lethal artillery shells)," recalled Reed, "and none of the

unlicensed members were invited. That just didn't set right with me. The captain even refused to go because we weren't invited."

"It looks like the same old thing, like Murmansk all over again."

Hauling Deadly Cargo

For much of his career, Reed sailed with Interocean Management (IOM), the SIU-contracted company which operates (among other vessels) the *Gopher State* and the *Flickertail State*. He often worked as a chief steward.

Operation Steel Box marked one of Reed's final voyages and proved memorable. Before manning the two ships for the secret operation, all crewmembers went through two weeks of training at the Military Sealift Command firefighting center near Earle, N.J. to learn how to deal with chemical leaks, fires and other possible accidents.

Then, the IOM ships picked up the U.S. nerve gas shells at Nordenham, Germany, a port city near the North Sea, and carried the cargo to Johnston Atoll, an island about 850 miles southwest of Hawaii where the chemical weapons were to be destroyed in a specially built incinerator.

The mission lasted 47 days and included heavy security from start to finish. But Reed believes it might have been divine intervention which safely brought the vessels through horrendous weather during a week-long trek around Cape Horn.

The howling winds, stinging rain and huge waves made for an



SIU Pensioner John Reed poses before the *Gopher State*, an MSC vessel which transported deadly nerve gas during the gulf war.

especially uncomfortable situation, considering the cargo. "At one point, we rolled 49 degrees," said Reed. "I don't know what saved us, but I admit I did a little praying."

Despite that scare, and despite the fact that the crewmembers worked for 47 days knowing they were one accident away from certain death, Reed said the rest of the journey went smoothly. "We had quite a mob on board—Army personnel, Navy personnel, technicians... but we didn't have any trouble, other than those storms."

Second Retirement

Reed, who lives in Des Moines, Iowa, first retired in 1983. But when Operation Desert Shield came around, he jumped at

the chance to serve his country, just as he first did shortly after Pearl Harbor.

He continued sailing until last March, when he underwent gall bladder surgery and an appendectomy. The operations led him to retire again, this time permanently.

Before the surgery, Reed was the subject of a feature story in the *Florida Free Press*. Described by the writer as someone who "doesn't need a lot of recognition for himself," Reed used the opportunity to mention his wartime shipmates. "You know, these guys did a lot of things that no one ever realizes—things that even the Navy wouldn't do," Reed told the newspaper. "But they never got any credit for it. They deserve some recognition."



The containers aboard the *Flickertail State* may look quite ordinary. In fact, they carried deadly nerve gas artillery shells from Nordenham, Germany to Johnston Atoll as part of Operation Steel Box.

Chief Steward Platts: 'Strive to Be Best'



Galley gang members aboard the *Mayaguez* (from left) SA Fernando Maldonado, Chief Steward John Platts and Messman Byron Harris emphasize the need to take pride in one's work.

Chief Steward John Platts says it is important to take pride in one's work.

In fact, Platts challenges his SIU brothers and sisters in the steward department to "always try to make your ship one of the best feeders in the fleet. Take pride in your work and have a good attitude. You should strive to be the best at whatever you do."

A sports enthusiast, Brother Platts sent the accompanying photos to the *Seafarers LOG*. The pictures were taken aboard the *SS Mayaguez*, which is operated by Puerto Rico Marine Management, Inc.



AB Tony Carrano checks sounding tank on the ship's bow.



From left, Chief Electrician Everett Richman, GUDE Fernando Valle and OMU Rafael Quinones make plans aboard the *Mayaguez*.

Seafarers' Softball Team Has a Winning Season

It may seem an odd place for a softball hotbed, but in southern Maryland, some folks take the game more seriously than politics or religion.

That's what members of the Seafarers team discovered last year when they entered a league looking more for recreation and community interaction rather than wicked line drives and full-speed collisions at home plate.

But despite the jolting competitiveness in the 16-team league whose seasons lasts from April until September, the second-year team sponsored by the Seafarers Harry Lundeberg School of Seamanship has more than held its own. Last season the Seafarers surprised league veterans by placing fourth. This year the SIU squad finished third in the regular season and then advanced to the postseason tournament semifinals, where they pushed the eventual champions to the limit in a best-of-five series. (The other team swept in the finals.) Overall, the Seafarers had a record of 29-8.

