

Members Hail Union Fight on 'Worker Tax'

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

SEAFARERS LOG



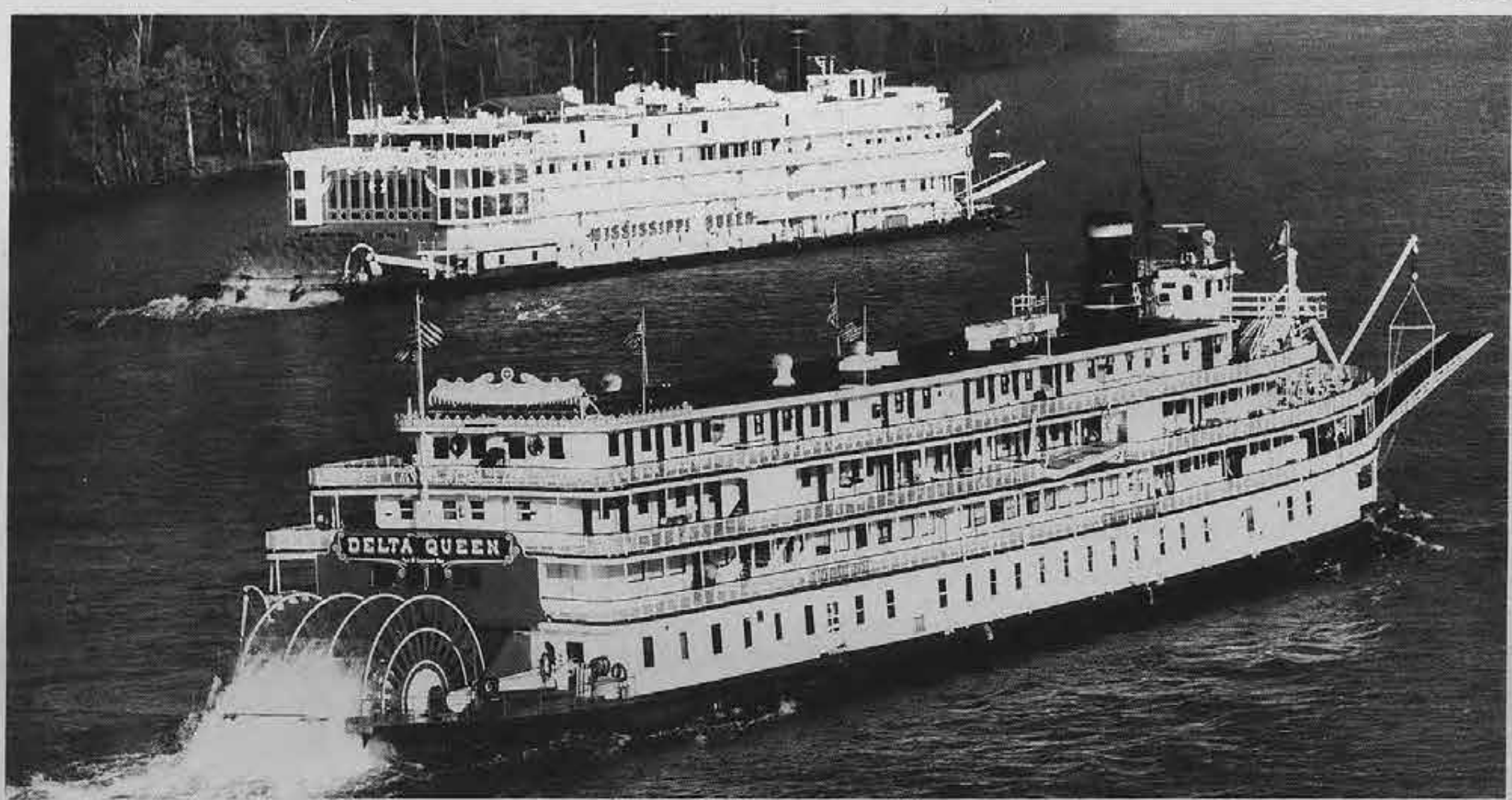
Volume 54, Number 1

January 1992

A collage of newspaper clippings from various sources, including The Columbus Dispatch, The Orlando Sentinel, The Sun, Lotus Development Corp., The Wall Street Journal, and The Seattle Times. The clippings focus on job layoffs and economic news, with headlines such as 'Jeep plant may lay off 620 indefinitely', 'Westinghouse breaks the news', 'IBM to cut 20,000 more jobs', 'Dixie Yarns plans to cut 700 jobs', 'Compaq Posts Loss, Will Cut 1,440 Jobs', 'Xerox to Cut 2,500 of Staff, Take a Charge', 'TRW Decides To Sell Units And Cut Staff', 'Executives Expect Many '91 Layoffs To Be Permanent', 'Martin will lay off 1,600 in Colorado by end of '92', 'First Interstate to lay off 300', '282 Boeing workers get layoff notices', 'McDonnell Douglas to cut 1,800 workers at plane-making unit', 'Aviation Pioneer Pan Am Folds Its Wings at Age 64', and 'GM Plans to Close 21 More Factories, Cut 74,000 Jobs, Slash Capital Spending'.

Nation Reels from Mounting Job Losses

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Action by Congress Gives New Life to Delta Queen

The Delta Queen, the famed Mississippi riverboat manned by SIU members, will continue to serve with her sister ship, the Mississippi Queen, as a result of congressional action approving its operation. The vessel, an historic landmark, along with the Delta Queen Steamboat Co.'s other vessel, both of which are renowned for their uniqueness and quality of service, are shown here during the most recent of their annual riverboat races. Page 9.

President's Report

Government and the Economy

As we come into 1992, you could not perhaps have a worse scenario for the country. Wherever you look, whatever paper you read, whatever television talk show you listen to—the tune is the same. It is gloom and doom. People are being laid off by the thousands. Cities and states are unable to meet the basic expenses of running a government and providing for the most impoverished and disadvantaged citizenry. Millions of Americans are going without decent medical care. Key industries in America's economy are collapsing. While the United States is struggling here at home, world events demand our attention. The Eastern and Central European nations are in turmoil, many—including some of the republics which made up the commonwealth that has replaced the Soviet Union—lack food as we go into the harsh winter months. These countries are looking to America for support and sustenance.



Michael Sacco

In the maritime sector, we still are without any kind of national policy and governmental resolve to enact the kinds of legislative incentives and programs necessary to have a thriving U.S.-flag shipping capability. For the longest time, those of us in maritime have been alone as we call attention to the fact that government must play a critical role in bolstering the American merchant marine.

Our call for careful government attention and sensible programs which promote economic growth and meet the nation's security needs can be extended to other sectors of the economy and the nation as a whole. In a free economy and a free nation, we have argued there is a maintenance of a strong U.S.-flag shipping capability and, overall, in strengthening our economy, sustaining key industries and a sound infrastructure as well as creating job opportunities.

The arguments against this kind of sensible approach are the same—whether they come from the enemies of U.S.-flag shipping or whether they are uttered from the mouths of the so-called free-traders. Whether it comes from academics, politicians or foreign interests, we are likely to be subjected to arguments about how everything will be beautiful under free trade and complete government abstinence from the market place. Today, all we have to do is look around us to see what the results are of a decade of this free-market-free-trade-low-wage malarkey. What the proponents of this kind of economic theory are saying is let America disintegrate, let the American standard of living disappear.

These free-trade boosters also have their heads in the sand when it comes to realizing what governments the world over are doing to bolster their own economies. Democratic nations and institutions are not inconsistent with some government involvement in sectors of the economy where it is determined to be in the national interest. Japan is an excellent case in point. Involvement comes in the form of tax incentives, exemptions and other tax policies; loan and credit mechanisms; investment in basic infrastructure such as roads, modern port facilities; and investment in research and developing technological improvements. The hand of government can be found in nation after nation in the form of quotas on imports, purchasing policies, control of patents and licensing, customs duties and valuations. Throughout the world, governments are likely to control natural resources and run state-held companies. Our main competitors—European nations, Japan, Canada and Australia—provide their nations' citizenry with many more services than what the U.S. government provides to its population. This is evident in the areas of health care, unemployment benefits and education.

The belief of American free traders that all government has to do is go away and the economy will blossom is nothing but a pie in the sky. Around the world, whether it is in the area of maintaining a merchant fleet or whether it is in the area of their economy as a whole, governments play a role in the market place for the very pragmatic goal of assuring that their nation's national interest is served.

Time to Demand Action

This year is an election year, and 11 months from now the American electorate will go to the polls to select a president and a Congress. It would seem that the American voters and their elected officials have been kidding themselves throughout the '80s about what has been happening to the nation's economic security. It would seem that the majority of citizens have been willing to believe that if we just deregulate and have free trade we will have prosperity. None of this has materialized, the nation appears to be hurtling to the bottom—in danger of being toppled from its position as the world's number one power.

Perhaps 1992 will be a year in which the electorate wakes up. No candidate will be able to turn this country around by waving a wand or concocting some magic formula. But the candidates are obligated to put forth their ideas to the American public on how the nation's economy can be turned around.

We will have an opportunity in the coming months to listen and assess the views of the candidates. And when the time comes we must decide as an institution in the maritime sector and as a union—and we must all decide as individual workers and citizens—which of the candidates has best presented a platform for economic growth and prosperity. Let us hope that someone will emerge who is sufficiently creative to move us forward and away from the theories that have seen this country sink deeper and deeper over the past dozen years.

Seafarer's Surgical Skill Saves Sailboater's Eye

In rough seas nearly 900 miles northwest of Hawaii, the Cape Bover provided "ambulance service"—in the form of an SIU crewmember—for an injured person aboard a disabled sailboat.

GSU Jesse Pollard, a certified Emergency Medical Technician (EMT), administered urgently needed aid to a crewmember on the sloop Molly Sue during an eight-hour ordeal September 26.

The galley gang member, also serving as third medical assistant, volunteered to travel in a small, rubber boat from the Cape Bover after rough seas prevented other rescue attempts.

Pollard, 45, treated a crewmember who had suffered a bruised eye and a lacerated eyelid by putting stitches in the damaged skin. Later, another Cape Bover mariner (a diver) helped untangle the Molly Sue's propeller, damaged during a hurricane which also broke the spinnaker.

Cape Bover Answers Call

"We had just done a fire and boat drill when we received a distress call," Pollard recently told a reporter from the Seafarers LOG. "We got [to the Molly Sue] around 1 a.m. [and dropped our lifeboats]."

The Molly Sue with its three-person crew was travelling from Hawaii to San Diego while the Cape Bover, a Ready Reserve Force ship operated by American President Lines, also was heading



GSU Jesse Pollard is also an EMT.

for the West Coast from Kuwait.

But storms and 10-foot seas prevented a successful rescue. Then, at about 8 a.m., the Cape Bover received word of an injury incurred on the Molly Sue. "At first we heard someone's eye might have popped out," recalled Pollard, who joined the SIU 20 years ago. "They asked for a volunteer to treat it."

Pollard boarded the Zodiac and proceeded to the disabled sailing craft. "The seas were still rough, and half the time I couldn't see anything but water," he noted.

When Pollard climbed aboard the Molly Sue he happily discovered that the injury wasn't as severe as feared. He stitched up the sailor's eye despite being slightly unnerved by the swells.

Shortly thereafter, the diver freed the Molly Sue, which resumed its course.

Seafarers Commended for Rescue

Several SIU members recently received a letter of commendation for their efforts in a rescue at sea last September. Seafarers aboard the LNG Aquarius helped rescue six crewmembers from a Panamanian-flag vessel the night of September 21, 550 miles off the east coast of Taiwan, prompting the letter from Aquarius Captain John J. Donahue.

Bosun Tom Brooks, ABs Marvin Chester and Woody Shelton, OSs Angel Reyes and Gilbert Gildersleeve and SAs Kamis Mageed and John Walsh each received congratulations and thanks from Donahue. Shelton and Reyes garnered individual letters of commendation.

"Under most difficult conditions of typhoon winds and high seas accompanied by driving rain, you gave your all to help," Donahue said in each letter. "You are highly com-

mended for your actions and bravery which were given according to the highest traditions of seafarers rendering aid to fellow seamen in peril upon the sea."

Donahue praised Shelton for his accurate toss of a life ring with a boat rope attached: "Your accurate toss assisted these fellow seamen to safety who might have otherwise perished."

In the letter to Reyes, Donahue stated, "With modest regard for your own safety you unhesitatingly proceeded to the lower portion of the starboard accommodation where sea was washing around your feet, and successfully assisted six men from their lifeboat to safety on the pilot ladder and then on the deck within the brief period of three minutes."

Donahue also conveyed the sincere and perpetual thanks of the survivors.

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Members Hail Suit Against 'Work Tax'

Seafarers from across the country welcomed the union's lawsuit filed in federal district court last month which is designed to block the Coast Guard's plan to attach a fee for marine licenses and seamen's documents.

As the union went to court seeking to have the proposed "work tax" declared unconstitutional, hundreds of Seafarers were writing their congressmen, signing petitions and talking to their fellow seamen and boatmen in order to find ways to prevent the Coast Guard's proposed "user fee" for z-cards and licenses from being implemented.

"I make my living from the sea," QMED David Kopp, a 12-year member who sails from the port of Wilmington, Calif., told the Seafarers LOG. "This user tax is unfair and unjust. I don't feel I should pay to go to work to feed my family and defend my country."

The union filed the lawsuit last month to stop the implementation of the so-called user fees the Coast Guard intends to levy on all seaman and boatmen for their merchant marine documents, certificates of registry and licenses. The Department of Transportation agency has been mandated by the 1990 Omnibus Budget Reconciliation Act to collect fees to cover the costs of the agency's services rendered in order to bring funds to

the U.S. Treasury which faces a huge budget deficit.

The suit asks the U.S. District Court to find the fees to be contrary to the Constitution and statutes of the United States and to prohibit the Coast Guard from implementing its proposed rules requiring a collection of fees for issuing documents and licenses that mariners must have to work.

Henry McCullough, a steward department member who came out of retirement to help during the Persian Gulf war, noted, "It is unfair to tell a fellow who is coming out of retirement to serve his country he has to pay for his document."

A 45-year veteran of the SIU, Bosun Paul Turner from the port of Jacksonville, Fla., added, "We already are paying taxes to pay the salaries of those government officials. Why should we have to pay them again so we are able to go to work? Why should we have to pay double?"

Because of the overwhelming response against the workers' tax, the Coast Guard re-opened its comment period on the proposal this month. Tugboat Captain An-



Tommy Keill (right) waits his turn to sign a petition against the Coast Guard's proposed user fees for seamen's documents and licenses as Michael Sutton signs his signature to the list. Boatmen Keill and Sutton work aboard the Mark Flynn, one of the tugs operated by SIU-contracted Higma Towing.

thony Primeaux from Vinton, La. is taking advantage to make sure the thoughts of his fellow boatmen are heard.

Primeaux collected 480 signatures from boatmen along the

Louisiana and Texas inland waterways on a petition against the workers' tax. The petitions have been forwarded to the Coast

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Nation Reels Under Mounting Job Losses

Hundreds of thousands of Americans are entering the new year without jobs, and administration officials are beginning to admit, albeit grudgingly, that the nation's economy is going down the tubes.

The almost daily news articles announcing layoffs at scores of work places around the country are beginning to make their way to the front pages of the nation's newspapers instead of being buried in the publications' business sections as has been the case since the current recession began in July of 1990.

This trend marks a growing recognition by policy-makers and economists of what working Americans have known for a long time—the U.S. economy is in deep trouble and millions of the nation's citizens can no longer make ends meet.

The barrage of layoffs has resulted in 8.5 million jobless people, according to official government data covering the month of November. But the 6.8

percent unemployment rate—10 percent in blue-collar occupations and 4.2 percent amongst white-collar employees—only tells a part of the story.

Millions of other Americans who lost jobs paying \$10 to \$15 an hour have gone to work for the only employment they can find, which usually pays minimum wage or slightly more. The unemployment numbers do not count the 6.4 million workers forced to work part-time because they cannot find the full-time jobs they want. Additionally, the government data on unemployment does not consider the hundreds of thousands of workers who have had to take up jobs with temporary agencies or who have themselves. Also hidden in the official data are the number of individuals who have been forced by company decisions to take early retirement.

Nor do the unemployment numbers include the

millions of Americans who have simply given up looking for work. Thus, the AFL-CIO estimates true unemployment is closer to double the official just-under-7-percent.

Even so, the government's official data is staggering. The Bureau of Labor Statistics Commissioner was quoted in a November 3 Washington Post article as saying, "If you look at those who live in family units, one in every 10 families had someone unemployed." Business Week reports that in October there were 1.2 million fewer blue-collar jobs than there were in July 1990. The Department of Labor data for the one week ending November 23 showed that 471,000 people filed to begin receiving unemployment benefits.

It is believed that the layoffs in this recession will have more long-term consequences than job losses in previous periods of weak economic activity. The New York Times, in a December 12

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The Columbus Dispatch: **Jeep plant may lay off 620 indefinitely**

The Orlando Sentinel: **Westinghouse breaks the news**

THE SUN: **IBM to cut 20,000 more jobs**

The Wall Street Journal: **Compag Posts Loss, Will Cut 1,440 Jobs**

The Wall Street Journal: **Xerox to Cut 2,500 of Staff, Take a Charge**

The Wall Street Journal: **TRW Decides To Sell Units And Cut Staff**

The Wall Street Journal: **Up to 20,000 layoffs expected as AT&T earnings crumble**

The Wall Street Journal: **GM Plans to Close 21 More Factories, Cut 74,000 Jobs**

The Seattle Times: **282 Boeing worker get layoff notices**

Other headlines include: **Dixie Yarns plans to cut 700 jobs**, **Lotus Development Corp. Loss of Market Share Force Company to Weigh Layoffs**, **Martin will lay off 1,600 in Colorado by end of '92**, **First Interstate to lay off 300**, **EXECUTIVES EXPECT MANY '91 LAYOFFS TO BE PERMANENT**, **Pace of Layoffs Set to Pick Up in 1992**, **Aviation Pioneer Pan Am Folds Its Wings at Age 64**, **Wave of Joblessness Moving Inland From Coasts**.

A collection of headlines from newspapers around the country points to deep cuts in jobs. The problem for American workers is getting worse and no relief is in sight.

Vice President "Red" Campbell Retires from V.P. Post

Angus "Red" Campbell first set foot on an SIU vessel 49 years ago. Since then, he has progressed through the ranks, most recently serving as the union's vice president collective bargaining for the past 11 years. Brother Campbell officially retired at the end of December. But he is staying on with the union in a part-time capacity after SIU President Michael Sacco requested his continued services.

"I'll be in the office one day a week, and when the phone rings I'll be up when required," Campbell, 70, recently told the Seafarers LOG.