The Seafarers, who also play in various tournaments outside the league, have a 16-man roster. Five of the players are from the Lundeberg School.

SIU Director of Manpower Bart Rogers last year put together the Seafarers squad. Rogers, who plays catcher, said the move has proved worthwhile, especially in terms of publicity and morale.

Dan Alioto, assistant director of manpower, plays outfield/designated hitter, while upgrader Brad Eckmeder plays



SIU Director of Manpower Bart Rogers helped the Lundeberg School softball team to another successful year.

outfield. Pitcher Robert Herbert is engaged to one of the union's claims workers, while shortstop Gary Sweitzer is a former UIW member and the son of Lundeberg School Public Relations Director Pat Sweitzer. Several other players work at the nearby Navy base.

Eckmeder, who is upgrading to chief steward, played on two prep state champion baseball teams in California. He also played in competitive softball leagues on the West Coast and elsewhere, and said that the Seafarers' league compares favorably.

Prepositioning Ship's Crew Is All Set and Ready to Go

As crewmembers aboard a maritime prepositioning ship, Seafarers constantly are honing their skills and practicing for any emergency.

That is exactly what SIU Representative Ambrose Cucinotta found taking place when he boarded the *Pfc. Dewayne T. Williams* at anchor in Guam.

Lifeboat drills, such as the one captured in photos by Cucinotta, some of which appear on this page, are among the

many routine drills and exercises practiced by Seafarers on board this Amseco-operated ship which is subcontracted to the military.

The military's prepositioning ships are designed to fully equip Marine Expeditionary Brigades with enough ammunition and supplies for 30 days. The *Pfc. Dewayne T. Williams*, a RO/RO ship built in 1984, carries everything from tanks, to vehicles, to food and water, fuel and other items needed to supply Marine amphibious forces.

The *Pfc. Dewayne T. Williams* is named for a Marine who gave up his life in order to save the lives of his fellow soldiers. Williams smothered a grenade with his own body during action in South Vietnam in 1968.



AB Robert Silva readies one of the ship's lifeboats for the loading of passengers.



QMED Fred Caltabiano takes up slack on the lifeboat rigging.



Williams crewmember gets birdseye view of lifeboat drill from his elevated post.



The *Pfc. Dewayne T. Williams*, one of the military's prepositioning ships, lies at anchor in Guam harbor.

Hawaiian Cruise Ships' Bellmen Enjoy Diversity of Passengers

American Hawaii Cruises bellmen find the diversity of passengers aboard the company's two U.S.-flag vessels make for a very interesting job.

It is this variety that makes being a bellman unique for Patricia Downing, who has been aboard the *SS Independence* for one year. "I like meeting all the different people who sail on the ship," Downing noted.

Gary Santos, who sails aboard the *SS Constitution*, told a reporter for the

Seafarers LOG he enjoys his job. "You never know from one day to the next what you will have to do. That's part of what makes the job so interesting."

All the usual and customary requests for assistance are handled by the bellmen, who are all members of the SIU.

When not handling passenger requests, bellmen can be found keeping the vessels' main foyer and other passageways spotless. Bellmen work on all passenger decks.



Jennifer Hussong delivers a package while the *Connie* is docked at Nawiliwili.



Patricia Downing enjoys meeting new passengers on the *Independence*.



Delivering a sandwich for a passenger aboard the *Constitution* is Gary Santos.



A request for extra blankets is handled by Bell Captain Pat Eyl on the *Independence*.



Ahmed H. Madry responds to another passenger request on the *Independence*.



Keeping the *Constitution's* foyer clean is one of Dan Novick's duties.

Final Departures

DEEP SEA

JAMES E. BEAL



Pensioner James E. Beal, 69, died September 20. Born in Forney, Texas, he served in the U.S. Army from 1941 to 1945. Brother Beal joined the Marine Cooks and Stewards in 1962 in the port of Seattle. After coming over to the AGLIWD during the 1978 merger, he began receiving his pension in July 1986.

CARTER C. CHAMBERS



Pensioner Carter C. Chambers, 70, passed away September 15. The deck department member was born in Tyler, Texas. Having joined the SIU in July 1944 at the port of Galveston, Texas, Brother Chambers first sailed aboard the *Robin Wentley*. He retired from the deck department and started collecting his pension in July 1970.