A native of Scotland, Red immigrated to Pittsburgh in 1926 and joined the SIU in 1943 in New York. He trained at Sheep's Head Bay, Brooklyn for six weeks before signing on his first ship, the Daniel Willard. "Thank God it was an SIU ship," he recalled. A veteran of World War II, Red sailed as an AB and a bosun until he came ashore in 1960.

From 1960 to 1963, he served as a patrolman in New York. He then worked as the port agent in San Juan, Puerto Rico from '63 to '69 before returning to New York for another stint as a patrolman (1969-80). Since 1980, Brother Campbell has been vice president collective bargaining, working out of SIU headquarters in Camp Springs, Md.

Yet for all his various titles, Red Campbell more than anything else

is a Seafarer. He is a veteran of the union's infancy, of conflicts, picket lines and volatile times. He logged more than 5,000 days seetime, averaging 10½ months per year at sea. Through those years, he survived several hurricanes, a shipboard fire and a world war.

He also has worked closely with three SIU presidents. While reminiscing recently, Red noted the remarkable job done by the union's first president, the late Paul Hall. "Without him, we wouldn't have made it," Campbell said. Red marvelled at Paul Hall's tirelessness, quick thinking, foresight and

inspirational power.

Though he helped see the SIU through serious times, Brother Campbell has never lost his sense of humor. He shared it with Seafarers after World War II, when — on a whim — Red began writing occasional articles for the LOG. He wrote two or three stories per year, many under the title "Red's Beef Box," until the late 1950s. The topics varied from shipping companies to crews, and from current events to Red's beloved baseball team, the Pittsburgh Pirates. "I tried to keep them humorous," Campbell said without so much as a smirk.



Brother Campbell held many elected positions in the SIU, including patrolman, port agent and vice president. Here, Campbell is pictured in a 1970 shipboard union meeting.



On a monthly basis, "Red" Campbell, in his capacity as vice president collective bargaining, reported to the membership the status of shipping.

The December membership meeting was Campbell's last as an official of the SIU. He stated, "I wish to thank the officials and members for making this union the best in maritime through their cooperation and support. My membership, which began in 1943, will continue, and I will be available to offer whatever assistance I can to the union when requested."

Members Hail Suit Against 'Work Tax'

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Guard, which received more than 500 letters against the idea during the original comment period last summer.

David Lanning and Jose Vasquez, both members of the SIUNA-affiliated Marine



Mike Brown crewmembers Leroy Loprete (left) and Robert Bergman read over the petition before signing it.

Firemen's Union in San Francisco, voiced their support for the suit. "Go with it," Vasquez implored. "It (the tax) doesn't seem fair."

Lanning added his belief that the tax is being proposed as a "harassment tactic . . . to keep us off balance."

Henry Bentz, a recertified bosun who recently signed off the OMI Columbia, said the whole crew on the tanker is in favor of the suit. "I explained the union's position is to fight this and go as far as it can go," stated the bosun who sails from the port of San Francisco. "Everybody I spoke to trusts what the union is doing. We've got to get this injustice cleared up."

The proposed tax is a result of congressional action to balance the federal budget through the Omnibus

Budget Reconciliation Act of 1990, thus overturning a century-old law preventing the government from collecting any monies for merchant mariner licenses.

(The Reagan administration sought for years to implement such a fee but Congress rejected it every time.)

The Coast Guard announced its plans to comply with the bill last summer. The agency listed the proposed fee schedule for documents and licenses, then opened a comment period.

Opposition came from not only individual seamen and boatmen but also from the Maritime Administration, the Military Sealift Command, U.S.-flag shipping companies and other maritime unions.

Under the proposed structure, mariners wanting to obtain a z-card would be required to pay \$35. Seamen upgrading to AB or QMED would pay the original \$35 plus \$60 for the evaluation process and another \$40 for the cost of the examination—a total of \$135. Those seeking a lower level license would have to pay \$180—\$35 for the document's issuance, \$65 for the evaluation of paperwork and \$80 for the exam.

Upper level licenses could cost as much as \$330. All applicants would be assessed a \$17 fee for a mandatory FBI check.

On top of all that, the Coast Guard wants to make z-cards renewable



Roy Golden doesn't hesitate to add his signature to the circulating petition aboard the Mark Flynn.

every five years under the Oil Pollution Act of 1990. Since licenses must be renewed every five years, the out-of-pocket cost to mariners could be considerable.

As the SIU's lawsuit moves forward, members will be advised through the Seafarers LOG and at membership meetings of its progress.

Since the Coast Guard has just reopened the comment period, Seafarers who want to express their concerns about the proposed user fees may write to: Executive Secretary, Marine Safety Council (G-LRA-2/3406) (CGD-91-002), U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001. Comments must be received by the Coast Guard by February 18. The union asks that a copy of such communications be forwarded to the LOG.



Aboard the Dobia Doval, a tug operated by Doval Towing, Doug Says (left) and Nathan Lanolos add their names to the petition.

1991 Benefits Conferences Conclude in Algonac



Members, pensioners and family members fill the Algonac, Mich. union hall.



Early arrivals at the Algonac benefits sessions are greeted by SIU Reps Andy Goulet (standing, left), Tim Kelley (standing, right) and Plans Administrator Nick Marrone (seated, center). Members are (from left) Don White, AB; Dean Sams, pensioner; Charles Bauer, second cook, and William Gregel, pensioner.



The Algonac hall was packed with conference participants.



Conveyorman Richard Scherlitz (left) and QMED Dirk Sparenborg have lunch at the hall before the session begins in the afternoon.



Vickie Gullion responds positively to the Algonac conference.



Pensioners William Gregel (left) and Dean Sams (right) get a warm reception from Patrolman Andy Goulet.

SIU members, pensioners and their family members filled the Algonac, Mich. union hall December 6 for the final benefits conference of 1991. The series of 15 conferences began in May.

Representatives of the Seafarers various plans conducted the conferences. The sessions were designed as open forums for members, retirees and family members to learn more about the union's programs such as medical, vacation, pension and educational benefits. In addition, comprehensive background material is provided for all to take home.

Scheduled on the same day as union meetings, the conferences usually drew more than 100 people to each hall. Participants enjoyed the sessions, as indicated by surveys.

The afternoon began with a

catered lunch, followed by the conference which lasted from 1 p.m. until 5:30.

One person who particularly enjoyed the meeting is retiree Edward Kaszubinski. "I used to complain about a lot of things, but when I nearly died, the SIU came through for me to cover my medical bills," Kaszubinski said.

The education department of the Seafarers Welfare Plan has indicated that Seafarers and pensioners who were unable to attend any of the 1991 conference sessions may write to the plan requesting copies of the materials that were available at the meetings. In the letter, the SIU member should indicate whether he or she is an active member or retired. Inquiries should be directed to Education Director, Seafarers Welfare Plan, P.O. Box 75, Piney Point, Md. 20674-0075.



Pensioner Edward Kaszubinski can't praise the union enough for its plans.



Pensioner Dean Sams gets a lot of information from the conference.



Vice President Byron Kelley joins Cheryl and Janice Stamper at the session.



Reading over the literature handed out at the benefits conference are, from left, Don White, AB; Paul Paton, second cook, and John Kelley, QMED.



Maria Mulcahy gathers up benefits information provided at the conference.

Vice Adm. Donovan Rejects Study's Plan for MSC's Fleet

Government Services Division members of the SIU scored a major victory when the head of the Military Sealift Command (MSC) rejected a proposal to change the pay and benefits scales for the civilian mariners sailing aboard MSC vessels.

"I have decided not to pursue (the) concept at this time," Vice Admiral Francis R. Donovan wrote in a letter dated November 26 to SIU President Michael Sacco. "Instead, I will explore other initiatives in my continuing effort to improve the quality of employment conditions of MSC mariners."

"The proposal was not feasible," Roy "Buck" Mercer, SIU vice president for the Government Services Division, told the Seafarers LOG. "I talked with a lot of guys and they didn't want it."

The study—known as the Admiralty Study and Recommendations for Increased Shore Leave, Improved Benefits and Consolidated Wage for MSC

Civilian Mariners—proposed a base wage, no matter what type of work is done, for the crewmembers in each of the three departments. According to Mercer, officers aboard the vessels would have been required to work 69 hours a week when the vessel was at sea before overtime was paid. He added unlicensed personnel faced a similar pay structure although the specific recommendation never was released.

"They wanted to knock out overtime for different jobs," Mercer noted. "Also, there are too many jobs aboard ships to make a base wage workable."

"The members are happy to hear Adm. Donovan rejected the proposal. He surveyed several of them before making his decision and found all of them against it."

The Government Services Division provides the unlicensed personnel aboard oilers, tugboats, stores ships and other MSC-Pacific Fleet vessels.

Ship Gambling Bill Awaits Action by Returning Congress

A bill to allow gambling aboard U.S.-flag passenger ships is included in three separate pieces of legislation awaiting the return of Congress this month.

The original bill, H.R. 3282 (the U.S.-Flag Cruise Ship Competitiveness Act), passed the House and at press time was in the Senate Merchant Marine Committee.

The H.R. 3282 language also is included in the crime bill, which passed the House just before the holiday adjournment and is waiting for Senate consideration. However, President Bush has threatened to veto the crime bill, and the Senate minority has warned of a filibuster if the bill reaches the floor. (The veto and filibuster threats are not related to the gambling language.)

Finally, the H.R. 3282 specifications are included in H.R. 3866, the Texas Marine Bird Sanctuary Act. That bill passed the House but was amended by the Senate upon passage. It may receive unanimous consent (pas-

sage without a hearing) in the House by late January or early February.

H.R. 3282 was introduced by Representative Gene Taylor (D-Miss.). The legislation has the strong support of the SIU and others in the U.S.-flag shipping industry because, if enacted, the measure could provide sufficient incentive for investment in American-flag passenger ships. This would lead to thousands of new American jobs.

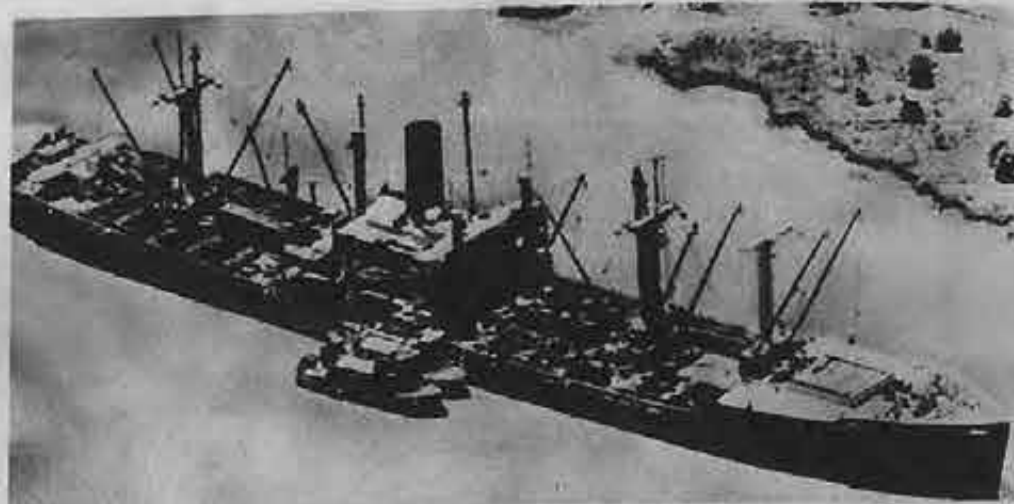
Presently, two federal laws (the Gambling Ship Act and the Johnson Act) prevent U.S.-flag cruise vessels from offering gambling. But foreign-flag ships are not subject to the same restrictions, even though most sail from U.S. ports.

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

Member Ends Career Where It Began



Chief Cook Richard Washington (right) serves one more meal before retiring from the SIU's Government Services Division. The charter member of the division started his career in May 1966 as an assistant cook. Captain R.W. Addicott, head of the Military Sealift Command-Pacific Fleet, receives one of Washington's last meals aboard the USNS Navasota. Washington, 62, has retired to his native Louisiana.



The American freighter Baton Rouge Victory lies aground on a Saigon River bank three hours after being blasted by an enemy mine. Seven American crewmen died.

Coast Memorial to Honor Seamen Killed in Nam War

The Marine Firemen, Oilers, Watertenders and Wipers Association, an SIUNA affiliate, is nearing its goal of raising \$35,000 for a memorial honoring merchant mariners who died aboard the SS Baton Rouge Victory during the Vietnam War. Thanks in part to a contribution from the Seafarers, the MFO had raised nearly \$30,000 by December.

Maritime Administrator Warren Leback gave his official endorsement for the memorial in a letter to MFO President Whitey Disley.

On August 23, 1966, the Baton Rouge Victory was blasted by an enemy mine in the Long Tao channel of the Saigon River. Seven American crewmembers, including five members of the MFO and two District 1 MEBA engineers, were killed in the explosion which flooded the engine room on the port side of the 10,000-ton vessel. None of the other 38 crewmembers was injured.

Following the explosion, Captain Konrad Carlson ran the States Steamship Company vessel (loaded with war supplies) into the river bank to avoid blocking the channel. The ship then sank to its main deck. Salvage crews went to work to refloat the ship, recover the bodies of the seven crewmembers and save the cargo.

Two other crewmembers were in the engine room during the explosion but escaped unharmed. Chief Engineer Herbert Kenyon and an oiler were on a platform

about 20 feet above the area where the others were working. "Suddenly there was this great blast," Kenyon told the Seafarers LOG in 1966. "It knocked me down and stunned the oil man next to me... I rushed to get help, but it was hopeless."

The memorial will be built on the grounds of the California Capitol in Sacramento and will honor Golden State resident crewmembers who died on the Baton Rouge. Construction is expected to begin within the next few months.

The monument will be the only known one honoring merchant mariners built on the grounds of a state capitol. Although the men died during the Vietnam conflict, the bill passed by the California legislature in the fall of 1990 stated the plaque could not be placed within 100 yards of the state's Vietnam Veterans Memorial.

MFO members who perished aboard the Baton Rouge Victory were Chief Electrician Raymond G. Barrett, Second Electrician Earl T. Erickson, Oiler James W. McBride, Fireman/Watertender Robert J. Rowe and Wiper Timothy M. Riordan Jr. The District 1 MEBA members killed were Second Assistant Engineer Charles B. Rummel and First Assistant Engineer John A. Bishop.

Seafarers who would like to make a donation should send it to The Marine Firemen's Union, 240 Second Street, San Francisco, CA 94105.

Aide Delivers Xmas Trees to Persian Gulf



The Aide, an SIU-crewed Ready Reserve vessel operated by American Overseas Marine, delivered 16 Christmas trees to merchant mariners and members of the U.S. armed forces serving in the Persian Gulf. Aide crewmembers assisting in the loading of the trees are, from the left, Electrician Frank Hall, Chief Mate James North, OS Emilio Gomez, Bosun Thomas Temple, OS Andy Capps, AB Jim Burt, Captain Kevin O'Malley, Pedro Ramos of MSCPAC and Engine Utility Dave Welker. The trees were donated by the Guardsmen, a non-profit young businessmen's group based in San Francisco, and to help keep them fresh during the journey, the deck department watered them every few days.

Holidays Bring Out the Culinary Skills in SIU Galley Personnel



Trainee Robert Hurysz scoops up shrimp into bowls for use in the salad bar.



Trainee Scott Snodgrass arranges a floral centerpiece.



Wiping down the counter is the job of trainee Mike Banks, class 489.

The holiday time between Thanksgiving and New Year's Day is a time for fun, fellowship and good eating. Especially good eating. SIU steward department members realize this and do their best to put out delicious and plentiful meals at holiday time.

To make sure SIU galleys remain the best, steward department training at the Seafarers Harry Lundeberg School of Seamanship includes instruction on how to make the meals nutritious, tasty and without waste.

Seafarers in the steward department attending courses at the Lundeberg School recently talked with a Seafarers LOG reporter on their chosen career.

"I've had a fantasy of working on a passenger ship," said **Sam Gordon**, who is upgrading to chief cook. A professional cook at hotels before heading to sea, Gordon stated he had learned a lot at the Lundeberg School.

Mike Rogers, who is upgrading to third cook, noted he switched from the deck to steward department so he could better serve his shipmates.

"I like to sail," said Rogers, who sails from the port of Algonac, Mich. "I wanted the experience of seeing the world. My life turned around after meeting Romeo

(Lupinacci, executive chef at the school)."

Gualberto Mirador travelled from his home port of Norfolk, Va. to upgrade to chief cook and expand his steward knowledge after serving 23 years in the Navy.

"I knew that I would be competing with the civilian force when I left the Navy," Mirador recalled. "But the training at the school has helped me a lot."

Besides actually working over the stoves and ovens in the galley, steward department members also receive training in classrooms and on computers for menu planning, nutrition, food preparation and work organization.

Donna DeCesare has taken advantage of all the school has to offer. While upgrading to chief steward, she has spent plenty of time in the school's new computer laboratory.

"This is really nice," she said. "I have just bought a computer that I will take on board ships with me. This really helps."

Another chief steward upgrader, **David Alexander** from the port of St. Louis, surveyed the scene in the galley at Piney Point and commented, "I know I've learned a lot here and look forward to using all this when I get back on a ship."



Cook and Baker Cindy White and Second Cook Eric Bull add the final touches to gingerbread cookies.



Executive Chef Romeo Lupinacci (left) explains to Third Cook Mike Rogers a method for preparing baked fish.



A smoked turkey is selected for slicing by Chief Cook Kenneth Whitfield of Mobile.



Upgraders watch instructor Barry DuFault explain how to use a scale for measuring ingredients.



Chief Steward David Alexander (right) expresses his approval for an arrangement made with food products created by Chief Cook Gualberto Mirador.



Another lemon for garnish is prepared by Chief Cook Sam Gordon.



Computers help stewards do their jobs better, Chief Steward Donna DeCesare learns.

Crewmembers Praise Work of Sgt. Kocak's Galley Gang

Five SIU members knew how to keep their shipmates happy aboard the Sgt. Matej Kocak as the repositioning vessel sailed around the world during the past year.

According to a letter written by QMED Bud Tuttle to the Seafarers LOG, the galley gang led by Steward Baker Heath Bryan "is one of the best. The stewards and cooks spent many hours doing extra work preparing our meals with great pride. The steward assistants worked very hard to keep everything clean."

Tuttle noted the great food and fine work done by the crewmembers kept "the morale up for the rest of the departments after three trips

to and from the Persian Gulf this year."

Praise for the steward department did not stop with Tuttle's November 26 letter. A review of the ship's minutes received by the SIU Contracts Department discovered the crew's appreciation for a special meal preparation.

"A vote of thanks to a very good steward department," read the minutes of November 10. "Fine job; thanks to them for a Memorial (Day) fiesta barbecue."

Working with Bryan in the galley of the Waterman Steamship vessel were Chief Cook Abdul Adway, Third Cook George Carter and Steward Assistants John Bennett and Miguel Castro.



High praise follows the galley gang of the Sgt. Matej Kocak. Seated from the left are Chief Cook Abdul Adway and Steward/Baker Heath Bryan. Standing from the left are SA John Bennett, Third Cook George Carter and SA Miguel Castro.



Displayed here is some of the fine food prepared by the Sgt. Kocak's galley gang for the Memorial Day fiesta.



Chief Cook Abdul Adway waits to serve another crewmember.



Dinner is almost ready to be served to the crew of the repositioning ship.

Walter J. McCarthy Crewmember and Wife Meet Regularly



Bosun Mike Schaff overlooks the dock during shifting operations.

AB Watchman Loyde Rockwell has a regular visitor call upon him when his ship, the Walter J. McCarthy Jr., offloads coal at the Detroit Edison power plant in St. Clair, Mich.—his wife, Beverly.

"I have to travel 260 miles from Frankfort (on the western side of Michigan) to visit him," she told a reporter for the Seafarers LOG on board the self-unloader. "I can do this about once a month."

Both Rockwell, a 22-year member of the SIU, and his wife noted the visits are well worth the travel time even though they can be with each other only for a day. "I always



Porter Ahmed Nasser at work in galley.

look forward to her visits," the deck department member added.

Rockwell, like other SIU members serving aboard the vessel, generally works from March to January on the Great Lakes. The McCarthy sails a regular schedule between Superior, Wis. and St. Clair.

Wheelsman John Litersky, who has been aboard the American

Steamship Company ship since it came out of the shipyard in 1977 as the Belle River, stated the McCarthy averages 10 hours to unload 65,000 tons of coal.

Litersky had nothing but praise for his fellow shipmates, especially Bosun Mike Schaff. "He's top notch," the 17-year SIU member said. "Everybody on here works well as a team."

SIU Lakes Veteran Litersky Named 'Outstanding Mariner'

A 17-year member of the SIU was named by American Steamship Company (ASC) as its Outstanding Mariner.

Wheelsman John Litersky, a resident of Two Rivers, Wis., was nominated by his fellow crewmembers—both unlicensed and licensed—as the representative from the Walter J. McCarthy Jr. for the award. According to an ASC spokesman, the crew nominated Litersky because of his seamanship skills as well as his personality.

An ASC executive committee reviewed his nomination and those from the fleet's other vessels before deciding on the deck department member.

The company presented Litersky with a ring and a plaque for the accomplishment. He also is being featured in ASC advertisements.

Litersky was one of the original crewmembers to bring the McCarthy out of a Sturgeon Bay, Wis. shipyard in 1977.



From his control shack on the port side of the McCarthy, Wheelsman John Litersky tracks the unloading system.



Beverly Rockwell receives a tour of the Walter J. McCarthy's living quarters from her husband, Loyde, an AB watchman.

Delta Queen Receives Congressional Extension Through 1999

The Delta Queen can sail on the Mississippi River and its tributaries through 1999 thanks to a waiver passed by Congress before it adjourned in November.

The waiver was part of the Fiscal Year 1992 Coast Guard Authorization Bill signed into law by President George Bush on December 19. The SIU crewed Delta Queen requires the waiver because of its age, having been built in 1926.

To keep the vessel and its crew in top running order, instructors from the Seafarers Harry Lun-

deberg School of Seamanship will provide special on-site classes for the third straight year.

Byran Cummings and John Smith have been riding the Delta Queen and its sister ship, the Mississippi Queen, at various times to offer firefighting, first aid and other safety instructions to crewmembers who are unable to attend Piney Point.

According to Cummings, the classes have been so well received that he and Smith are going to add another safety drill to help the crew during training which resumes this

month. "We plan to actually have a crewmember in the water acting like he fell overboard," Cummings told the Seafarers LOG. "Nobody, except the captain, the crewmember and me, will know where or when it will take place. This will give us the opportunity to see how much everybody has learned."



Instructor John Smith (right) explains the use of an oxygen mask to a crewmember aboard the Delta Queen.

The two riverboats are operated by the Delta Queen Steamboat Company, based in New Orleans. The Delta Queen was declared a National Historic Landmark in 1989 by the U.S. Department of the Interior. It is the nation's only authentic, fully restored paddle wheel steamboat that still carries passengers overnight.

WWII Exhibition Opens in Phila.

An exhibition honoring U.S. merchant mariners in World War II opened last month in the mid-Atlantic branch of the National Archives in Philadelphia, located on Ninth Street. (The LOG incorrectly listed in the November 1991 issue the site of the exhibit.)

There is no admission charge. The display is open from 8 a.m. to 5 p.m. Monday through Friday and 8 a.m. to 12 noon on the first and third Saturday of each month. For further information, call (215) 597-3000.

4 Complete Steward Training On Board Alton Belle Riverboat

Four crewmembers of the Alton Belle are the first to graduate from shop steward training.

Deckhand **Mary Bayhille**, Deckhand **Darin Pichee**, Housekeeper **Barb Pritchett** and Reservationist **Patti Rogers** completed the two-day course designed to give them a better understanding of the contract as well as the benefits and grievance procedures.

"It went great," Rogers told a reporter for the Seafarers LOG. "It answered a lot of questions. It was absolutely worthwhile."

Pritchett noted she would have an easier time talking with her fellow workers about various contract provisions. "Grievances, sick

leave, holiday pay—I can tell them about that," the housekeeper said.

"This will help me give answers," Bayhille stated. "I think it will help in working with others aboard."

Pichee said the training will help him deal directly with his fellow deckhands. "I learned to be careful with the wording on grievances," he recalled. "I'll be able to deal with it."

The Alton Belle is a casino riverboat based in Alton, Ill. More than 150 employees, covered by an SIU contract, work for the company. Shop steward training will continue through the early part of 1992 for other crewmembers.



Four Alton Belle shop stewards review material from their recent training. From the left are Barb Pritchett, Patti Rogers, Mary Bayhille and Darin Pichee.

New Union Hall Opens in Alton

The SIU has opened a new hall in Alton, Ill. to service the members who work on board the Alton Belle.

Located at 602 Broadway, the hall is approximately six blocks from the casino riverboat's dock on the Mississippi River. It is staffed by a union representative, Bill Ellis, and two members of the Alton Belle crew, **Lori Davis** and **Patti Rogers**. The new hall is stocked with various SIU benefits forms for all union members. However, it is not connected to the union's computerized manpower system. (The nearest hall for that is in St. Louis.)

"We welcome all members in the area to visit and take advantage



Bill Ellis, Alton port representative, meets with (from the left) Lana McCart, Melissa Hardin and Mike Ramsey aboard the Alton Belle.

of this facility," Ellis told the Seafarers LOG.

Mounting Job Losses Are Result of Ailing Economy

Continued from page 3

article quoting a number of company executives, pointed out that the jobs cut in this recession will never be filled again, even if there are signs of an economic recovery. The jobs simply have disappeared. Additionally, the loss of jobs has hit white-collar workers who traditionally have been insulated from upheavals in the economy. In fact, in the midst of the past two recession periods, there was a net increase in white-collar jobs. Not so this time around. Companies in the service sector are cutting jobs. State and local governments are facing budget shortfalls and thus are looking to reduce payrolls. According to an Associated Press survey of 50 states, between January and July of this year, 24 states had cut their work forces.

Social Net Not as Tight

The social net available to Americans finding themselves out of work is, in the '90s, a far cry of what it was in the pre-Reagan/Bush era. The past dozen years have seen the unemployment insurance benefits eroded. The AFL-CIO reports that in November 3.1 million Americans were drawing unemployment benefits, leaving some 5.2 million jobless workers out in the cold.

While the Bush administration finally agreed to a 13-20 week extension of jobless assistance—only after refusing to go along with the assistance plan on two previous go-arounds with Congress—many feel the aid does not go far enough. The

Department of Labor estimates that in Fiscal Year 1992, which began this past October, 3.4 million unemployed individuals will exhaust their regular jobless benefits. In FY 1991 that number was 3.1 million. In other words, 3.1 million Americans, even if they had not found work yet, ran out of unemployment insurance payments and thus had no income assistance from the government.

Finally, Some Attention

Last month, administration officials recognized the American economy was "faltering," and even George Bush conceded at a press conference that "economic growth is sluggish at best." Economists not associated with the government issued more dire warnings. Economist John Kenneth Galbraith, in remarks last month to the National Press Club in Washington, DC, said the U.S. economy was on the "verge of a depression."

In the last month of 1991, many in Congress indicated that high on the agenda for the coming year will be legislative initiatives designed to provide some relief to the American middle class and American workers who have not fared well after a dozen years of government policies favoring the rich have taken their toll.

There is a growing realization among the American body politic that American workers and the economy are in trouble. As indicated in a recently released University of Michigan Panel Study of Income Dynamics, the number of

Americans that can count themselves in the middle class has plummeted. Fifteen years ago, the study indicates, three out of every four Americans were in the ranks of the middle class. Today that number is barely six out of 10. And even this number is rapidly dwindling.

Noting that each one percent of unemployment costs American taxpayers \$33 billion—\$28 billion in lost tax revenues and \$5 billion in benefits—the AFL-CIO has proposed that Congress quickly enact programs to create economic growth; thereby stimulating the economy, providing jobs and easing the difficulties facing millions of unemployed and under-employed Americans.

Meanwhile, the nation awaits the administration's response to the nation's economic crisis. As economist Robert Kuttner pointed out in an editorial published in The Wall Street Journal (November 7), "To date, President Bush has presided over the weakest economic performance of any postwar president. In his 1988 acceptance speech, he pledged that in eight years as president he would create 34 million jobs. Net job growth since he took office has been just 210,000, the weakest figure of any president in half a century. As for growth, the average annual rate in the Bush era has been 0.6 percent, compared with 2.9 percent for Jimmy Carter and 1.6 percent for Gerald Ford, both of whom were denied re-election."

All SIU Hands Are Busy on the Charleston



Chief Cook M. Hussain prepares succulent homemade pizza.



Roast prime rib is a specialty of Chief Cook M. Hussain.

Recertified Steward Ekow Doffoh sent the accompanying photographs to the Seafarers LOG. The photos, shot by Brother Doffoh, show Seafarers on a recent voyage aboard the Charleston, an Apex Marine vessel.



Chief Steward Ekow Doffoh gets sea store orders out.



Getting hands-on experience on the bridge is OS Larry Bachelor, a recent graduate from Piney Point.



GSU Amerigo Garayua is on the way to tidy the cabins.



Standing watch is AB Terry Cowans.



There is plenty of work for the deck crew on the Charleston. AB Harry Berggren hammers away on deck.



Passage from St. Croix, V.I. to Wilmington, N.C.—a bit rough sometimes, but nothing the trained SIU crew can't handle, says Ekow Doffoh in his report to the LOG.



Johnny Rodriguez takes care of business on deck (left) and at the wheel (right).



Tightening the butterworth plate before arrival in port are, from left, AB Terry Cowans and AB W. Lopez.

Up and Down the Delta, SIU Keeps Cargo Moving

From Venice, La. to Baton Rouge, the port areas along the mouth of the Mississippi River constantly are humming with activity with SIU members in the middle of it all.

Tugboats are a common sight along the waterway. Seafarers are busy aboard Crescent Towing boats like the Betty Smith, Rebecca Smith and Port Allen which dock deep sea vessels, then assist them back through the channel toward the Gulf of Mexico.

Other boatmen—like those on the Heidi Moran—navigate the river

on tugs pushing barges loaded with petroleum, agricultural and ore products to staging areas for transfer to ocean-going craft.

The Cape Mendocino, a Ready Reserve Force ship operated by the SIU-contracted shipping company OMI, has been making regular stops in the delta region to drop off cargo from distant ports before loading for other ventures.

New Orleans also serves as the home port for the two SIU-crewed inland passenger ships: the Delta Queen and the Mississippi Queen.



Port Employee Steve Judd meets with the crew of the Crescent tug Rebecca Smith. From the left are Steve Russell, Mike McVillie, Toby Wattigney and Judd.



Making sure the meal is ready on time is the job of Chief Cook Bobby Simmons aboard the tug Heidi Moran.



The galley gang of the Cape Mendocino—(left to right) SA Sedonia Sparks, Third Cook Thomas McCurdy, SA Ernest Bullock, Steward/Baker Michael Askins and SA Antonio Hall—is ready to serve another great meal.



Third Cook Thomas McCurdy takes french fries from the fryer to go with steaks for the Cape Mendocino crew.



QMED Al Ragas (right) of the Sea-Land shoregang gets an opportunity to talk over some business with New Orleans Patrolman Bobby Milan.



Assisting in the discharge of petroleum products on the barge Texas are Heidi Moran Chief Mate Douglas Crawford (left) and AB Wade Wansley.



Steward/Baker Michael Askins loads a plate for hungry crewmembers.



Port Employee Steve Judd (left) updates Heidi Moran crewmembers (from the left beside Judd) Captain Charlie Tucker, AB Wade Wansley and Chief Engineer Randy Rogers on SIU benefits forms.



Awaiting their next assignments on the RRF vessel are (left to right) AB Jessie Mixon, OS Elton Wilde and AB Abraham Murray.



Working the winches of the RRF vessel are ABs Randall Rogers (left) and George Dean.

San Francisco Hall Hosts Thanksgiving Day Feast

Several hundred Seafarers and their families gathered in the San Francisco union hall November 22 to celebrate Thanksgiving.

The second annual affair was arranged and cooked by galley gang members **Burt Richardson** and **Terry Todd**. The meal included the traditional turkey with stuffing, mashed potatoes with gravy, cranberry sauce, vegetables and dessert.

San Francisco Port Agent Nick Celona reported a good time was had by all. "It was a great time for members and their families to renew friendships. They look for-

ward to this all year," Celona added.

Celona stated his appreciation for the food donated by Frank Riley and Bill Mines, labor relations office, American President Lines; Harold Strauss, port steward, Sea-Land; and Richard G. Meleski, labor relations office, and Ron Lampriere, port steward, Matson Lines.

Joining the 200-plus members with the families for the festivities were representatives from other San Francisco labor unions, including the Machinists and Laborers.



SIU members swap sea stories while enjoying the Thanksgiving Day meal.



Chief Cook John Basquez delivers a loaded plate of food to a member.



Retiree J.D. Whittington (left) talks union business with Patrolman Gentry Moore.



One of the many members involved in the dinner's preparations is Chief Steward Terry Todd.



Kwan Joi-Siu, a 17-year member, serves soft drinks to his fellow Seafarers.



Waiting in line for dinner are Bosuns Lance Zollner (left) and Bill Mullens.



Sea-Land shoregang member Greg Stone brings his family to the holiday dinner.



Getting ready to join the others are shoregang member John Stein (left), Delores K. Tenkwitz and her brother, shoregang member Jerry Westfall.

Ed Larkin, Early Union Activist, Remembers SIU in Will

Edmund "Ed" Larkin, a retired Seafarer who was one of the union's earliest scholarship win-



Edmund Larkin as a young Seafarer

ners and a very active member during the time he sailed with the SIU, died of cancer, the union has been informed. Brother Larkin, whose family reported that his

death occurred on May 7, 1991, left \$30,000 to the union.

Speaking of her father's days with the SIU to a Seafarers LOG reporter, Margaret Larkin said, "If it hadn't been for the merchant marine, he wouldn't have been the [success] he was. It gave him a lot of experiences that not many young people have. He really enjoyed it."

From approximately 1970 until he contracted his illness, Larkin enjoyed a lucrative career with the Sony Corp. He worked in real estate and in engineering.

But his roots were in the maritime industry. Larkin's mother passed away when he was 15, and the Milwaukee native joined the SIU one year later (1944) in New York. (At 6-foot-4 and about 250 pounds, Larkin con-

vincingly exaggerated his age.)

He sailed in the engine department and worked his way up to the rating of chief electrician. He was extremely active in SIU matters, including the Isthmian strike of 1947.

Influenced by then-SIU President Paul Hall, he also grew to appreciate the value of education. In 1953 the SIU became the first maritime union to award college scholarships; in 1954 Larkin won a four-year scholarship from the Seafarers.

Larkin's passion for academia didn't end there. Through the years, he earned an undergraduate degree from Cornell University and a master's from New York University. He also did extensive graduate work at Coleg Harlech in Wales.

During the mid- to late 1950s, Brother Larkin worked as an organizer for both the SIU and the

United Industrial Workers. He switched careers in 1959, going to work as an engineer for the New York-based company Merritt, Chapman and Scott. Eventually he went to Sony.

Brother Larkin, who was divorced, lived in Westchester County, N.Y. Margaret Larkin described her father as an outdoors type who loved collecting antiques. He also enjoyed the extensive travel required by his various jobs.

"He always had a knack for making money," added Margaret, 27. Indeed, Edmund Larkin willed more than \$400,000 to various people and institutions. He had a few profitable investments and a good salary, Margaret noted, "and he remembered everyone who helped him along the way," she said. Edmund Larkin's will lists 48 legatees.

Father and Son Are Classmates in FOWT Course

Kevin Twiford has a "29-year head start on me," according to his father, Brantley.

The father-and-son combo not only were roommates at the Seafarers Harry Lundeberg School of Seamanship, they were classmates in the FOWT course that graduated December 20.

Brantley Twiford, 52, had tried his hand as a real estate agent and commercial fisherman before signing on as a wiper with the SIU during the Persian Gulf war. He sailed nearly eight months aboard the Santa Ana. Kevin Twiford, 23, graduated with class 471 of the Seafarers Harry Lundeberg School of Seamanship last spring and immediately shipped out as a wiper aboard the USNS Pollux. Both made several trips to Saudi Arabia and met each other in Ad Damman for a day when their vessels were docked at the same time.

"I love it," the elder Twiford told a reporter for the Seafarers LOG. "I only wish I had known about it at his age. This is a great opportunity for young people."

Both engine department members heard of the union through a relative, Chief Electrician Jeff McCranie.

"I was doing some commercial fishing in North Carolina and nothing was going on," recalled the younger Twiford. "I got an application (for the Lundeberg School) and sent it in." Less than



Brantley (left) and Kevin Twiford listen to their instructor at the Lundeberg School. The father and son recently upgraded to FOWT.

two months later, Kevin was a trainee at Piney Point.

FOWT instructor J. C. Weigman noted a little competitiveness between the family members. "He (Brantley) knows what it's like to fight and battle to compete, but both are good students."

The pair studied together to pass the course. The father admitted going back to school has been a lot tougher on him. "I'm working harder than he is," Brantley said. "I got out of the habit of studying."

While both stated they enjoy going out to sea, one member of the family did let it be known she was not completely happy to have both men sailing.