ARTHUR ENDEMANN



Pensioner Arthur Endemann, 77, died September 23. A native of Estonia, he joined the union in June 1946 in the port of Mobile, Ala. Brother Endemann sailed in the engine department before he began receiving his pension in April 1977.

ELIGIO LASOYA



Pensioner Eligio Lasoya, 72, died September 29. The native of Texas joined the SIU in the port of Galveston, Texas in May 1941—five months before starting a four-year hitch with the U.S. Army. Known as "Leo" to friends and shipmates, Brother Lasoya worked in the deck department and became a recertified bosun at the Lundberg School in 1975. He began drawing his pension in August 1985.

RICHARD C. MADDOX



Pensioner Richard C. Maddox, 67, passed away August 17. He was born in Florida and joined the union in August 1965 in the port of Tampa, Fla. Brother Maddox sailed in deck department. He started collecting his pension in August 1990.

FRANCIS W. FULLBRIGHT

Francis W. Fullbright, 72, passed away September 24. Born in Tennessee, Brother Fullbright joined the Seafarers in December 1943 in the port of Galveston, Texas. He sailed as a bosun and started collecting his pension in April 1982.

CHARLES MARTINUSSEN



Pensioner Charles Martinussen, 69, died August 5. A native of Norway, he joined the Seafarers in June 1951 in the port of New York. Brother Martinussen, who sailed in the engine department, began receiving his pension in December 1976.

IRWIN S. MOEN



Pensioner Irwin S. Moen, 68, passed away September 18. Born in St. Paul, Minn., he joined the SIU in March 1945 in the port of Baltimore. The deck department member upgraded to recertified bosun at the Lundberg School in 1974. Brother Moen started drawing his pension in October 1979.

ROBERT R. ROSADO



Robert R. Rosado, 35, died September 26. The New York City native graduated from the Lundberg School trainee program in August 1978 after serving in the U.S. Navy from 1975 to 1978. Brother Rosado's first vessel as a deck department member was the *Mt. Vernon Victory*. He was an active member at the time of his death.

BILIRAN O. SIERRA



Pensioner Biliran O. Sierra, 67, died September 8. A native of the Philippines, he first was a member of the Sailors Union of the Pacific, then joined the SIU in August 1968 in the port of New York. Brother Sierra sailed on Isthmian vessels early with the SIU. The steward department member started receiving his pension in November 1986.

DAVID E. TAYLOR



David E. Taylor, 41, passed away September 16. The Mobile, Ala. native joined the Seafarers in August 1970 in the port of New York. Brother Taylor was an active deck department member when he died. Services were held at the Steward Memorial Christian Methodist Episcopal Church in Mobile on September 19. SIU members served as honorary pallbearers. He was buried in Pine Crest Cemetery.

F. MARVIN ROSE JR.

Pensioner F. Marvin Rose Jr., 65, passed away September 12. He was born in Oak Park, Ill. and served in the U.S. Army from 1946 to 1947 and 1950 to 1951. Brother Rose joined the union in October 1962 in the port of New York. The

deck department member was an avid coin collector, specializing in foreign and antique currency. He began drawing his pension in November 1991.

ERNESTO TORRES

Pensioner Ernesto Torres, 80, died August 26. Born in Puerto Rico, he was a charter member of the SIU, having joined in 1939 in the port of New York. Brother Torres sailed in the engine department. He began to draw his pension in February 1971.

KARL TREIMANN

Pensioner Karl Treimann, 89, passed away September 26. A native of Estonia, he joined the union in May 1943 in the port of New York. Brother Treimann worked in the engine department. He started collecting his pension in October 1972.

INLAND

LACY W. AUSTIN



Pensioner Lacy W. Austin, 80, died August 28. He was born in Hatteras, N.C. and served in the Coast Guard

from 1934 to 1956. Boatman Austin joined the Seafarers in May 1960 in the port of Norfolk, Va. He sailed in the deck department before retiring in January 1983.

IRMAN COCHRAN

Pensioner Irman Cochran, 67, passed away August 17. A native of Mississippi, Boatman Cochran joined the SIU in 1971 in the port of Mobile, Ala. The galley gang member started drawing his pension in December 1986.