Brantley's wife, Kay (Kevin's mother), didn't like the idea of being separated from her husband. They have been married for 32 years and Brantley had to miss being home for their wedding anniversary for the first time. How-

ever, Brantley noted she remains supportive and recognizes that his work does provide the family with a good income.

Kevin noted that his mother said a shipping career "would be good for me." Additionally, he noted, his two sisters have expressed enthusiasm for his work.

Both of the Seafarers said the instructors and fellow classmates have been a great group with which to work. "I can't picture anybody not wanting to come here," Brantley noted. "When I go back out, I'm going to tell them that the opportunities are unlimited."

Kevin also said he would talk up the school with his shipmates. "It is worth their while to come here." The Twifords, who sail from the port of Norfolk, Va., stated they would be back to upgrade to QMED as soon as they have the necessary seetime.

Six Deck Department Members Graduate Shiphandling Course

Six more deck department members are returning to the seas with a better knowledge of bridge operations after graduating from the shiphandling course at the Seafarers Harry Lundeberg School of Seamanship.

John Bellinger, Bob Borchester, Leon Johnson, Keith Kirby, Patrick McCarthy and

John Mossbarger each received credit for 60 days of sea time by successfully completing the U.S. Coast Guard-approved course on December 13.

The sextet covered special areas of skills development which included general and emergency shiphandling and helmsmanship, river and channel transits, coastal navigation, convoy and underway replenishment, hawser towing and pushboat towing.

The students in the two-week course studied both in the classroom and in the school's computer-generated, full-size ship simulator. (The mock bridge in the simulator features a 180-degree beam-to-beam field of view as well as a 35-degree stern view.)

The course will be offered six times during 1992: January 27 to February 7, March 2 to March 13, May 4 to May 15, June 29 to July 10, August 31 to September 11 and November 2 to November 13.

To register for the course or to gain more information, contact the Lundeberg School Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.

Extra Night Courses Available For Lundeberg School Students

Seamen attending the vocational training courses at the Lundeberg School now can elect to take classes in the evening which are designed to enhance the Seafarer's proficiency in areas related to his occupation.

The evening courses available to Lundeberg School students cover English, math, science, physics and psychology.

The introduction of night classes at the Lundeberg School means that a Seafarer who is studying by day to upgrade his rating may also take courses in areas of concentration which are complementary to his or her chosen profession.

The night classes run from 5:30 to 8:30 p.m. Monday through



QMED Don Montoya uses the school's computer lab.

Thursday. Each course lasts eight weeks.

Classes are offered on a Monday-Wednesday or Tuesday-Thursday basis. The eight-week sessions are January 6 to February 28, March 16 to May 8, May 11 to July 3, July 6 to August 28, August 31 to October 23 and October 26 to December 18.

Members who will be studying at the Lundeberg School or who are currently enrolled in classes at the training facility can apply for the evening courses by writing the school or by contacting the admissions office on campus. Upgraders will need to take a 30- to 45-minute placement test prior to enrolling in the courses.



Trainee Rudolph Hyndman makes use of one of the school's areas for study.



John Bellinger plots the course of another vessel on radar.



Graduating from the December 13 shiphandling course at the Lundeberg School are (left to right, front row) Keith Kirby, John Mossbarger, Bob Borchester, (back row) Instructor Jim Brown, Leon O. Johnson, Patrick McCarthy and John Bellinger.

A Year in Review—From an SIU Standpoint

1991 Marked by Continued Struggles to Preserve Seafarers' Jobs and Security



Seafarers who participated in the massive sealift to the gulf march in the national victory parade held in Washington, D.C. The merchant mariners' contingent marched along with all branches of the American armed forces.

As 1991 drew to a close, the Seafarers International Union was in court pressing to block an attempt by the United States Coast Guard to institute a fee regime for marine licenses and seamen's papers. This action was the most recent of many union activities which are designed to increase the job security of Seafarers and to ensure a decent standard of living for its seamen and boatmen and their families.

Whether fighting to keep AT&T's cable ships under the American flag, or pushing to keep U.S. maritime promotional programs out of the world trade talks agenda, the SIU spent 1991 working to preserve and promote the American maritime industry and, thus, bring about continued employment for today's generation of Seafarers and for generations of seamen in the future.

1991 Opens With a Bang, Gulf War Sealift Is Massive

The year also served as a vivid reminder of the commitment of Seafarers to their nation in times of national emergency or conflict. As 1991 rolled in, Seafarers from around the country were putting in extra sailing time so that ships broken out from the nation's Ready Reserve Force (RRF), along with other commercial and military vessels, could participate in the massive sealift effort supporting Operation Desert Shield and Desert Storm and the subsequent redeployment.

The Persian Gulf operation, which began after the August 2, 1990 invasion of Kuwait called by Iraq's ruler, Saddam Hussein, resulted in the most massive sealift ever deployed over the course of any 12 months in American history. On January 16, after Iraq failed to meet a United Nations imposed deadline for withdrawal from Kuwait, the United States went to war. The 43-day war, which included a 100-hour ground assault by a multi-national coalition of armed forces, restored Kuwait to her citizenry. American sealift played an important role in transferring bil-

ions of pounds of materiel to the front lines. On the eve of the war, 4.2 billion pounds of dry cargo and 8.4 billion pounds of fuel had been delivered by ships under the direction of the U.S. Military Sealift Command to the gulf. At that point a total of 238 ships were under MSC direction, 136 of which were under the U.S. flag.

SIU-crewed ships made up the majority of U.S.-flag ships engaged in the massive logistical effort. Among these were the military's eight fast sealift ships which were brought out of reduced operating status, 21 prepositioning ships, 2 aviation support vessels known as T-AVBs, the USNS Mercy—one of the military's two hospital ships—and scores of ships activated from the nation's Ready Reserve Force, the government's layup fleet available for times of national emergency.

Seafarers met the manpower obligations of the Persian Gulf crisis through a series of extraordinary moves. First, SIU members cut short on-the-beach time and many members who traditionally sail on Lakers or inland waterway vessels volunteered for deep sea assignments. The union issued a call to all physically fit pensioners to make themselves available for gulf war-related shipping and, while very few actually had to ship, hundreds indicated their willingness to go. The union cancelled the relief provision and hundreds of members extended their length of time aboard commercial ships, thus freeing other Seafarers for Persian Gulf duty.

Words but No Action From White House

The administration, while honoring the merchant marine for its contribution to the Persian Gulf war effort in Maritime Day ceremonies in Washington, D.C. last May, showed no inclination to work with Congress to put into effect programs that will provide the groundwork for a solid and vital U.S.-flag shipping capacity in the years to come. In fact, administration officials did the exact opposite by raising

the notion of second registry for the United States. In the past decade, traditional maritime countries have begun to offer flag-of-convenience like conditions to their vessel operations. This concept, labeled the second registry, allows the ship owner from countries like Norway and Germany to hire third world crews, escape national safety and inspection laws and avoid paying taxes while still flying the flag of those nations on their vessels' sterns.

Maritime labor, however, made significant progress in its efforts to coalesce around a program of revitalizing the American merchant marine. In September the newly-elected heads of the Masters, Mates and Pilots (MM&P) and the District No. 1 MEBA/NMU Licensed Division along with SIU President Michael Sacco issued a joint statement outlining their commitment to work with government and the industry to bring about a program that will reinvigorate U.S. shipping.

Additionally, the gulf war experience brought renewed interest on the part of the military in America's sealift capacity. Military leaders advised Congress, in a series of appearances before various House and Senate committees, that U.S. sealift capability must be strengthened.

Air Force General Hansford T. Johnson, head of the United States Transportation Command, the military unit charged with moving materiel in any conflict, advised the Senate last May: "The solution to our future sealift capability as a nation, however, must include efforts to improve the U.S. merchant marine. A revitalized merchant marine supplemented with an organic capability of well maintained militarily useful ships, along with the establishment of a merchant marine reserve, would provide us a sealift mobility structure designed to meet the evolving threats of the 21st century."



Lundeberg School students practice searching for a missing man during firefighting exercises. The seamen are subjected to simulated conditions which make the chamber appear to be smoke-filled.

Seafarers Advance Their Job Skills

Throughout the year, the Seafarers Harry Lundeberg School of Seamanship hummed with activity. As a result of the Persian Gulf crisis and the booming need for shipboard manpower, the Lundeberg School increased the number of classes it offered to Seafarers interested in upgrading to the ratings of able bodied seamen (ABs) and fireman-oiler-watertenders (FOWTs).

On August 20, the anniversary of the birth of Paul

Hall, the union's top official from 1947 until his death in 1980, the entire Piney Point, Md. complex, including the Lundeberg School, was named the Paul Hall Center for Maritime Training and Education. In a simple ceremony held on the school's grounds, Seafarers, shipowners, maritime unions and government officials paid tribute to the man who played an instrumental role in shaping the SIU. Paul Hall was remembered by his associates for his leadership, his tactical brilliance, his commitment to the industry and the people who turn to the sea to make a living for themselves and their families.



The Piney Point complex, which houses the Lundeberg School and a maritime museum and library, was named the Paul Hall Center for Maritime Training and Education in honor of the SIU president who served the union until his death in 1980.

In addition to its core curriculum at Piney Point, the Lundeberg School continued its work with SIU-contracted operators which have specific crew-training needs. Lundeberg firefighting and shipboard safety instructors conducted on board drills and classroom sessions for crewmembers of the famed riverboat duo—the Delta Queen and Mississippi Queen.

Bill Pushed in House, Senate Could Create U.S Cruise Industry

The House of Representatives approved legislation that would enable U.S.-flag passenger ships to offer shipboard gambling. The measure, which is strongly backed by the SIU, was passed by the Congress in three pieces of legislation—the U.S.-Flag Cruise Ship Competitiveness Act, which was introduced by Rep. Gene Taylor (D-Miss.), the crime bill and the Texas Marine Bird Sanctuary Act. The Senate wrapped up its 1991 session with the U.S.-Flag Ship Competitiveness Act still awaiting committee action. The crime bill is stalled in the Senate by a threatened filibuster against portions of the bill unrelated to shipboard gambling. The Senate did amend its version of the sanctuary act to include a shipboard gambling provision. When Congress resumes later this month, the House will take up consideration of the Senate sanctuary act.

The passage of legislation which would allow gambling on U.S.-flag vessels is seen by many in the industry as a real shot in the arm for any potential American passenger ship operations. Presently, U.S.-flag passenger vessels are prohibited by law from offering shipboard gaming activities. Financial data from cruise ship companies around the world indicate that shipboard gambling plays a significant role in generating revenue and profit. It is believed by many in the U.S. maritime industry that once American operators can offer gambling, this will significantly close the gap in an uneven playing field, and U.S.-flag cruise ship operations will be able to compete head-to-head with foreign-flag passenger vessels.

Among the other maritime initiatives debated by the Congress in 1991 was a bill which, if enacted, would establish guidelines tying in-cash foreign aid from the United States be used to purchase U.S. goods that would be shipped on American-flag vessels. The Buy American/Ship American provision was hotly debated but was left in the bill which passed both chambers of Congress. The bill, which went to a conference committee, subsequently was rejected by the House. Attempts are under way to bring a new foreign aid bill forward in 1992.

The SIU also worked to open the Arctic National Wildlife Refuge for oil exploration and development so that Alaska oil will be available to the United States for years to come. Also among the legislative pushes of the SIU was H.R. 44, a bill currently in the House Veterans Committee which would extend the eligibility date for WWII merchant marines to qualify for veterans status.



Communicating their support for legislation banning the practice of replacing striking workers. Seafarers to be a moment to write their congressmen.

Working for Fair Trade, National Health Care Policies

The SIU joined with the AFL-CIO in carefully monitoring the Bush administration's proposed North American Free Trade Agreement with Mexico and Canada. The SIU and other unions representing workers in the maritime industry have petitioned the U.S. Trade Representative to keep waterborne transportation services from any such trade agreement. The SIU has been seeking the same commitment from American trade negotiators assigned to the world trade talks known as GATT (General Agreement on Tariffs and Trade).

The various unions of the AFL-CIO, as well as the federation itself, have made a sensible national health care policy a top legislative priority. Pointing out that runaway health care costs are a significant factor in hindering American companies from being competitive with their counterparts in other industrialized nations in which medical costs are much lower as a result of government policies, the AFL-CIO has called on Congress and the administration to develop a health care program for Americans. Such a program, the AFL-CIO has said, must keep costs contained and be available to every American—including the 37 million people who today have no health care coverage.

In the area of reforming labor relations, the unions have been seeking enactment of legislation known as the Workplace Fairness Bill which would ban the practice of employers permanently hiring strikebreakers who replaced striking employees once the beef was settled. The House approved this bill over the summer and it is expected to come up in the Senate in March of this year.



A Seafarer has his blood checked at one of the new clinics designated by the Seafarers Welfare Plan as a union PPO.

Benefits Conferences Held And New Clinics Opened

Hundreds of active and retired Seafarers and their family members attended the educational conferences offered by the Seafarers plans at each of the union's halls around the country. The conferences were designed to assist Seafarers in learning of the wide range of benefits available to them and their families. In the areas of medical care, pensions, vacation and education, including scholarship opportunities, information was presented by the plans' staff, and time was allotted at each session for questions to be raised by the participants.

The union designated four new preferred provider organizations (PPOs), which are medical care establishments selected by the Seafarers Welfare Plan as the ones to provide services to SIU members and their families. The welfare plan's PPO program is attempting to keep medical care costs in line during an era of spiraling health care expenses so that the high level of benefits enjoyed by Seafarers is maintained.

Hand of Coast Guard Reaches To Marine Documents, Licenses

Mandated by two separate pieces of legislation, the United States Coast Guard, in 1991, issued a number of rulemaking notices and internal advisories on procedures the agency intends to implement which will affect merchant marine documents (or z-cards) and licenses.

Under the Oil Pollution Act of 1990, the Coast Guard will begin to issue z-cards that have a five-year life. The Coast Guard currently is formulating a procedure by which seamen will have to renew their z-cards every five years. Additionally, under OPA 90, seamen will be subjected to a check of the National Drivers Registry when obtaining z-cards from the Coast Guard. The agency will be attempting to ascertain a record of drunk driving. As yet, the Coast Guard has not issued a rulemaking on this procedure but it has advised its various offices that this is imminent.

The Omnibus Budget Reconciliation Act of 1990 repealed a long-standing statute prohibiting the government from collecting fees for issuing merchant marine licenses. Additionally, the 1990 budget bill mandated the Coast Guard to collect so-called user fees for its services.

The agency thus promulgated regulations announced in the June Federal Register that called for seamen to pay a fee for their marine licenses, documents and certificates of registry. The SIU vociferously objected to the proposal—labeling the scheme a work tax. In comments filed with the agency and later in a lawsuit filed in federal court, the SIU declared the proposal unconstitutional. The union has indicated that the Coast Guard has no exact science for determining the fees, which as proposed range from \$35 for a duplicate z-card upwards to \$335 for the total cost associated with an upper level license, and that as such there was no impediment to the fees rising to astronomical proportions.

The union court case, which was filed in early December, is asking the government to set aside the scheme.



Operation Desert Shield and Desert Storm Commander Norman Schwarzkopf inspects the Cape Henry while docked in Al Jubayl, Saudi Arabia. The SIU-crewed RRF ship just barely escaped a scud missile attack while on its gulf assignment.

Seafarer Rodriguez Adds 'Book Smarts' to 'Street Smarts'

SIU member Sebastian Rodriguez is known for his street smarts. Now Rodriguez can add to his knowledge the ability to read and write proficiently, thanks to the Seafarers Harry Lundeberg School of Seamanship. While Rodriguez is able to find something funny about most everything



Brother Rodriguez catches up on lost reading time.

in life, when he speaks of his union, the deck department member becomes serious and grateful.

"The SIU is the greatest thing in my life. They changed me, helped me make it," Rodriguez, 25, recently told a reporter for the Seafarers LOG. "I owe the SIU a lot. This union stands behind its words."

Rodriguez, who recently upgraded at the Lundeberg School to able bodied seaman, exudes confidence. But a few years ago, the Brooklyn, N.Y. native had a vastly different person. A high school dropout raised in a one-parent home, Rodriguez was unable to read or write before he joined the Seafarers three years ago. For years he struggled around the problem, but behind his street smarts and stocky build, Rodriguez was embarrassed.

With the help of Lundeberg School instructors, Brother Rodriguez has overcome his literary deficiencies. "All the teachers here helped me and gave me confidence," he said. "I had a special tutor, and when I started putting my mind to it, I did all right."

It took about one year before Rodriguez felt comfortable with books and newspapers. But,

spurred by memories like the time he could not fill out the paperwork to get a library card, Rodriguez persevered. "There are still some things I don't understand. I admit that," he said. "But I'm making progress."

"I really enjoy reading seamanship books, learning about the ships. I'm always into those books, and I'm still learning."

Rodriguez says the SIU has given him a new outlook and newly found confidence in many areas, not just reading. He joined the union at the suggestion of a cousin, though not before pondering the decision for two years.

"Before, I wondered what I would do with my life," he recalled. "Now, it feels so good being out there on the sea. There's a whole different world out there. More people should learn about it."

Brother Rodriguez lives in his home town of Brooklyn with his wife, Sonia, and their son, Ivan Eugene. He says he prefers to remain in the same area, even while he continues to develop and change. "You know, before in New York if someone made fun of my reading, I knocked the crap out of them. Now, if someone calls me 'stupid,' I don't smack him. I say, 'I'm an AB. I have a future!'"

The Lurline's Heavy Cargo



The SS Lurline transported some atypical cargo in 1991, as shown in the photo above. Akilli, a show elephant, and her trainer, Dottie, head for the West Coast from Honolulu after a commercial shoot.

At right, Steward Ray Rosete hustles in the Lurline galley.



Below: Chief Steward Donna DeCesare shares a laugh with fellow galley gang members (from left) Emo Aleulava, Mercy Abuan and Peter Schultz.



Community Honors Woodrow Reid

Pensioner Woodrow W. "Bob" Reid recently was honored as Senior of the Year by his church, the Essex (Md.) Church of God. Reid, 76, received the award during a ceremony November 22, with more than 100 people in attendance.

"He is a prince of a man, one of the greatest we've ever met," said a spokesperson for the Baltimore-area church.

Besides receiving a large trophy, Reid had his photograph put on a billboard in the city. He also was honored with a congressional tribute by Helen Bentley (R-Md.).

"This is a great honor, and I appreciate it," Reid recently told a reporter from the Seafarers LOG. "I was surprised, and yet I'm not surprised at what our church will do for people. They are loving, caring people."

Reid joined the SIU in June 1944 in Baltimore. He shipped in the steward department before retiring in 1979 as a chief steward.

"I sailed for 35 years and had nearly 29 years actual sea time,"



Woodrow Reid's photograph is put on a billboard in the city of Baltimore.