VANDAL CRAIN

Pensioner Vandal Crain, 62, died September 22. Born in Crestview,

Fla., he joined the union in June 1977 in the port of New York. Boatman Crain sailed in the engine department. He began collecting his pension June 1991.

ERNEST MOORE SR.

Ernest Moore Sr., 59, passed away June 12. The native of East Point, Fla. joined the Seafarers in 1956 in the port of Houston after serving in the U.S. Navy from 1950 to 1954. Boatman Moore sailed in the deck department.

WILLIAM E. PETERSON

Pensioner William E. Peterson, 85, died October 2. He joined the SIU in July 1957 in his native Baltimore. Boatman Peterson sailed as a tugboat captain before he started receiving his pension in April 1972.

ROBERT F. ROBERTSON

Pensioner Robert F. Robertson, 81, passed away September 14. A native of Louisiana, he joined the union in August 1963 in the port of Port Arthur, Texas. Boatman Robertson began drawing his pension in September 1976.

CHARLES E. SARANTHUS



Pensioner Charles E. Saranthus, 62, passed away September 3. He joined the SIU as a deep sea member in June 1955

in his native Mobile, Ala. Boatman Saranthus began sailing inland with Mobile Towing as a cook in 1968. He started receiving his pension in May 1990.

PETER RYAN JR.

Pensioner Peter Ryan Jr., 66, died August 18. He was born in Galves-

ton, Texas and served in the U.S. Army from 1949 to 1952. Boatman Ryan joined the Seafarers in 1957 in the port of Houston. He worked in the deck department. He started collecting his pension in September 1986.

GREAT LAKES

JOHN J. MARX

Pensioner John J. Marx, 76, died September 4. The native of Michigan joined the union in February 1962 in the port of Detroit. Brother Marx sailed as a deckhand before he started drawing his pension in May 1981.

F.H. McCANN



Pensioner F.H. McCann, 73, died August 6. He joined the Seafarers in 1961 in his native Cleveland.

Brother McCann sailed in the deck department. He began collecting his pension in December 1981.

RONALD RUELL

Pensioner Ronald Ruell, 70, passed away July 14. Born in Michigan, he joined the SIU in 1949 in the port of Detroit. Brother Ruell worked in the deck department. He started collecting his pension in January 1983.

RALPH SALISBURY

Pensioner Ralph Salisbury, 89, died September 2. The Michigan native joined the union in 1961 in the port of Chicago. Brother Salisbury sailed in the engine department. He began drawing his pension in August 1972.

Seafarers Scholarship Program Accepting Applications Until April 15

Five months may seem like a long time from now. Winter will have come and gone, the American people will have elected a new president, and the new year already will be one-third over.

But five months is really not all that much time when it comes to completing a scholarship application for the seven awards that will be issued to three Seafarers and four dependents of SIU members.

Completing the application form, itself, is not very difficult. What will take more time, however, is gathering all the other necessary paperwork. This includes an autobiographical statement, photograph, certified copy of birth certificate, high school transcript and certification of graduation or official copy of high school equivalency scores, college transcript, letters of reference and SAT or ACT results.

Schools can be very slow in handling transcript requests, so applicants must be sure to submit their requests to those institutions as soon as possible. Applicants also should sign up for the ACT or SAT exam and start thinking about who should be asked to write their letters of recommendation.

Once all the paperwork has been completed and the application form is filled out, the *entire package* should be sent to the Seafarers Welfare Plan on or before April 15, 1993.

Of the seven scholarships that will be awarded in 1993 as part of the Seafarers Scholarship Program, three are reserved for SIU members (one in the amount of \$15,000 for a four-year scholarship to a college or university, and two \$6,000 two-year scholarships for study at a vocational school or community college). The other four scholarships will be awarded to spouses

and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

Eligibility requirements for Seafarers and their spouses and unmarried dependents are spelled out in a booklet which contains an application form. It is available by filling out and returning the coupon below to the Seafarers Welfare Plan.

With the costs of college education rising each year, this scholarship is one SIU benefit that really can help members and their families realize their educational dreams.

Please send me the 1993 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for:

Self
 Dependent

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

Lundeberg School Graduating Classes



Trainee Lifeboat Class 503—Graduating from trainee lifeboat class 503 are (from left, kneeling) Scott Fuller, Daniel Maldonado, Kelly Boxx, Simon Perez, Dwaine Isaac, Brian Garcia, Erin Breeckner, (second row) Casey Taylor (instructor), Paul Rainey, Robert Kyle, Daniel Chicklas, Tracy Stewart, Jeffrey Hunter, Clive Steward Sr., Neil Sullivan, Carlos Majao, Tyrone Smith, Stephen Dearborn, (third row) Alfred Herrmann, Alan Higgins, David Ferguson, John Heintz and John Halfacre.



Upgraders Lifeboat—Members of the September 16 graduating class receiving their lifeboat endorsements are (from left, kneeling) Saleh Alsina, Robert Seaman, Curtis Williams, Casey Taylor (instructor), (second row) Marco Guevara, Fidel Thomas, Joseph Henby and Steve Wasch. Not pictured is Patton Caldwell.



Basic Electronics—Completing the basic electronics course of instruction are (from left, kneeling) Russ Levin (instructor), Ron Micklos, Jay D. Phillips, Abe Murray, (second row) Green Hoskins, Cheryl Burgess (instructor), John Thompson, Gary M. Dahl, Pete Hokenson and Glen Walton.



Pumproom Maintenance—Successfully completing the pumproom maintenance class on September 30 are (from left, front) Jim Shaffer (instructor), Bill Sullivan, John Penrose, Jeff Kingsman, Dennis Riley, (second row) Patrick Corless, Gerald Yore, Robert Warren, Michael Waz and Earl Ebbert.



Welding—Members of the welding class who completed their course of study on September 14 are (from left) David Switzer, Bill Foley (instructor), Peter Gerstenberger, Franklin Coburn, David St. Onge and Charles Mispagel. Kneeling in front is Trent Sterling.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, front row) John Bimpong, Byron Davis II, Tim Haag, Daniel Ah San, Steven Sanchez, William Robinson, Brent Sullivan, Christopher Weischof, Robert Hamilton, (second row) Enrique Silver, Robert Hall Jr., Jason Etnoyer, John Norick, Herman Martin, Samuel Garrett, Daniel Boutin, Victor Bermudez, (third row) David Diamond, J.C. Weigman (instructor), Eric Hyson, Patrick Swinney, Charles DiGristine, Ross Himebauch, Eric Barron and William Hollingsworth.



Radar—Graduating from the radar class on September 18 are (from left) Steve Brundage, Randy "Pete" Peterson, Ray Banks and Richard Gebo. At right is instructor Jake Karaczynski.



Shiphandling—Completing the shiphandling course on September 10 are (from left, front row) Eugene Essex, Joseph Koerberle, Casey Taylor (instructor), John Robbins, (second row) Joe Thompson, Randy "Pete" Peterson and Manuel Conchinha.

LUNDEBERG SCHOOL 1992 - 93 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between November 1992 and March 1993 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	November 9	December 18
	February 1	March 12
	March 29	May 7
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Ship Handling	November 2	November 13
	February 15	February 26
Radar Observer Unlimited	November 16	November 20
	January 11	January 15
	March 1	March 5
Celestial Navigation	January 18	February 12
	March 15	April 9
Third Mate	January 4	April 16

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	February 15	February 19
	March 15	March 19
Lifeboatman	November 9	November 20
	November 23	December 4
	December 7	December 18
	January 4	January 15
	February 1	February 12
Basic/Advanced Fire Fighting	March 1	March 12
	March 29	April 9
	January 19	January 29
Sealift Operations & Maintenance	March 16	March 26
	January 4	January 29
	March 22	April 16

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 29	May 3
Steward Recertification	February 1	March 8

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	January 4	March 26
Fireman/Watertender and Oiler	January 4	February 12
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Pumproom Maint. & Operations	January 4	February 12
Marine Electrical Maintenance	January 18	March 12
Refrigeration Maint. & Operations	March 29	May 7
Marine Electronics—Technician I	February 1	March 12
Marine Electronics—Technician II	November 9	December 18
	March 15	April 23
Basic Electronics	January 4	January 29
Hydraulics	November 23	December 18
Welding	January 4	January 29
	February 15	March 12
Diesel Engine Technology	March 1	March 26