Brother Reid recalled. He described his career at sea as fairly routine, although he once was accidentally shot in the hip by a crewmember who was exhibiting a recently purchased pistol. "I don't know that that would be newsworthy to seamen," Reid said with a laugh. He also noted the time just after World War II when his vessel, a Liberty ship, survived one of the worst typhoons in the history of the Pacific.

For the past 12 years, Reid has been extremely active in the church. His wife, Margaret, also is an active member of the Pentecostal church.

Presidential Award Winners Visit Headquarters



Officers of an organization in Puerto Rico which sponsors students in transportation studies visited SIU headquarters after receiving a Point of Light award from Barbara Bush in a White House ceremony. Carlos V. Font, director of TurbOtech, Inc. (second from left); Keith Terpe, retired SIUNA vice president and chairman of the Gerald P. Toomey Foundation (fourth from left); and Edwin Rosas (right) foundation co-chairman, are shown with SIU Vice President Augie Tellez (left) and Executive Vice President Joseph Sacco (middle).

**February & March Membership Meetings
Deep Sea, Lakes,
Inland Waters**

Piney Point	
Monday, February 3	Monday, March 2
New York	
Tuesday, February 4	Tuesday, March 3
Philadelphia	
Wednesday, February 5	Wednesday, March 4
Baltimore	
Thursday, February 6	Thursday, March 5
Norfolk	
Thursday, February 6	Thursday, March 5
Jacksonville	
Thursday, February 6	Thursday, March 5
Algonac	
Friday, February 7	Friday, March 6
Houston	
Monday, February 10	Monday, March 9
New Orleans	
Tuesday, February 11	Tuesday, March 10
Mobile	
Wednesday, February 12	Wednesday, March 11
San Francisco	
Thursday, February 13	Thursday, March 12
Wilmington	
Monday, February 17	Monday, March 16
Seattle	
Friday, February 21	Friday, March 20
San Juan	
Thursday, February 6	Thursday, March 5
St. Louis	
Friday, February 14	Friday, March 13
Honolulu	
Friday, February 14	Friday, March 13
Duluth	
Wednesday, February 12	Wednesday, March 11
Jersey City	
Wednesday, February 19	Wednesday, March 18
New Bedford	
Tuesday, February 18	Tuesday, March 17

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

Personals

ANTONIO C. FLORES

Your daughter would like to be in touch with you, and all concerned would like to establish communication. Please contact Letty Jones at 92-1302 Kikaha Street, Ewa Beach, Hawaii 96707, or call (808) 672-8723.

Correction

Credit for the photo of the Robin Moor on the front page of the November 1991 issue of the Seafarers LOG was inadvertently omitted. The photo was provided to the LOG by The Mariners' Museum in Newport News, Va. We regret the error and offer our thanks to the museum for supplying the photo..



Dispatchers' Report for Deep Sea

NOVEMBER 16, 1991 — DECEMBER 15, 1991

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	21	16	20	26	17	15	5	36	17	20
Philadelphia	0	5	5	2	5	2	0	0	3	4
Baltimore	2	17	7	5	11	4	0	4	11	6
Norfolk	9	6	4	13	8	4	4	18	9	9
Mobile	14	10	10	13	8	16	4	23	18	16
New Orleans	17	13	24	23	12	17	1	34	14	37
Jacksonville	24	16	11	22	18	8	6	42	13	21
San Francisco	31	20	11	19	13	9	6	54	28	14
Wilmington	20	22	15	15	15	6	5	23	16	18
Seattle	28	18	10	19	12	12	1	43	14	17
Puerto Rico	9	1	1	14	4	1	1	14	1	2
Honolulu	4	10	7	5	7	8	0	4	11	4
Houston	25	21	15	25	17	12	15	35	17	23
St. Louis	0	2	2	1	2	1	0	0	1	2
Piney Point	3	9	6	2	5	3	1	2	10	5
Algonac	1	2	2	0	1	1	0	1	2	1
Totals	208	188	150	204	155	119	49	333	185	199
ENGINE DEPARTMENT										
New York	20	6	9	15	8	5	10	33	10	13
Philadelphia	1	5	2	1	3	1	0	3	4	7
Baltimore	8	4	4	5	4	3	1	9	4	4
Norfolk	6	4	2	3	3	2	0	6	2	7
Mobile	18	7	5	9	9	5	2	19	12	4
New Orleans	17	8	12	11	5	12	5	29	10	11
Jacksonville	13	6	7	18	8	6	5	16	5	9
San Francisco	24	12	8	13	14	5	6	30	18	9
Wilmington	7	7	13	6	7	11	2	10	10	17
Seattle	15	6	6	12	10	7	3	23	3	6
Puerto Rico	7	2	0	4	2	0	1	7	1	0
Honolulu	3	7	6	2	2	10	0	1	15	5
Houston	13	15	12	10	8	12	6	20	16	7
St. Louis	0	2	1	1	0	2	0	0	2	0
Piney Point	2	12	6	1	3	3	1	4	13	8
Algonac	0	0	4	1	0	4	1	0	0	0
Totals	154	103	97	112	86	88	43	210	125	107
STEWARD DEPARTMENT										
New York	10	5	3	10	8	1	5	23	6	6
Philadelphia	0	0	0	0	0	0	0	0	0	0
Baltimore	4	3	1	2	0	0	1	4	3	3
Norfolk	11	0	4	6	0	4	2	12	3	7
Mobile	8	2	3	5	7	3	0	12	2	8
New Orleans	10	6	4	4	7	3	7	19	5	7
Jacksonville	11	2	3	10	2	2	3	16	5	4
San Francisco	36	11	8	22	9	6	17	86	15	16
Wilmington	15	2	4	9	4	7	5	21	2	2
Seattle	16	6	2	18	5	0	8	30	9	3
Puerto Rico	5	0	0	4	1	0	1	4	0	0
Honolulu	6	18	13	5	17	10	41	12	25	25
Houston	11	2	2	14	2	2	4	19	2	3
St. Louis	1	1	0	0	0	0	0	2	1	1
Piney Point	4	8	6	2	6	0	2	3	16	10
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	140	67	53	112	69	38	96	264	96	96
ENTRY DEPARTMENT										
New York	14	21	42	7	12	21	0	18	45	131
Philadelphia	0	4	3	0	2	1	0	2	6	6
Baltimore	2	7	2	1	7	2	0	3	6	2
Norfolk	5	10	13	2	4	7	0	9	15	20
Mobile	1	22	9	2	11	7	0	1	36	22
New Orleans	6	20	27	3	7	14	0	9	44	46
Jacksonville	2	25	16	2	18	3	0	2	32	39
San Francisco	16	17	31	10	15	13	0	36	38	73
Wilmington	6	12	13	5	6	9	0	9	17	25
Seattle	11	12	16	10	11	4	0	16	16	26
Puerto Rico	4	4	4	3	3	1	0	9	7	7
Honolulu	2	36	155	1	35	188	0	6	39	158
Houston	3	25	14	1	18	14	0	6	28	17
St. Louis	1	1	0	0	1	0	0	2	3	0
Piney Point	0	55	6	1	43	3	0	0	49	6
Algonac	0	1	0	0	0	0	0	0	3	0
Totals	73	272	351	48	193	287	0	128	384	578
Totals All Department	583	630	651	476	503	533	188	935	790	980

* "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 1,780 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,780 jobs shipped, 476 jobs or about 27 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From November 16 to December 15, a total of 188 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 15,309 jobs have been shipped.

Dispatchers' Report for Great Lakes

NOVEMBER 16 - DECEMBER 15, 1991

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	15	3	0	47	14	0	6	9
Port	DECK DEPARTMENT								
Algonac	0	6	2	0	15	2	0	9	5
Port	ENGINE DEPARTMENT								
Algonac	0	0	1	0	11	1	0	3	1
Port	STEWARD DEPARTMENT								
Algonac	0	13	7	0	0	0	0	9	14
Port	ENTRY DEPARTMENT								
Totals All Departments	0	34	13	0	73	17	0	27	29

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

Dispatchers' Report for Inland Waters

NOVEMBER 16 — DECEMBER 15, 1991

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	21	7	0	3	0	1	54	17	8
Gulf Coast	1	1	6	3	0	3	3	1	8
Lakes & Inland Waters	19	0	0	15	0	0	47	0	0
West Coast	0	0	1	0	0	0	2	1	4
Totals	41	8	7	21	0	4	106	19	20
Region	DECK DEPARTMENT								
Atlantic Coast	10	4	0	1	0	0	11	8	0
Gulf Coast	0	0	1	0	0	0	0	0	0
Lakes & Inland Waters	11	0	0	6	0	0	31	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	21	4	1	7	0	0	42	8	0
Region	ENGINE DEPARTMENT								
Atlantic Coast	6	2	0	1	0	0	9	3	1
Gulf Coast	0	0	1	1	0	2	0	0	0
Lakes & Inland Waters	7	0	0	4	0	0	20	0	0
West Coast	0	0	0	0	0	0	1	0	0
Totals	13	2	1	6	0	2	30	3	1
Region	STEWARD DEPARTMENT								
Atlantic Coast	6	2	0	1	0	0	9	3	1
Gulf Coast	0	0	1	1	0	2	0	0	0
Lakes & Inland Waters	7	0	0	4	0	0	20	0	0
West Coast	0	0	0	0	0	0	1	0	0
Totals	13	2	1	6	0	2	30	3	1
Totals All Departments	75	14	9	34	0	6	178	30	21

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

Seafarers International Union Directory

- Michael Sacco
President
- John Fay
Secretary-Treasurer
- Joseph Sacco
Executive Vice President
- Angus "Red" Campbell
Vice President Collective Bargaining
- George McCarty
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 Corgey
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
(301) 327-4900

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

HONOLULU
606 Kalia 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
50 Union St.
New Bedford, MA 02740
(508) 997-5404

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

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

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

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

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

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

Government Services Division
(415) 861-3400

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

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

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

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

Captions Corrected



On page 9 of the December 1991 Seafarers LOG, two photos were misidentified. The photo pictured above should have read: Instructor Jim Shaffer (right) helps Hugh McAllister work the lathe. The photo below should have been captioned: Charlie Betz (left) and Bobby Spencer check the diameter of stock after making cuts on the engine lathe.



With Fellow Trade Unionists



SIU trainees march down Constitution Avenue in Washington, D.C. during Solidarity Day '91. The August 31 event drew more than 300,000 trade unionists to the nation's capital to advocate economic growth and the right to strike.



Demonstrating the unity of Solidarity Day are (from left) Roy Royals, cook; Enrique Augusto, cook/baker; Miguel Acevedo, AB, and Steve Palmer, AB.

The Seafarers Pension Plan announces the retirement of 26 members this month. Twenty of those signing off sailed in the deep sea division, while four sailed in the inland division. Two sailed in the Great Lakes division.

Deck department member Clement Bairstow, 72, is the oldest of the new pensioners. Brother Bairstow joined the Seafarers nearly 50 years ago.

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

DEEP SEA



CLEMENT BAIRSTOW, 72, joined the SIU in 1943 in the port of Boston. A native of Lincoln, R.I., he sailed in the deck department. Brother Bairstow has retired to Hallandale, Fla.

GEORGE COSTANGO, 43, graduated from the Lundeberg School in 1973. He was born in Wilmington, Del. and in 1988 completed the bosun recertification course. Brother Costango served in the Army from 1966 to 1970. He lives in Baltimore.

DANIEL DEMARCO, 64, joined the Seafarers in 1951 in his native New York. He sailed in the engine and steward departments. Brother DeMarco served in the Army from 1945 until 1947. He resides in Howell, N.J.



CLAUDE DICK, 67, joined the SIU in 1953 in the port of Galveston, Texas. Born in League City, Texas, he sailed in the deck department. Brother Dick served in the Marine Corps from 1942 to 1945. He has retired to Galveston.

HANS EKROTH, 68, joined the union in 1958 in the port of Seattle. A native of Sweden, he shipped in the engine department. Brother Ekroth lives in Washington state.



VINCENT FRISINGA, 66, joined the SIU in 1965 in the port of Wilmington, Calif. He was born in Los Angeles and sailed in the deck department. Brother Frisinga still calls Los Angeles home.



IRVIN GLASS, 63, joined the Seafarers in 1957 in his native Baltimore. He completed bosun recertification at the Lundeberg School in 1984. Brother Glass served in the Navy from 1945 to 1950. He resides in Naples, Fla.

**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.

JOHN C. GREEN, 63, joined the SIU in 1959 in the port of Baltimore. A native of Newport News, Va., he completed the Lundeberg School's bosun recertification course in 1975. Brother Green served in the Army from 1945 until 1947. He has retired to Brooklyn, N.Y.



CHARLES HAMPSON, 65, joined the union in 1959 in his native New York. He sailed in the engine department and in 1981 upgraded at the Lundeberg School. Brother Hampson served in the Navy from 1942 to 1946. He lives in Conroe, Texas.



ARTHUR HARRINGTON, 62, joined the Seafarers in 1954 in the port of New York. He was born in Somerville, Mass. and in 1976 completed the bosun recertification program. Brother Harrington served in the Marine Corps from 1945 to 1946. He resides in Charlestown, Mass.



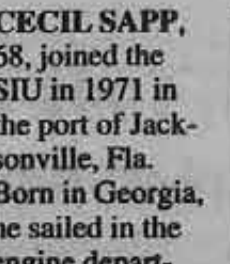
CLAUDE JOHNSON, 65, joined the union in 1947 in the port of New Orleans. A Georgia native, he completed the steward recertification course at the Lundeberg School in 1982. Brother Johnson has retired to Houston.



HENRY MCCULLOUGH, 65, joined the SIU in 1951 in his native Philadelphia. He sailed in the galley gang. Brother McCullough served in the Navy from 1944 to 1946. He still calls Philadelphia home.



RICHARD MORRIS JR., 65, joined the Seafarers in 1955 in the port of Mobile, Ala. A native of Akron, Ohio, he shipped in the deck department. Brother Morris served in the Army from 1950 to 1953. He resides in Vinemont, Ala.

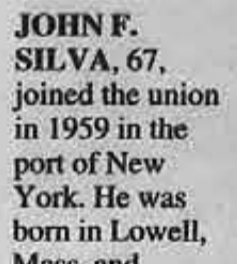


CECIL SAPP, 68, joined the SIU in 1971 in the port of Jacksonville, Fla. Born in Georgia, he sailed in the engine department and in 1973 upgraded at the Lundeberg School. Brother Sapp served in the Navy from 1942 to 1945 and from 1961 to 1962. He lives in Midway, Ga.

ment and in 1973 upgraded at the Lundeberg School. Brother Sapp served in the Navy from 1942 to 1945 and from 1961 to 1962. He lives in Midway, Ga.



EFRAIN SIERRA, 62, joined the Seafarers in 1953 in the port of New York. The native of Puerto Rico sailed in the engine department. He upgraded frequently at the Lundeberg School. Brother Sierra served in the Army from 1950 to 1952. He still calls Jayuya, P.R. home.



JOHN F. SILVA, 67, joined the union in 1959 in the port of New York. He was born in Lowell, Mass. and shipped in the galley gang. Brother Silva upgraded at the Lundeberg School in 1978. He served in the Navy from 1942 until 1954. Brother Silva has retired to Seattle.



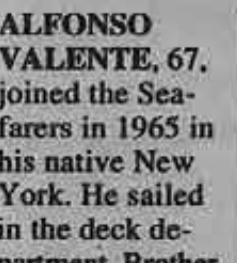
ALEXANDER STANKIEWICZ, 67, joined the union in 1944 in the port of Norfolk, Va. A native of Pittsburgh, he sailed in the engine department. Brother Stankiewicz upgraded frequently at the Lundeberg School. He resides in Wilmington, Calif.



I.W. THOMPSON, 65, joined the Seafarers in 1945 in the port of New Orleans. The Louisiana native sailed in the deck department. Brother Thompson served in the Army from 1950 until 1952. He lives in Lafayette, La.



DOUGLAS TURNER, 63, joined the SIU in 1953 in the port of Baltimore. Born in Bennettsville, S.C., he shipped in the engine department. Brother Turner upgraded at the Lundeberg School in 1979. He served in the Army from 1946 to 1948. Brother Turner has retired to Houston.



ALFONSO VALENTE, 67, joined the Seafarers in 1965 in his native New York. He sailed in the deck department. Brother Valente served in the Army from 1942 until 1962. He lives in Tampa, Fla.

INLAND



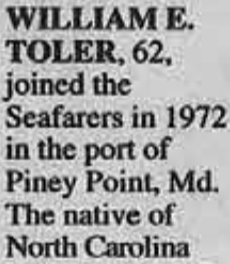
CLAUDE A. ADAMS, 62, joined the union in 1957 in the port of New Orleans. The Louisiana native sailed as a captain. Boatman Adams has retired to Lockport, La.



JAMES DILLON, 62, joined the Seafarers in 1976 in the port of Baltimore. Born in Easton, Md., he sailed in the engine department. Boatman Dillon upgraded at the Lundeberg School in 1982. He served in the Army from 1946 to 1948. Boatman Dillon lives in Houston.



JOHN SCOGGINS, 69, joined the union in 1970 in the port of Mobile, Ala. Born in Mississippi, he sailed in the deck department. Boatman Scoggins resides in Pascagoula, Miss.



WILLIAM E. TOLER, 62, joined the Seafarers in 1972 in the port of Piney Point, Md. The native of North Carolina sailed in the deck department. Boatman Toler served in the Army from 1947 until 1967. He has retired to New Port Richey, Fla.

GREAT LAKES



THOMAS HART, 52, joined the union in 1970 in the port of Detroit. The Michigan native shipped in the deck and engine departments. Boatman Hart lives in Algonac, Mich.



LOUIS R. PION, 60, joined the Seafarers in 1956 in the port of Detroit. Born in Vermont, he also sailed deep sea and completed the steward recertification course in 1985 at the Lundeberg School. Brother Pion served in the Army from 1950 to 1951. He has retired to Jacksonville, Fla.

CORRECTIONS

The November issue of the Seafarers LOG contained inaccurate information about pensioner James Oliver. The correct information follows: Brother Oliver signed on with the SIU in 1945. In 1957 he joined the Inland Boatmen's Union, which merged with the AGLIWD in 1976. For almost 30 years he shipped as a captain, including the past 13 years on the Juno, operated by G&H Towing. Brother Oliver resides in LaPorte, Texas.

The December issue of the LOG contained inaccurate information about pensioner Paul Hunt. Brother Hunt joined the union in 1962, not 1968.

New Orleans Conference Exemplifies Benefit Series



Claims filing procedures were of interest to QMED Crescencio Suazo (left) and AB George Castro.

The benefits conference conducted in November at the New Orleans union hall exemplifies the entire 1991 series of conferences. More than 100 people showed up at the hall to participate in the session designed to inform Seafarers, pensioners and their family members about their medical benefits. AB Willie Chestnut described the conference as "extremely enlightening. The information was presented well. This shows that the union is concerned about us as individuals as well as a group, whether you're active or retired. I found the seminar quite satisfying."

New Orleans was one of 15 sites for the conferences, which began in May. The sessions featured open forums and detailed information packets for all who attended.



Barbara and Arthur Machado attend the benefits conference to get detailed information on their coverage.



SIU Plans Administrator Leo Bonser (left) talks with Edward Brooks Jr. about a recent medical claim.



Pensioner Gus LeBlanc hits deck during New Orleans conference.



For some retired Seafarers, the meeting became an impromptu reunion. Buck Stevens and Jimmy Swank were shipmates in 1938.



Members get an opportunity to look over the many handouts offered at the conference and take them home to use as reference material.

Life of Scholarship Winner Is Going According to Plan

Nineteen ninety was a good year for Eddie Rodriguez. Already in his third year at the University of California at Los Angeles, Rodriguez applied for—and was awarded—a \$15,000 four-year college scholarship from the Seafarers program.

At that time, the son of Gilbert and Irene Rodriguez, was a political science major with an interest in the Pacific Rim region of the world. He planned to complete his undergraduate studies and then enter law school or a Ph.D. program in political science. And that is just what the 24-year-old has done.

He received his bachelor of arts degree in political science with a specialization in business administration in June. Now in his first year at Stanford Law School, Rodriguez continues in his determination to play a role in the Pacific Rim region, perhaps as an attorney, businessman, professor or politician.

It hasn't been easy for Eddie Rodriguez to get where he is today. Hard work and determination have been his guiding principles.

Rodriguez was born in Hong Kong and arrived in the United States in 1973 not speaking a word



Eddie Rodriguez

of English. Today he is fluent in Chinese, English and French.

He has always worked to pay for his own education and has taken on extracurricular and volunteer work as well. The scholarship didn't stop all that. The cost of education today is very high; the scholarship award just helped make life a little easier for him.

Eddie's father joined the SIU in 1958 and most recently has sailed to Japan and the Philippines. In a recent letter to officials at the SIU, the senior Rodriguez expressed his gratitude to the union for the scholarship program.



Seven Scholarships are available to Seafarers and members of their families

Applications now are being accepted for the 1992 Seafarers scholarship program. April 15, 1992 is the deadline for submission of all required paperwork.

For further information, see an SIU official at any union hall — or contact the Scholarship Program, Seafarers Welfare Plan, 4201 Auth Way, Camp Springs, MD 20746.

April 15, 1992 is the deadline for scholarship applications.

Digest of Ships Meetings

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

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

SAMUEL L. COBB (Ocean Shipholding), June 30 — Chairman **Michael Johnson**, Secretary **K.D. Jones**. Chairman reminded crew to upgrade at Lundeberg School. Deck delegate requested information on penalty rate for sand blasting on weekend. No beefs or disputed OT reported. Crew noted mail service slow. Crew thanked steward department.

CAPE BON (IOM), September 29 — Chairman **J. Humason**, Secretary **R. DeBoissiere**, Educational Director **B. Wilder**, Deck Delegate **E. Johnston**, Engine Delegate **D. Busch**, Steward Delegate **J. McCree**. Educational director noted importance of SPAD and upgrading at Lundeberg School. No beefs or disputed OT reported. Crew extended votes of thanks to Bosun Humason, Chief Steward DeBoissiere and Chief Cook McCree. Crew observed one minute of silence in memory of departed brothers. Next port: San Diego.

CAPE CHARLES (OMI Corp.), September 8 — Chairman **A.E. Weaver**, Secretary **T. Dowd**, Educational Director **J. Gehre**. No beefs or disputed OT reported. Ship not receiving new issues of Seafarers LOG. Crew discussed need for members to learn details of contracts. Crewmembers were reminded to observe mess hall dress code.

LIBERTY WAVE (Liberty Maritime), September 26 — Chairman **J. Leonard**, Secretary **W. Manuel**. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for job well done.

BALDOMERO LOPEZ (AMSEA), September 22 — Chairman **B. Johnson**, Secretary **G. Kenny**, Educational Director **A. Parker**, Deck Delegate **P. Parisi**, Engine Delegate **D. Laughlin**, Steward Delegate **S. Hasson**. Educational director emphasized benefits of upgrading at Lundeberg School. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Crew discussed importance of keeping ship clean. Crewmembers noted mail service lousy. Pantry garbage disposal has been out of order for nearly six months. Crew gave best wishes to retiring Bosun Buddy Johnson.

An Interesting Year



SA Chris Curtis (pictured aboard the LNG Aquarius) reports the past year has brought lots of excitement. A graduate of the Lundeberg School, Brother Curtis served in Operation Desert Storm and, more recently, took part in a rescue operation off the coast of Taiwan.

USNS CHAUVENET (Mar Ship Operators), September 27 — Chairman **Jeff Focardi**, Secretary **Vicki Barnhart**, Educational Director **Al Matos**, Deck Delegate **George Delmar**, Engine Delegate **Danny Dansalan**, Steward Delegate **Americus Bell**. Crew met with Mar Ship vice president. Crew asked contracts department for clarification on steward department OT. Chairman noted company official was pleased with ship's appearance. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew noted stores running low and problem with roaches continues. Crew read letter from headquarters, said thanks for response. Members noted galley gang member **York Bridges** got married in July. Black-gang member **Tom Taber** also got married, in August. Taber and Bridges both graduated from Lundeberg School.

AMBASSADOR (Crowley Caribbean Transport), October 27 — Chairman **Leon Jekot**, Secretary **Milton Yournett**. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported.

CAPE ANN (AMSEA), October 28 — Chairman **Alfonso Armada**, Secretary **E. Haber**, Educational Director **C. Preston**, Deck Delegate **William Honebrink**, Engine Delegate **J. Clement**. Chairman announced payoff. He encouraged members to upgrade at Lundeberg School. He discussed SIU health benefits. No beefs or disputed OT reported. Crew gave steward department vote of thanks for all-around professional job.

CAPE CHARLES (OMI Corp.), October 20 — Chairman **A.E. Weaver**, Secretary **Timothy Dowd**. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Next port: Tacoma, Wash.

CAPE CHARLES (OMI Corp.), October 28 — Chairman **T.P. Banks**, Secretary **Timothy Dowd**, Educational Director **Jeff Sieloff**, Deck Delegate **William Kleinke**. Chairman announced layup and urged members to upgrade at Lundeberg School at earliest opportunity. No beefs or disputed OT reported. Crew thanked galley gang. Crew observed one minute of silence in memory of departed brothers. Next port: Norfolk, Va.

CAPE HUDSON (IOM), October 13 — Chairman **Frank Lyle**, Secretary **Terry Fontenot**, Educational Director **Donald Christian**, Deck Delegate **M. Thomas**, Steward Delegate **Leon Butler**. Crew acknowledged successful trip to Persian Gulf. Educational director strongly suggested upgrading at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew discussed proper disposal of messhall and galley wastes. Next port: Jacksonville, Fla.

FLICKERTAIL STATE (IOM), October 27 — Chairman **Paul Butterworth**, Secretary **Ed Usmany**, Engine Delegate **Brian Bates**, Steward Delegate **Kimberly Casto**. Chairman noted importance of SPAD and advised members to upgrade at Lundeberg School. He advised members to stay informed by reading LOG. Secretary stressed benefits of upgrading. No beefs or disputed OT reported. Crew asked contracts department for clarification on wages. Crew thanked galley gang for job well done and for good Sunday evening barbecue.

LAWRENCE GIANELLA (Ocean Shipholding), October 23 — Chairman **J. Smilari**, Secretary **D. Cunningham**, Educational Director **H. Daniels**, Deck Delegate **Howard Hare**, Engine Delegate **Ernest Lacunzz**, Steward Delegate **Martin Ketchem**. Chairman reminded members that the SIU is fighting Coast Guard tax on seamen. He reminded crew about telegram from union requiring all crewmembers to register for jobs within 72 hours of returning to states. Failure to do so could result in loss of permanent job status. Educational director noted vast opportunities available at Piney Point. Treasurer reported \$419 in ship's fund. No beefs or disputed OT reported. Chairman thanked galley gang for great food, the best he has seen in a long time. He

dredge Long Island doing good job rebuilding Florida's beaches, finishing ahead of schedule.

MOKU PAHU (Pacific Gulf Marine), October 11 — Chairman **Daniel Ticer Jr.**, Secretary **J. Pratt**. Chairman reported smooth sailing. He told crew, particularly newer members, to upgrade at Lundeberg School as soon as possible. Secretary thanked crew for helping keep mess rooms clean. No beefs or disputed OT reported. Crew gave steward department vote of thanks for good meals and cookouts.

NEDLLOYD HOLLAND (Sea-Land Service), October 27 — Chairman **Fred Goethe**, Secretary **D. Smith**, Educational Director **D. Bush**, Deck Delegate

Seafarers Help Rescue Six Panamanians



SIU member Angel Reyes (far left, rear) and Scott Langlois (second from right) gather with the six Panamanians they helped rescue in September. OSs Reyes and Langlois, aboard the LNG Aquarius, were instrumental in the rescue, which took place 50 miles off the east coast of Taiwan. All crewmembers from the sinking Panamanian-flag vessel were saved.

reminded members to send photos to Seafarers LOG.

ITB BALTIMORE (Sheridan Transportation), October 31 — Chairman **J.S. Rogers**, Secretary **A. Austin**. Chairman announced payoff scheduled for New York. Educational director exhorted members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT noted by engine or steward delegates. Crew gave vote of thanks to steward department. Crew sent Halloween greetings to LOG.

INGER (Sealift Inc.), October 27 — Chairman **S. Jan Vora**, Deck Delegate **H.D. Schultz**, Steward Delegate **Miguel Vinca**. No beefs or disputed OT reported. Crew said things running smoothly.

ROBERT E. LEE (Waterman Steamship), October 13 — Chairman **Marvin Zimbardo**, Secretary **W. Christmas**, Deck Delegate **J. Clement**, Engine Delegate **J. Gaines**, Steward Delegate **L.C. Babin**. Chairman reported all running smoothly. He reminded crew about room inspection and contraband search before arrival in U.S. Secretary told crew that union forms for upgrading and health benefits are available. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for fine job and variety of foods served and prepared. Crew also thanked QMED **Charles Smith** and wife for supplying recent issues of Seafarers LOG. Next port: Newport News, Va.

LIBERTY SUN (Liberty Maritime), October 27 — Chairman **Perry Greenwood**, Secretary **F. Washington**, Deck Delegate **Rick Burgess**, Engine Delegate **D. Delany**, Steward Delegate **C. Caster**. No beefs or disputed OT reported.

LONG ISLAND (Great Lake Dredge and Dock), October 6 — Chairman **Phil Kleinebreil**, Secretary **William Quinn**. Deck delegate noted pressure locker needs to be replaced. One beef reported. No disputed OT reported. Crew noted

Tommy Benton, Engine Delegate **Ronnie Bond**, Steward Delegate **Lionel Dunkins**. Chairman spoke of importance of donating to SPAD and MDL. He reminded members that they must attend union meetings in order to have a voice in how things are run. He questioned why officers were having private dinners at sea. Secretary reiterated chairman's points about SPAD, also mentioned importance of upgrading at Lundeberg School. Educational director fervently urged members to upgrade at Piney Point. Deck delegate reported disputed OT. Engine delegate reported beef. No beefs or disputed OT reported by steward delegate. Crewmember asked contracts department for clarification on cleaning responsibilities. Crew needs new towels. Crewmembers thanked galley gang for good work.

PFC EUGENE OBREGON (Waterman Steamship), October 20 — Chairman **T. Bonner**, Secretary **Patrick Helton**, Educational Director **J. Davis**, Deck Delegate **Earl Gray Jr.**, Engine Delegate **John McCabe**, Steward Delegate **Albert Hendricks**. Chairman announced checks for retroactive pay would be delivered to ship in Florida. He thanked galley gang for fine job. Secretary thanked deck and engine departments for cooperation. Educational director implored members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew agreed to buy radio for messhall. Crew noted EPA money late again. Next port: Panama City, Fla.

OVERSEAS OHIO (Maritime Overseas), October 6 — Chairman **G. Christianson**, Secretary **E. Gray**, Educational Director **S. Wilkinson**, Deck Delegate **D. Clements**, Engine Delegate **Roy Grubb**, Steward Delegate **R. Walsh**. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to deck department for stripping and waxing C and D decks while unable to work outside due to bad weather.

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Ships Digest

Continued from page 21

OVERSEAS VIVIAN (Maritime Overseas), October 6 — Chairman William E. Ashman, Secretary E. Gay, Educational Director P. McMann, Deck Delegate V. Burgos, Engine Delegate K. Harder. Treasurer reported \$150 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang.

SEA-LAND CHALLENGER (Sea-Land Service), October 27 — Chairman Roy Williams, Secretary H. Scypps, Educational Director J. Williams, Engine Delegate E. Colon, Steward Delegate William Campbell. Chairman announced payoff and noted washing machine needs repair. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew gave galley gang vote of thanks. Crew observed one minute of silence in memory of departed brothers. Next port: Elizabeth, N.J.

SEA-LAND DEFENDER (Sea-Land Service), October 25 — Chairman William Murphy, Secretary John Alamar, Educational Director Joe Barry. Chairman passed along thanks from captain for good, hard-working crew. Chairman reminded members to send holiday greetings to Seafarers LOG. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported.

SEA-LAND DISCOVERY (Sea-Land Service), October 6 — Chairman Claude Bankston, Secretary J.R. Colls, Deck Delegate Felix Santiago, Engine Delegate Edward Krebs, Steward Delegate Diego Hatch. No beefs or disputed OT reported. Crew thanked galley gang for good job. Next port: San Juan.

SEA-LAND ENTERPRISE (Sea-Land Service), October 16 — Chairman E. Cary, Secretary L. Martin. Engine and steward delegates reported beefs. No beefs or disputed OT reported by deck delegate.

SEA-LAND EXPEDITION (Sea-Land Service), October 20 — Chairman P. Flores, Secretary E. Vazquez, Educational Director D. Manthel, Deck Delegate Eric Perez. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates.

SEA-LAND INTEGRITY (Sea-Land Service), October 20 — Chairman D. Leon, Jr., Secretary P. Laboy, Educational Director Jerry Thompson, Deck Delegate Carlos Irizarry, Steward Delegate J. Padilla. No beefs or disputed OT reported. Chairman gave steward department vote of thanks, also thanked crew for smooth and safe trip. Next port: Boston.

SEA-LAND MARINER (Sea-Land Service), October 10 — Chairman A.R. McCree, Secretary P.P. Lopez, Educational Director M.E. Sabin, Deck Delegate J.

Noble, Engine Delegate G. Speckman, Steward Delegate J. Lubach. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

SEA-LAND NAVIGATOR (Sea-Land Service), October 20 — Chairman Werner Becher, Secretary R. Spingat, Educational Director W. Stevens, Deck Delegate Richard Smith, Engine Delegate J. Brown, Steward Delegate B.L. Mack. Chairman reported smooth sailing and encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for excellent meals.

SEA-LAND PERFORMANCE (Sea-Land Service), October 27 — Chairman J.W. Donaldson, Secretary L. Ewing, Educational Director A. Hunter. No beefs or disputed OT reported.

SEA-LAND PRODUCER (Sea-Land Service), October 6 — Chairman J. Edwards, Secretary Carl T. Poggioli, Educational Director M. Langford. Chairman noted rough weather, warned crew to stay alert and use tunnels. Secretary urged members to upgrade at Lundeberg School. Educational director encouraged members to donate to SPAD. No beefs or disputed OT reported. Crew would like exercise equipment on board.

SEA-LAND QUALITY (Sea-Land Service), October 6 — Chairman Carmine Bova, Secretary T.J. Smith, Educational Director R. Ingram, Deck Delegate Victor Tamulis, Engine Delegate Gerald A. Yore, Steward Delegate Spencer Ryans. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

SEA-LAND RELIANCE (Sea-Land Service), October 27 — Chairman A.J. Eckert, Secretary J. Weed, Deck Delegate J. Barnett, Engine Delegate H.L. Tomboe, Steward Delegate D. Skretta. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang.

SEA-LAND TACOMA (Sea-Land Service), October 20 — Chairman T. Murphy, Secretary F. Sison, Educational Director C. Piper. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND VALUE (Sea-Land Service), October 27 — Chairman George Burke, Secretary A. Hassan, Deck Delegate Angel Roman, Steward Delegate R. Arana. Educational director urged members to read Seafarers LOG and upgrade at Lundeberg School. Treasurer reported \$300 in movie fund. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crewmembers were reminded random drug testing began in October. Crew thanked galley gang for good work.

STAR OF TEXAS (Seahawk Management), October 20 — Chairman Gene Paschall, Secretary J. Bennett, Deck Delegate Theodore Bush, Engine Delegate F.A. Torres, Steward Delegate Juan Gonzales. Chairman commended crew, announced payoff. No beefs or disputed OT reported. Crew noted ship sailed short of some stores. Crew thanked steward department, especially Chief Cook Juan Gonzales. Next port: Houston.

SUGAR ISLANDER (Pacific Gulf Marine), October 13 — Chairman William Dean, Secretary C. Blanco, Educational Director Clifford Hall, Deck Delegate Bob Livermore, Engine Delegate R. Scrivens, Steward Delegate Carolyn Sisneros. Educational director stressed importance of SPAD and beseeched members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew noted cadets working in engine room after 5 p.m. without unlicensed members being called out. Crew gave steward department vote of thanks.

THOMPSON PASS (IOM), October 6 — Chairman J.R. Colson, Secretary F. King, Educational Director M. Wells, Deck Delegate R. Ehlert, Steward

Delegate John Browder. Chairman urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew observed one minute of silence in memory of departed brothers and sisters. Next port: Long Beach, Calif.

USNS SEALIFT ANTARCTIC (IMC), October 2 — Chairman Rick Davis, Secretary S. Ortiz, Educational Director Keith Pennewell, Deck Delegate E. Bradley, Engine Delegate John McDonald, Steward Delegate A. Hernandez. Chairman informed members about holiday greetings to be sent to Seafarers LOG. Educational director urged members to see him about any safety problems. No beefs or disputed OT reported. Water aboard vessel is unfit for consumption.

USNS SEALIFT PACIFIC (IMC), October 28 — Chairman F. Gongora, Secretary F. Hamilton, Deck Delegate Peter Roy, Engine Delegate Mark Castillo, Steward Delegate J. Clark. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

CHARLESTON (Apex Marine), November 3 — Chairman A. Maben,

Secretary M. Deloatch, Educational Director R. Natoli, Deck Delegate Phil Poole, Engine Delegate Abraham Daif, Steward Delegate Clifton Kegelman. Chairman announced payoff and stressed importance of SPAD. He reminded crew about proper procedure for fire and boat drill. Secretary emphasized value of upgrading at Lundeberg School. Educational director suggested members write to their congressmen regarding proposed Coast Guard user taxes. No beefs or disputed OT reported. Galley gang thanked crew for keeping mess room clean, and crew returned vote of thanks for very good food. Next port: Stapleton, N.Y.