1992 - 93 Adult Education Schedule

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

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

College Program Schedule for 1993

FULL 8-week sessions	January 4	February 26
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UPGRADING APPLICATION

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

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

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

Do you hold the U.S. Coast Guard Lifeboatman 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

- | | | |
|---|---|---|
| <p>DECK</p> <input type="checkbox"/> AB/Sealift
<input type="checkbox"/> 1st Class Pilot
<input type="checkbox"/> Third Mate
<input type="checkbox"/> Radar Observer Unlimited
<input type="checkbox"/> Master Inspected Towing Vessel
<input type="checkbox"/> Towboat Operator Inland
<input type="checkbox"/> Celestial Navigation
<input type="checkbox"/> Simulator Course | <input type="checkbox"/> Marine Electrical Maintenance
<input type="checkbox"/> Pumproom Maintenance & Operation
<input type="checkbox"/> Refrigeration Systems Maintenance & Operation
<input type="checkbox"/> Diesel Engine Technology
<input type="checkbox"/> Assistant Engineer/Chief Engineer Motor Vessel
<input type="checkbox"/> Original 3rd Engineer Steam or Motor
<input type="checkbox"/> Refrigerated Containers Advanced Maintenance
<input type="checkbox"/> Electro-Hydraulic Systems
<input type="checkbox"/> Automation
<input type="checkbox"/> Hydraulics
<input type="checkbox"/> Marine Electronics Technician | <p>ALL DEPARTMENTS</p> <input type="checkbox"/> Welding
<input type="checkbox"/> Lifeboatman (must be taken with another course)
<input type="checkbox"/> Oil Spill Prevention & Containment
<input type="checkbox"/> Basic/Advanced Fire Fighting |
| <p>ENGINE</p> <input type="checkbox"/> FOWT
<input type="checkbox"/> QMED—Any Rating
<input type="checkbox"/> Variable Speed DC Drive Systems (Marine Electronics) | <p>STEWARD</p> <input type="checkbox"/> Assistant Cook Utility
<input type="checkbox"/> Cook and Baker
<input type="checkbox"/> Chief Cook
<input type="checkbox"/> Chief Steward
<input type="checkbox"/> Towboat Inland Cook | <p>ADULT EDUCATION DEPARTMENT</p> <input type="checkbox"/> Adult Basic Education (ABE)
<input type="checkbox"/> High School Equivalency Program (GED)
<input type="checkbox"/> Developmental Studies (DVS)
<input type="checkbox"/> English as a Second Language (ESL)
<input type="checkbox"/> ABE/ESL Lifeboat Preparation |
| | | <p>COLLEGE PROGRAM</p> <input type="checkbox"/> Associate in Arts Degree |

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

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



1993 Scholarships
 There are only five months left to complete and mail in scholarship applications.
 The submission deadline is April 15, 1993. See page 25 for additional information or an application form.

AB's Daughter is 'Happy, Healthy' After 8 Transfusions

November 15 will mark the end of a tumultuous year for Shauna Hamilton, daughter of AB Kevin Hamilton.

Fortunately, the Hamilton family will have much to celebrate that day, when Shauna turns 1 year old. After undergoing four fetal blood transfusions and four more transfusions during her first few months after birth, Shauna "is doing fine. She's now a happy, healthy baby," said 32-year-old Hamilton, who lives with his wife, Susan, and daughters Shauna and Michelle about 90 miles from the SIU hall in Mobile, Ala.

The Hamiltons first learned that Shauna was in danger when Susan had a sonogram during her fifth month of pregnancy. Doctors found that a complication

called Rhesus incompatibility was causing the unborn child's heart to begin failing and her red blood count to lower. In layman's terms, the mother's blood was incompatible with the daughter's and attacked Shauna's red blood cells.

In September 1991, the Hamiltons travelled to Children's Hospital at Sacred Heart, a facility which serves citizens in south Alabama and west Florida. There, Dr. Jaime Rodriguez performed the first fetal blood transfusion in west Florida—the first of four Shauna and Susan underwent together.

New Procedure Used

"The doctor was new to the area," recalled Susan. "We were lucky he was that close, because not that many people can do this operation." The procedure has been available in the U.S. only since the mid-1980s.