CPL. LOUIS J. HAUGE (Maersk), November 24 — Chairman Thomas Anderson, Secretary W. Bunch, Educational Director L. Cochrane. Chairman said that despite long period of continuous crew changes, morale has remained high. He said quality and quantity of crew output is shining example of professional people SIU provides. Treasurer reported \$211.18 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for

Ready for the Start of a New Voyage



AB Benaia Berberena (left) and Chief Steward Ruperto Rivera are ready to start work on board the SIU-crewed American Heritage.

Secretary R. Bright, Educational Director Richard Gracey, Engine Delegate William Smith, Steward Delegate M. Hussein. Chairman announced payoff scheduled for Jacksonville, Fla. Secretary advised members to upgrade at Lundeberg School. No beefs or disputed OT reported.

GALVESTON BAY (Sea-Land Service), November 3 — Chairman Joe Herron, Secretary R. Hicks, Educational Director Charles Walsh. Chairman announced payoff set for Elizabeth, N.J. Educational director imparted reasons to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew received new VCR for lounge.

GEM STATE (IMC), November 10 — Chairman Michael Moore, Secretary S. Singleton, Deck Delegate Ed Johnston, Engine Delegate Mark Pinkham, Steward Delegate Mark Weller. Secretary affirmed importance of upgrading at Lundeberg School. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Chairman reminded members to wear proper attire at meals. He thanked galley gang for job well done and fine salad bar. Crew asked if LOG uses color photos or black-and-white photos when shooting half-tones. (Editor's note: Either is acceptable.)

GOLDEN MONARCH (Apex Marine), November 13 — Chairman Thomas Walker, Secretary G. Rios, Educational Director M. Ruhe. Vessel received two washing machines and one dryer, new VCR and mattresses. Deck and engine delegates reported disputed OT and noted that these were settled at payoff. No beefs or disputed OT reported by steward delegate. Crew received notification of Coast Guard random drug testing. Crew asked contracts department for clarification on payment of replacement seamen's transportation expenses. Next port: New York.

GROTON (Sheridan Transportation), November 7 — Chairman Neil Matthey,

clarifications on personnel replacement requests and on upgrading from "B" to "A" seniority on military contracted vessels.

ITB NEW YORK (Sheridan Transportation), November 3 — Chairman George Khan, Secretary J.S. Iverson, Educational Director John Quinter, Deck Delegate F. Luzier, Engine Delegate L. Payan, Steward Delegate Abdul Kiaziz. Secretary reminded members to separate plastics. Educational director stressed support for programs at Piney Point and need to keep current with job opportunities. No beefs or disputed OT reported. VCR will be replaced. Crew asked contracts department for clarification on personnel replacement and financial responsibilities relating to work-related injuries. Crewmembers participated in "fowl shot" basketball tournament last trip, with chief mate winning.

SGT. MATEJ KOCAK (Waterman Steamship), November 10 — Chairman H. Bouganin, Secretary H. Bryan, Educational Director D. Wilson, Deck Delegate Frederick Hunter, Engine Delegate Robert Rester, Steward Delegate George Carter. Chairman noted everything running smoothly. He thanked all departments for cooperation. No beefs or disputed OT reported. Next port: Panama City, Fla.

LNG ARIES (ETC), November 10 — Chairman U. Veach, Secretary D. Paradise, Educational Director O. Sessions, Deck Delegate K. Kirksey, Steward Delegate A. Fretta. Chairman reminded everyone to upgrade at Lundeberg School. Secretary reminded all to throw plastic only in marked barrels. He thanked watch standers for help in cleaning galley at night. Treasurer reported \$784 in ship's fund. No beefs or disputed OT reported. Crew discussed requirements and eligibility to upgrade in all departments. Crew gave steward department vote of thanks for good food and pool parties.

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Aboard Golden Endeavor



During a payoff aboard the Golden Endeavor, SIU Patrolman Bobby Milan chats with Chief Cook Peter Mazzitelli and OS Martine Breaux.

Ships Digest

Continued from page 22

LNG LIBRA (ETC), November 5 — Chairman **R. Callahan**, Secretary **R. Brown**, Deck Delegate **Mike McCarthy**, Engine Delegate **William Sullivan**, Steward Delegate **Glenn Williams**. Chairman discussed importance of SPAD. Educational director urged members to achieve personal gains via upgrading at Lundeberg School. Treasurer listed \$1,500 in ship's fund. Deck delegate asked for clarification on equalization of overtime, which bosun explained. No beefs or disputed OT reported. Crew asked contracts department to look into possibility of guaranteed cost of living increase for pensioners. Chairman said contracts department and ETC would be notified that all new videotapes, newspapers and magazines are being kept topside for officers for several weeks after arriving on board. Crew thanked galley gang for job well done.

OVERSEAS JOYCE (MOS), November 10 — Chairman **R. Bradford**, Secretary **P. Alvarez**, Educational Director **G. Frazier**. Chairman announced payoff set for Baltimore. Secretary reminded members about importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Jacksonville, Fla.

OVERSEAS NEW ORLEANS (MOS), November 3 — Chairman **F. Cottogin**, Secretary **S. Loftin**, Educational Director **L. Holbert**, Steward Delegate **Robinson Crusoe**. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Air conditioner still needs repair.

OVERSEAS WASHINGTON (MOS), November 17 — Chairman **J.H. Lewis**, Secretary **M. Scardino**, Educational Director **Brian Bukis**, Deck Delegate **Gary Kypke**, Steward Delegate **E. Manley**. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School and donate to SPAD. No beefs or disputed OT reported.

PONCE (Puerto Rico Marine), November 10 — Chairman **D. Wagner**, Secretary **R. Evans**, Educational Director **K. Katsalis**, Steward Delegate **Roderick Smith**. Chairman announced payoff. Educational director noted opportunities available to Seafarers who upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

RALEIGH BAY (Sea-Land Service), November 3 — Chairman **D.W. Plummer**, Secretary **J. Cruz**, Educational Director **John J. Walsh**, Deck Delegate **C.D. Brown**, Engine Delegate **Joe F. Martin**, Steward Delegate **Franklyn Cordero**. Chairman announced payoff. Secretary thanked crew for keeping ship clean. Educational director reminded everyone that safety comes first. He urged support of SPAD. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done.

SEA-LAND ACHIEVER (Sea-Land Service), November 10 — Chairman **James E. Davis**, Secretary **Reuben Padilla**, Educational Director **A. Quinn**, Deck Delegate **N. Zervos**, Engine Delegate **Leroy Williams**, Steward Delegate **Raul Gotay**. No beefs or disputed OT reported.

SEA-LAND ATLANTIC (Sea-Land Service), November 10 — Chairman **W.C. Byrd**, Secretary **G.E. Sinkes**, Deck Delegate **F. Rivera**, Engine Delegate **Paul Moran**. Educational director noted importance of upgrading at Lundeberg School and donating to SPAD. No beefs or disputed OT reported. Radio, VCR and antenna need service. Next port: Houston.

SEA-LAND ENTERPRISE (Sea-Land Service), November 17 — Chairman **E.**

Cary, Secretary **E. Douroudous**, Educational Director **J. Ortiz**. Educational director noted upgrading opportunities at Lundeberg School. No beefs or disputed OT reported. Crew gave galley gang vote of thanks.

SEA-LAND EXPLORER (Sea-Land Service), November 9 — Chairman **Ted Tolentino**, Secretary **S. Ghani**, Educational Director **Daniel F. Dean**, Deck Delegate **Dominic Sanfilippo**, Engine Delegate **Theodore Hawkins**, Steward Delegate **Inocencio Fontelera**. Chairman noted good crew and smooth trip. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew needs new mattresses. Next port: Oakland, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), November 10 — Chairman **Francis Adams**, Secretary **N. Heyden**, Educational Director **Irwin Rousseau**, Deck Delegate **Mike Warren**, Engine Delegate **Santiago Cadis**, Steward Delegate **Samuel Concepcion**. Chairman emphasized importance of SPAD. He said, God bless Paul Hall and Mike Sacco. Educational director urged members to read LOG and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department. Galley gang thanked other crewmembers for keeping common areas clean. Ship has not received any LOGs.

SEA-LAND INNOVATOR (Sea-Land Service), November 2 — Chairman **Claude J. Dockrey**, Secretary **Jose Bayani**, Educational Director **James Raible**, Deck Delegate **Daniel Teichman**, Engine Delegate **Robert Lee**, Steward Delegate **Gerald Figg Jr.**. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND LIBERATOR (Sea-Land Service), November 10 — Chairman **Sonny Herrera**, Secretary **W. Wroten**, Educational Director **E. Ford**, Deck Delegate **Steve Kastel**, Engine Delegate **Joe Vail**, Steward Delegate **Lorenzo Razo**. Chairman announced payoff. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Engine delegate requests new mattresses. Next port: Long Beach, Calif.

SEA-LAND MARINER (Sea-Land Service), November 19 — Chairman **Larry Long**, Secretary **Paul Lopez**, Educational Director **Ricardo W. Risbeck**, Deck Delegate **T. Churchman**, Engine Delegate **G. Speckman**, Steward Delegate **J. Lubach**. Treasurer reported \$167 in ship's fund. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew asked for and received information concerning union pension plan. Next port: Tacoma, Wash.

SEA-LAND NAVIGATOR (Sea-Land Service), November 24 — Chairman **Werner Becher**, Secretary **R. Spingat**, Educational Director **W. Stevens**, Deck Delegate **Richard Smith**, Engine Delegate **J. Brown**, Steward Delegate **B.L. Mack**. Chairman recommended upgrading at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew gave galley gang vote of thanks for excellent job and fine food.

SEA-LAND PRODUCER (Sea-Land Service), November 3 — Chairman **L. Reck**, Secretary **C.T. Poggioli**, Educational Director **S. Perdon**, Deck Delegate **Bill Haynie**, Steward Delegate **David R. West**. Chairman emphasized respect for vessel and fellow crewmembers. He advised reading the Seafarers LOG to stay abreast of Lundeberg School and other union activities. Educational director advised members to donate to SPAD. No beefs or disputed OT reported. Crew inquired as to why company used non-union workers on trip.

SEA-LAND SPIRIT (Sea-Land Service), November 10 — Chairman **Victor Ardowski**, Secretary **W. Hawkins**, Deck Delegate **Arnold Lopez**, Engine

Delegate **K. YuFui**, Steward Delegate **Jasper Jackson**. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

SEA-LAND TRADER (Sea-Land Service), November 13 — Chairman **Mike Willis**, Secretary **Lois V. Ware**, Educational Director **Raymond E. Clock**. Chairman reported beef regarding payoff date. Educational director said support SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported by department delegates. Crew recommends ship be fumigated due to cockroaches. Crew thanked galley gang for excellent meals and salad bar. Crew especially thanked Chief Cook **James Boss** and Chief Steward **Ware**.

SENATOR (Crowley Caribbean Transport), November 17 — Chairman **Jesse Thomas**, Secretary **J. Price**, Educational Director **Jim Skubna**, Deck Delegate **Charles McPherson**, Steward Delegate **V. Wilson**. Secretary and educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department for clarification on restriction to ship in Saudi Arabia. Crew noted water aboard ship causing members to become ill. Chairman thanked all departments for job well done. Ship needs new TV for messhall.

SILAS BENT (Mar Ship Operators), November 24 — Chairman **R. Vazquez**, Secretary **E. Watson**, Engine Delegate **E. Ramos**. VCR and TV antenna were purchased and installed. Treasurer reported \$150 in ship's fund. No beefs or disputed OT reported. Crew ready to

draw names for Christmas gift exchange, with \$20 limit on each gift. Purser expressed thanks to deck department for their cooperation in new OT sheet writing. Bosun passed around SIU benefits package.

SUGAR ISLANDER (Pacific Gulf Marine), November 17 — Chairman **Robert Wagner**, Secretary **C. Blanco**, Educational Director **C. Hall**, Deck Delegate **Tim Fitzgerald**, Engine Delegate **A. Medina**, Steward Delegate **C. Sisneros**. No beefs or disputed OT reported.

USNS CHAUVENET (Mar Ship Operators), November 2 — Chairman **Jeff Focardi**, Secretary **Vicki Barnhart**, Educational Director **Al Matos**, Deck Delegate **George Delmar**, Engine Delegate **Tom Taber**, Steward Delegate **Americus Bell**. Chairman welcomed new crewmembers. No beefs or disputed OT reported. Steward delegate reported that Navy wants to know if members want satellite dish, with Navy paying more than half of cost. Crew read letter from headquarters and said thanks for response. Six members celebrated birthdays in October: **Dave Bonfont**, 53; **Jeff Focardi**, 56; **Lester Rivera**, 49; **Americus Bell** and **Abdo Eljahmi**, 52; and **Sandy Evans**, 68.

USNS SEALIFT ARABIAN SEA (IMC), November 1 — Chairman **Timothy Koebel**, Secretary **F. Clark**, Deck Delegate **William Heggan**, Engine Delegate **Charles Sandino**, Steward Delegate **Isaiah Gray**. Chairman explained contracts applying to this ship, the IMC agreement and standard tanker agreement. No beefs or disputed OT reported. Crew expressed appreciation to steward department for fine cuisine. Next port: Houston.

LOG-A-RHYTHM

Mid East Afire

by Kimberly Allen Carter

(Kimberly Carter sails as a chief cook. This poem was dedicated to Captain Timothy F. Hayes and his crew aboard the S.S. Cape Catoche.)

*Aghast at the sight encompassing
Our mighty stalwart ship
At anchor waiting passage
Into a land engulfed in soot*

*A beach so near yet invisible
To our crew of merchant marines
Swallowed in postwar hazards
Thick in smoke, the air careens*

*Choking breath amidst gray skies
No lapse to gulp fresh air
Aflame and smoke abounding
While pollution permeates everywhere*

*A disturbing sight and eery
As the sun sets into red
A glowing ball of fire
From a hell, hence men are dead*

*The war is done they tell us
We'll ship the effort home
What is left here will remain
Its mark persists, unwelcome*

*A task fulfilled and honored
Of our men and women we're proud
Yet the scars of war will haunt us all
Mid East air begrudged in shroud*

*And seeping out amongst the rest
The world will grieve aftermath
We triumph our fight for oil
But still suffer war's epitaph*

*Another dusk befalls us here
Amidst the heat and smoke-filled sky
A tranquil still surrounds the ship
As another day passes by*

*Awaiting passage to the shore
Our load-out awaits inside
Aboard our mighty stalwart ship
The Cape Catoche crew will abide.*



Chief Steward Kimberly A. Carter poses on the pier in Bremerhaven, Germany with the SS Cape Catoche in the background.

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION PLAN

This is a summary of the annual report of the Seafarers Pension Plan EIN 13-6100329 for the year ended December 31, 1990. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust.

Plan expenses were \$27,577,160. These expenses included \$3,122,901 in administrative expenses, and \$24,454,259 in benefits paid to participants and beneficiaries. A total of 21,940 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$327,183,807 as of December 31, 1990 compared to \$430,047,469 as of January 1, 1990.

During the plan year, the plan experienced a decrease in its assets of \$2,863,662. This decrease included unrealized (depreciation) in the value of plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had total income of \$24,713,498 including employer contributions of \$9,712,761, (loss) of \$(3,360,370) from the sale of assets, earnings from investments of \$18,324,088 and other income of \$37,019.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. An accountant's report,
2. Assets held for investment,
3. Actuarial information regarding the funding of the plan, and
4. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$3.30 for the full annual report, or \$.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

Supplementary Information

In accordance with Department of Labor Regulations, the net realized (loss) of (\$3,360,370) as shown above, is computed on the "market-to-market basis"—the difference between the sale price and the market value of an asset as of January 1, 1990; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sale price.

The net realized gain of \$5,611,054, as shown on the financial statements, is the difference between the sale price and the original cost of the asset.

LOG-A-RHYTHMS

by William David Kirby

(William David Kirby—whose poetry bears the pseudonym Stephen Nathaniel Wilkerson—sails as an AB out of the port of Norfolk.)

Destiny at Sea

*Bound into his country's fray,
with calm resolve his might,
to conquer but with fortitude,
foes hidden from his sight.*

*Soldiers of a neither world
relied on none the less.
A gallery of spirit beings,
protracted from the rest.*

*Always a prayer upon his lips,
dreams singing in his heart.
In lightning thunder from the deep,
his world is blown apart.*

*His flag now waved in Victory,
has rewarded him his deeds.
No bolder hero ever lived,
nor died in vain, indeed.*

My Soldier

*My soldier fought and died for me
man has no greater fame.*

*It grieves me to this very day
I can never know his name.*

*God surely knows my love for him
keeps him alive as I.*

*Until I do, so help me God
my soldier never died.*

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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



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

Final Departures

DEEP SEA

SERGIO ARREBOLA

Pensioner Sergio Arrebola, 70, passed away November 2. He was born in Cuba and joined the SIU in 1947 in the port of Miami. Brother Arrebola sailed in the steward department. He retired in April 1972.

MILTON AWALL



Pensioner Milton Awall, 86, died November 3. A native of the Philip-

pine Islands, he joined the Seafarers in 1942 in the port of New York. Brother Awall shipped in the deck department. He began receiving his pension in August 1970.

ANTHONY DEBELICH

Pensioner Anthony Debelich, 65, died November 17. Born in Ohio, he joined the SIU in 1948 in the port of New York. Brother Debelich sailed in the deck department. He retired in April 1991.

NORMAN EBANKS



Pensioner Norman Ebanks, 68, passed away November 1. He was born

in the British West Indies and joined the union in 1955 in the port of New York. Brother Ebanks sailed in the engine department. He began receiving his pension in January 1987.

JORGE GRIFFITH

Jorge Griffith, 69, died November 17. A native of Puerto Rico, he joined the Seafarers in 1956 in the port of San Francisco. Brother Griffith shipped in the engine department. He was not an active member at the time of his death.

WILLIAM HARTLOVE

Pensioner William Hartlove, 84, passed away November 9. He joined the SIU in 1954 in his native Baltimore. Brother Hartlove sailed in the galley gang. He began collecting his pension in October 1972.

OLIVER HEADLEY

Pensioner Oliver Headley, 90, died November 20. The Maryland native joined the Seafarers in 1944 in the port of Baltimore. Brother Headley shipped in the engine department. He retired in October 1975.

ROBADO JUNIEL

Pensioner Robado Juniel, 77, passed away October 26. He was born in Arkansas and joined the Marine Cooks and Stewards in 1956 in the port of New York, before that union merged with the AGLIWD. Brother Juniel completed the steward recertification course at the Lundeberg School in 1980. He retired in February 1984.

ROLF KARLSEN

Pensioner Rolf Karlsen, 87, died November 9, 1989. Born in Norway, he joined the SIU in 1947 in the port of New York. Brother Karlsen sailed in the deck department. He retired in November 1967.

FRANK LIS

Pensioner Frank Lis, 87, passed away October 19. The native of Poland joined the Seafarers in 1943 in the port of New York. Brother Lis shipped in the deck department. He began receiving his pension in January 1970.

ALLEN MILLER

Pensioner Allen Miller, 83, died November 4. He was born in Columbus, Texas and joined the SIU in 1956 in the port of Lake Charles, La. Brother Miller sailed in the engine department. He retired in June 1973.

GEORGE E. MILLER



Pensioner George E. Miller, 76, passed away October 27. A native of Mis-

souri, he joined the union in 1969 in the port of Wilmington, Calif. Brother Miller sailed in the engine department. He upgraded frequently at the Lundeberg School. Brother Miller retired in November 1983.

AGUSTIN OQUENDO



Pensioner Agustin Oquendo, 80, died November 20. He was born in Puerto

Rico and joined the SIU as a charter member in 1939, in the port of New York. Brother Oquendo sailed in the engine department. He began receiving his pension in August 1972.

GEORGE PRETARE



Pensioner George Pretare, 68, passed away November 1. Born in

Washington, he joined the Seafarers in 1969 in the port of Seattle. Brother Pretare shipped in the galley gang. He served in the Coast Guard from 1941 until 1947. Brother Pretare retired in May 1988.

JAMES PURVIS

James Purvis, 65, died September 3. A native of Detroit, he joined the union in 1968 in the port of Wilmington, Calif. Brother Purvis sailed in the deck department. He served in the Navy from 1943 to 1949. Brother Purvis was an active member at the time of his death.

GEORGE RAMEY



Pensioner George Ramey, 72, passed away September 27. He was born

in Bancroft, La. and joined the SIU in 1970 in the port of Wilmington, Calif. Brother Ramey shipped in the engine department. He began receiving his pension in February 1984.

LOUIS A. SMITH

Pensioner Louis A. Smith, 66, died November 20. Born in New Orleans, he joined the Marine Cooks and Stewards in the port of San Francisco in 1967, before that union merged with the AGLIWD. Brother Smith served in the Navy from 1942 until 1945. He began collecting his pension in October 1989.

GARY STEVER



Gary Stever, 20, passed away October 5 as a result of injuries suffered

in an auto accident. A native of Philadelphia, he graduated from the Lundeberg School in 1990. Brother Stever sailed in the deck department. He was an active member at the time of his death.

HAROLD STIVERS

Pensioner Harold Stivers, 70, died November 6. Born in Wilkes-Barre, Pa., he joined the SIU in 1942 in the port of New York. Brother Stivers sailed as a bosun. He retired in January 1982.

CLEVELAND WALKER



Pensioner Cleveland "Whitey" Walker, 70, died November 3. He was born in Shel-

by, Ky. and joined the Seafarers in 1952 in the port of New Orleans. Brother Walker shipped in the deck department. He retired in April 1984.

CHARLES B. YOUNG

Pensioner Charles B. Young, 79, passed away November 2. A native of Massachusetts, he joined the Seafarers in 1944 in the port of New York. Brother Young sailed in the steward department. He retired in December 1975.

RUSSELL ZELLER

Russell Zeller, 54, passed away November 22. A native of Vallejo, Calif., he graduated from the Lundeberg School in 1967. Brother Zeller shipped in the engine department. He upgraded frequently at the Lundeberg School. He served in the Marine Corps from 1955 to 1959. Brother Zeller was an ac-

tive member at the time of his death.

INLAND

ARTHUR KINSELLA



Arthur Kinsella, 60, passed away October 31. Born in Baltimore,

he graduated from the Andrew Puruseth Training School in New York in 1963. Boatman Kinsella sailed as a tanker. He was an active member at the time of his death.

OSCAR MATHIS



Pensioner Oscar Mathis, 86, died November 4. A native of Gaines-

ville, Fla., he joined union in 1956 in the port of Mobile, Ala. Boatman Mathis sailed in the deck department. He retired in July 1971.

JOSEPH RAMSEY



Pensioner Joseph Ramsey, 71, passed away October 12. He was born in

Louisiana and joined the Seafarers in 1956 in the port of New Orleans. Boatman Ramsey shipped in the deck department. He served in the Army from 1942 until 1946. He retired in January 1985.

JACOB ROMAN



Pensioner Jacob Roman, 81, died November 15. Born in Yugos-

lavia, he joined the union in 1960 in the port of Philadelphia. Boatman Roman sailed in the engine department. He retired in March 1976.

CLIFFORD WORKMAN

Pensioner Clifford Workman, 82, passed away November 17. The native of Elkins, W. Va. joined the Seafarers in 1961 in the port of Norfolk, Va. Boatman Workman sailed in the deck department. He began receiving his pension in September 1973.

RAILROAD MARINE

ANTHONY VITACCO

Pensioner Anthony Vitacco, 90, died October 29. He joined the Seafarers in 1960 in the port of New York. Brother Vitacco shipped in the deck department. He began receiving his pension in July 1966.

MarAd Will Start Mailing Gulf Medals This Month

The Maritime Administration (MarAd) will begin issuing the Merchant Marine Expeditionary Medal this month to those seamen who qualified during Operation Desert Shield/Storm.

MarAd will mail the medals to merchant mariners in the order in which requests were received. A spokesman for the Department of Transportation agency said several thousand requests arrived at the agency. They expect the mailing process to last through the early months of 1992.

To be eligible to receive a medal, a seaman must have sailed after August 2, 1990 in the Persian Gulf, Red Sea, Gulf of Aden and the portion of the Arabian Sea that lies north of 10 degrees north latitude and west of 68 degrees east longitude.

Members still may apply for a medal by writing to the Office of Maritime Labor and Training, Maritime Administration, Department of Transportation, 400 7th Street SW, Washington, DC 20590. Mariners should submit with the request their complete name, "Z" card number, rating, name of the vessel, period of service, a copy of their discharge and an address for mailing purposes.



Mariners will begin receiving medals for Persian Gulf duty this month.

Lundeberg School Graduates Eight Classes



Trainee Lifeboat Class 486—Graduating from trainee lifeboat class 486 are (from left, kneeling) Kaynon Bragg Jr., John C. Soberal, Joseph James, Shawn Young, Steven Sanchez, Fitz Lazenby, (second row) Matthew Schilling Sr., Peter Largmann, Steve Fisher, Daniel Boutin, Luisiana Cundin, Cartez Horton, Alberto Beltran, Joe Ripley, Willie Smith, Michael Burmeister, Terry Ray, (third row) Scottie Roberts, Walt Mackley, Rusty Nelson, Bobby Joe Hurysz, Joe Mieluchowski, Jason Etnoyer, Joshua Lister, John Sanders and Ben Cusic (instructor).



Trainee Lifeboat Class 487—Recently graduating from trainee lifeboat class 487 are (from left, kneeling) Jose Cordero, Jason Hockenberry, Rickie Zelaya, Billy Birmingham, Scott Marlo, Justin Golub, Victor Espinosa, Robert Stanbach, (second row) Robert Hamilton II, Joseph Tillman, Courtney Stratton, Michael Ethridge, George Beavers, Wilbert Walker, Kroeger Iobst, Christopher Towne, (third row) Jake Karaczynski (instructor), Gregory Billiot, Byron Davis Jr., Reginald Abrams, Carroll Herron Jr., Adrian Scott, Alexander Schneider, Milton Israel and Scott Snodgrass.



Advanced Fire Fighting—Completing the advanced fire fighting course on November 4 are (from left, kneeling) John Smith (instructor), Joseph Blanks Jr., Johnna Robinson, Brian Lowell, Don Smith, Carl Moor, Anthony Kondracki, (second row) W.F. Payne, Nelson Bailey, Joe Vera, Joseph Negron, Mark Tarter, Byran Cummings (instructor), (third row) Killey Graham, Carl Sands, Rick Sinclair, Joel Miller, L.E. Watson, Marshall Boice, R.R. Mellinger, (fourth row) Frank Jewell, H.T. Hinnant, Robert Walker, J.D. Sanchez, Jim Musker and Frank Tymczysz.



Celestial Navigation—Seafarers completing the celestial navigation course on November 25 include (from left, front row) Michael Newingham, Rick Barnhart, (second row) Jim Brown (instructor), Leon Johnson, Patrick McCarthy, John Mossbarger, Jose Marrero and Don Bridenstine.



Upgraders Lifeboat—Certificates of training were received by the November 19 class of upgraders. They are (from left, kneeling) Don Childs, Bertram Williams, Joy McGuinness, Anthony Zellars, Greg Voliva, Jim Willey, Instructor Jake Karaczynski, (second row) David Conway, Lee Cochrane III, Willie Midgette, Dale Watts, Tee Rayfield, Dave Vargo, Ralph O. Ramsey and John M. Card.



Third Mate—Certificates of graduation from the 13-week third mate course were issued to (from left, front row) Anthony Kondracki, Joel Miller, Joe Vera, Mark Tarter, (second row) Marshall Boice, Loren Watson and Nelson Bailey. Also pictured is instructor Ron Raykowski.



Limited License—Upgrading their deck department skills by taking the limited license class are (from left) Casey Taylor (instructor), Juan Sanchez, Robert Walker, H.T. Hinnant and Carl Moor.



Radar Observer—Completing the training leading to a radar observer endorsement are (clockwise, from left) Peter Dudley, Marvin Cates, Gus Blake, Patrick Williams, Michael Newingham, Thomas Douglas Jr., Salvatore Greco, Jim Brown (instructor), Jose Marrero, John Demos, Rick Barnhart and John Mossbarger.

1992 UPGRADING COURSE SCHEDULE

The following is the current course schedule for February-June 1992 at the Seafarers Harry Lundeberg School of Seamanship. All programs are geared to improve job skills of SIU members and to promote the American maritime industry. The course schedule may change to reflect the 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	March 16 May 25	February 28 July 3

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

Course	Check-In Date	Completion Date
Ship Handling	March 2 May 4 June 29	March 13 May 15 July 10
Radar Observer Unlimited	March 16 May 18	March 20 May 22
Celestial Navigation	February 10 April 6	March 6 May 1
Third Mate	May 4	August 14

Upon completion, the Sealift Operations course must be taken.

Course	Check-In Date	Completion Date
Tankerman	March 16	April 10

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	March 2 April 13 April 27 June 22	March 6 April 17 May 1 June 26

Upon completion, the Sealift Operations course must be taken.

Course	Check-In Date	Completion Date
Lifeboatman	February 3 February 18 March 2 March 16 March 30 April 13 April 27 May 11 May 25 June 8 June 22	February 14 February 28 March 13 March 27 April 10 April 24 May 8 May 22 June 12 June 19 July 2
Basic/Advanced Fire Fighting	February 18 June 16	February 28 June 26

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 30	May 4
Steward Recertification	June 1	July 6

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	May 11	July 31
Fireman/Watertender and Oiler	March 2 May 11	April 10 June 19
All students must take the Oil Spill Prevention and Containment class.		
Pumproom Maintenance & Operations	May 11	June 19
Marine Electrical Maintenance	April 27	June 19
Refrigeration Maint. & Operations	May 11	June 19
Refrigerated Containers—Advanced Maintenance	March 2 June 22	April 10 July 31
Marine Electronics—Technician I	May 11	June 19
Marine Electronics—Technician II	February 18 June 22	March 27 July 31
Basic Electronics	April 13	May 8
Welding	February 17	March 13
Hydraulics	March 16 June 22	April 10 July 17

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

1992 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Please contact the admissions office for enrollment information.

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

SHLSS College Program Schedule for 1992

Session	Check-In Date	Completion Date
FULL 8-week sessions	March 16 May 11	May 8 July 3

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) (Month/Day/Year)
 Address _____
(Street) (City) (State) (Zip Code) (Area Code)
 Telephone _____

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

With this application COPIES of your discharges *must* be submitted showing sufficient time to qualify yourself for the course(s) requested. You also *must* submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your 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.

VESEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

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

- ENGINE**
- POWT
 - QMED—Any Rating
 - Variable Speed DC Drive Systems (Marine Electronics)

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

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

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

- ADULT EDUCATION DEPARTMENT**
- Adult Basic Education (ABE)
 - High School Equivalency Program (GED)
 - Developmental Studies (DVS)
 - English as a Second Language (ESL)
 - ABE/ESL Lifeboat Preparation

- COLLEGE PROGRAM**
- Associates in Arts Degree
 - Certificate Programs

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.



1991 — How One Seafarer Sailed Through the Year

Most Seafarers had a year of diversity in their shipping. A good example of the variety of assignments available to an SIU member is captured in the 1991 activities of Brother Jack Chapin, a Fireman Oiler Watertender. Here, in his own words, is a chronology of Brother Chapin's 1991 shipping experience.



The year starts for Jack Chapin with an icy trip through the Soo Locks aboard the Indiana Harbor.

Jan. 3 — Duluth, Minn. Laying up the Indiana Harbor. Man, it's cold out there. Air temp is -3 degrees, wind chill is -48 degrees. Time to put on the freezer suit and get after it. I just want to get this thing laid up and then get out of here. Yeah, it'll be good to get back to Port Huron (Mich.). See if anything has happened since I've been gone.

Jan. 4 — Leaving Duluth and heading for home. "Take it easy, see you later, have a good season if I don't see you and I enjoyed sailing with you." Well, I finally get everything wrapped up and I'm on my way.

Jan. 12 — Trying to get shipped



Crewmembers prepare for a helicopter lift from the deck of the USNS Antares in Gibraltar.

out to the Persian Gulf. Not much luck up here in Algonac (Mich.). I guess it's like my daddy used to say: if you want to get something done, you got to do it yourself. New Orleans ought to be a good place to ship out. I'll head down there and see what's on the board.

Feb. 8 — Waiting it out on the beach to get shipped out. It sure is nice to be able to mix business with pleasure. While trying to ship out of New Orleans, I'm able to spend time with my family in Florida. I enjoy the weather and am taking it easy. Patrolmen Wilbert (Williams) and Bob (Milan) tell me to have some patience because something will come along sooner or later. Meanwhile, I'm able to visit my parents and sisters, see friends and catch up on local news.

Feb. 26 — Finally get shipped out to Gibraltar as a fireman on the USNS Antares.

Feb. 28 — Arrived in Gibraltar and it's drizzling. The Antares is in the shipyard for repairs. I sure hope I don't spend all my time in a shipyard. I meet the crew and they seem like straight up guys. I also get the feeling everybody's pulling together so we can get underway.

April 11 — We're finally underway and steaming toward the Persian Gulf to return materiel to the United States.

April 16 — Temperature in the engine room is an average 130 to 150 degrees. First assistant engineer asked captain if he could lower gangway so members could go swimming to cool off. Red Sea temperature is about 90 degrees but felt good.

April 24 — Arrive Ad Damman, Saudi Arabia. Loaded trucks and helicopters for 101st and 82nd Airborne.

April 28 — Pull out of Ad Damman to go to Dubai drydock to get steering checked out and get rid of a few gremlins in the engine room. After two weeks, we are certified as shipshape and we get underway for Wilmington, N.C.

May 25 — Arrive Wilmington and offloaded our cargo in about two days.

May 28 — I received my discharge. Headed back to Florida to pick up my things and get back to the Lakes in order to get on another ship.

June 22 — Good to be back home in Port Huron. Catch up on all the news and gossip since I've been gone. Went down to Algonac to register and put in for vacation. Things are slow compared to last year. Since the economy is down, the demand for bulk cargo is way down. Still I don't see much of a

problem in getting out since I have Lakes seniority. Guess I'll have to sit and wait for something to show up on the board.

July 11 — When I least expect it, a wiper's job on the Medusa Challenger comes in. Sure was nice to get that vacation check last week as my wallet was getting pretty thin. I'd been on the Medusa before (in 1988) so I knew what to expect.

July 12 — I get to the ship with no problems and stow my gear. The Medusa Challenger is an old steamship that came out of the yards in 1906. Some of the crew on board was here in 1988 and I catch up on how things have been since then. Henry Cole, the 4-8 oiler, is my roommate. All-in-all, this old cement carrier is a good ship.

Aug. 24 — Medical emergency at home. Time to get off the Medusa. Talked with my fiancée, Deb, and she told me her son's diabetes was acting up something awful and the doctors are going to put him in the hospital. She's worried sick and doesn't think Cory'll be coming home this time. I told her I'd get off when we come back to Charlevoix (Mich.) if my relief is there or in Detroit on the mailboat.

Aug. 26 — Get off on the mailboat. All my stuff is packed and said my see-you-laters. I sure hope Cory's doing okay. I watch the Medusa steam away.

Aug. 28 — Cory has been in the hospital for three days and they are finally starting to get him stabilized. It was touch and go there for a while. Time to head down to Algonac and see what's cooking on the board. Also I have to make sure everything is in order for the FOWT class at Piney Point in November.



Chapin's shipmate, Oiler Henry Cole, is pictured on the Medusa Challenger.

Oct. 6 — Catch a deckhand's job on the SS Crapo. I have to meet it in St. Joseph (Mich.) weather permitting.

Oct. 7 — Because of rough weather, she's anchored off Manitowoc, Wis., so I must meet her in Muskegon, Mich. (on Oct. 9).

Nov. 10 — I've gotten off the Crapo and am on my way to Piney Point to start classes.

Nov. 12 — Arrive in Piney Point and meet my instructor, J. C. Weigman, an old salt who seems like he'll be a good teacher.

Dec. 5 — I pass the Coast Guard generals with a 92. Now, it's time to buckle down for the fireman-oiler's test on the 19th. I didn't realize how much information could be stuffed into the human head in so short a time.

Dec. 19 — Everything goes without a hitch except I'm waiting to catch a ship. I've said my see-you-laters, traded addresses and thanked J. C. for a good class.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the membership of the SIU to help locate Christopher Alan Temple.

The young man disappeared April 22, 1990 and is considered to be at risk as lost, injured or otherwise missing.

Now 18 years old, Christopher Temple was last seen at approximately 9:00 p.m. at a recreational area in Bath, Mich. where he was camping with some friends. He wears contact lenses and was last seen wearing a black t-shirt with a rock group design on it, jeans and a faded jean jacket. At the time of his disappearance he was 5 ft. 7 in. tall with brown hair and hazel eyes.

Anyone having information should contact The National Center for Missing and Exploited Children at (800) 843-5678 or the Bath (Mich.) Police Department's Missing Persons Unit at (517) 641-4050.



Christopher Alan Temple