"The procedure itself was scary," said Susan. "They do the transfusion through the umbilical cord. I was sedated but awake. . . . I guess what worried me the most was, there was a chance [the transfusion] would bring on labor." Susan admitted she also was concerned about the possibility of contracting AIDS via the transfusion, but doctors reassured her that the risk was minimal.

Susan gave birth at just 34-1/2 weeks (roughly a month before most babies are considered full term), but Shauna (5 pounds, 7 ounces) appeared healthy.

In fact, it wasn't until three weeks later that Susan discovered a problem still existed. "I had been breast-feeding, and when I brought her down from my chest, she was bright blue," said Susan. "She had stopped breathing."

"Luckily, I happened to clear an air passage, but it was by accident. Please, you mothers and fathers who are reading this, take the time to take an infant CPR course. You won't regret it."

Shauna underwent two transfusions in the next 10 days, and later had two others. Finally, her blood began producing sufficient antibodies and red blood cells. She has been fine since then, and recently weighed in at a healthy 20 pounds, 7 ounces.

Brother Hamilton, who graduated from the Lundeberg School in 1980 and upgraded in '86, said his daughter's tribulations almost seem more frightening in retrospect. "The doctors were very reassuring," he explained. "So at those times, it didn't seem quite as scary as it really was. Also, this was the first time I've had to deal with someone in my family having serious health problems, and I was on a ship for some of that time, so it was kind of hard to know how to react."

Nowadays, the Hamiltons finally have settled into normal routines and tasks. And along with the joy the AB takes in being with his wife and daughters, he recognizes that his responsibilities have increased. "I'll have to ship out again soon," he

said during a recent interview. "I may go on to sail as bosun, but I'm also thinking about upgrading to third mate. . . . Leaving the wife and kids is hard, but I have a good job," said Hamilton, who

recounted this remarkable story for the *Seafarers LOG* in the hopes that his experiences would give hope to other persons in a similarly frightening position.



Shauna recently weighed in at a healthy 20 pounds, 7 ounces.



For the Hamilton family, it has been a trying year with a happy ending. Here, AB Kevin Hamilton and wife Susan hold Shauna. At front is daughter Michelle.

SA Ferrara Earns Respect of Fellow Crew

The steward assistant on the *USNS Harkness* received high praise from the vessel's chief steward, who submitted the accompanying photo to the *Seafarers LOG*.

Anthony Ferrara "is an outstanding worker," reported Chief Steward Ben Henderson, an SIU member since 1977, in his communication to the *LOG*.

SA Ferrara, who shipped out from the port of New York, came aboard the vessel in August. The steward department he joined is a large one, as it prepares meals for both a navigational crew as well as scientific, naval and research personnel.

The *USNS Harkness*, a 5,151 deadweight ton vessel built in 1971, engages in hydrographic surveys for the military.

Seafarer Henderson noted in his communication to the *LOG* that Ferrara has been an asset to the *Harkness'* bustling galley. Ferrara "has done an exemplary job in maintaining clean, hygienically safe areas for food preparation, serving and eating."

"Brother Ferrara has performed these tasks in a professional manner," Henderson said.



Anthony Ferrara, a steward assistant aboard the *USNS Harkness*, has been commended for doing an exemplary job. He hopes to become a chief steward.

Help Find This Missing Child

The National Center for Missing and Exploited Children has asked members of the Seafarers International Union to assist them in locating Billie Jo "B.J." Quire, a 16-year-old girl from Frankfort, Ky.

Last seen May 9, 1992 on Rock Branch Road where she got out of her friend's truck, Billie Jo Quire is considered at risk as lost, injured or otherwise missing.

She has a 4-inch surgery scar on the right side of her torso. Additionally, she requires medication for infections related to kidney problems and has an ulcer.

At the time of her disappearance, Billie Jo was 5 ft. 5 in. tall and weighed 112 pounds. Her hair is brown and her eyes are green. She was last seen wearing a pink sweater with multi-colored polka dots, white denim shorts and white tennis shoes. She wears several gold

chains around her neck and 5 rings on her fingers. She also may be known by the name Billie Jo Cheak.

Anyone having information should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Kentucky State Police Missing Persons Unit at (502) 227-2221.



Billie Jo "B.J." Quire