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# Lundeberg School 1992 Guide

Centerfold

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

# SEAFARERS LOG

Volume 53, Number 11

November 1991

*At Long Last!*



## In Memory of Departed Seamen

The long awaited memorial recognizing the role of merchant seamen in service to their country in times of war and peace now has been unveiled and placed in a prominent position in the New York Harbor. The memorial honors, among others, the 6,775 seamen who died in the course of World War II. Page 3.

The monument memorializes seamen such as those who went down on vessels after the SIU-contracted Robin Moor, the first American-flag vessel torpedoed by German U-boats prior to the U.S. entry into World War II. Fifty years ago the Robin Line vessel was sunk in the South Atlantic off the African coast. Page 8.





## President's Report

### Helping Exploited Seamen

In a world where it is getting easier and easier for a runaway-flag shipowner to escape from any semblance of safety regulations and decent standards, it is a positive development that the world's seafaring unions were able to press and successfully secure an increase in the minimum wage for the exploited seamen of the world.



Michael Sacco

This was one of the matters concerning the seaman's welfare which occupied the representatives of shipowners and seafaring unions in a series of meetings held under the auspices of the United Nations' International Labor Organization, the tripartite group that brings together business, labor and government. As a seamen's representative of the United States participating in the sessions held at the end of last month, I was glad to see a framework strengthened by which something can be done for the hundreds of thousands of exploited seamen in the world.

At the meeting of shipowners and seafaring unions in a forum called the Joint Maritime Commission of the ILO, the parties agreed to increase the world minimum wage for seamen from \$286 to \$335 per month as of October 25 and then to raise that rate again on the same date in 1992 to \$356. This means the seaman working on ships operated under the flags of the runaway registries now will have a yearly salary of some \$4,000; that is if he stays aboard the vessel for the full 12 months.

Of course this action does not have any bearing on American seamen and furthermore will not affect one iota the seafarers from other traditional maritime nations who sail aboard the ships registered under the flags of their own countries.

In fact, the notion of a yearly salary of \$4,000 is almost ridiculous when viewed against the American, European or Japanese standard of living. What would a \$4,000 annual salary do in this country? Some people spend more than that on feeding their dog. That amount of money hardly equals what an average citizen in these areas of the world spends on basic housing costs.

At this session, the Joint Maritime Commission also recommended that the ILO study how the sweeping changes in the worldwide maritime industry are affecting seamen. Such changes include the proliferation of runaway registries and so-called second registries (a traditional maritime nation's flag-of-convenience scheme) and the increase in the number of manning agencies (many of which seem to operate an awful lot like the types we used to call "crimps" in this country some fifty years ago).

The positive end of this matter is that something has been done for the abused seaman who works aboard flag-of-convenience ships or on vessels that are part of state-owned fleets. The seafarer in these situations does not have the protection of strong, free and independent trade unions. This seafarer is dogged by a whole host of shipowner efforts to keep him subjected to low wages and low standards.

Any effort—no matter how small—to get the runaway-flag operator to pay his seamen a higher wage and to bring shipboard living conditions and safety standards closer to those found on the ships of the traditional maritime nations is worth doing.

Once the conditions are on the books (in the case of the minimum wage it is on a world level), it is worth seeing to it that they are enforced. This is easier said than done. The runaway operator slides in between flags, becoming something of a phantom as far as any kind of law and order is concerned.

While the runaway operator may continue to slip and slide between international laws and enforcement mechanisms, it is important to push for any kind of measure which will protect the seamen who work aboard these vessels. That is why the SIU continues to participate in international groups such as the ILO, or with the International Transport Workers' Federation (ITF), the group which brings together seafaring unions from throughout the free world. As difficult as it is, we at least have a vehicle for raising the working conditions of the world's most exploited seamen. These efforts are in the interests of the unprotected seamen on runaway-flag ships and they are in the interests of American mariners who benefit when standards are raised just a little closer to our own for those who compete with us in the world trades.

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## SIU Urges Gambling For U.S. Cruise Ships

The SIU voiced its strong support for a bill that could lead to both the investment of U.S. dollars in United States passenger ship operations and the creation of thousands of jobs for American seafarers.

The bill, known as the U.S.-Flag Cruise Ship Competitiveness Act and introduced by Representative Gene Taylor (D-Miss.), would allow U.S.-flag cruise ships to offer regulated gambling on the high seas.

Currently, the Gambling Ship Act—intended to prohibit offshore casino barges from evading state anti-gambling statutes—prevents U.S.-flag cruise vessels from offering gambling on the high seas. Meanwhile, foreign-flag ships are not subject to the same restrictions, even though most of them operate from U.S. ports.

In testimony before the House Merchant Marine Subcommittee on October 10, Terry Turner, SIU director of government relations, said, "The reality of the modern cruise industry is stark and clear: No cruise ship without gaming can directly compete in the same service against other vessels receiving substantial revenues from shipboard gaming."

### Bill Bans Cruises-to-Nowhere

The U.S.-Flag Cruise Ship Competitiveness Act would eliminate most so-called cruises-to-nowhere, a foreign-flag tactic which exploits loopholes in the Gambling Ship Act. On a typical trip, the foreign-flag vessel would leave a U.S. port, open its gambling facilities once the vessel has left the U.S. territorial sea (usually three miles seaward) and allow its passengers to gamble for several hours before returning to its port of embarkation.

Under H.R. 3282, such a vessel would be prohibited from engaging in gambling unless it went to a foreign port or was on a voyage of more than 24 hours with food and staterooms for all passengers on board.

"Unregulated cruise-to-nowhere casino ships, which are clearly illegal, are the only ships that would suffer from this bill," Turner said. "These vessels have employed foreign individuals, at far below U.S. wage levels and without work or residence visas, despite the fact that they reside in and are employed full-time in the United States."

### Growth Industry

As Turner noted in his testimony, the cruise industry, with an annual growth rate over 10 percent, is easily the greatest success story of the last decade in the maritime industry. Cruise ships had 500,000 passengers in 1970; last year the figure was greater than 5 million.

In 1990 shipboard gaming aboard foreign-flag cruise ships and cruises-to-nowhere grew despite the recession, with a total of

\$1.8 billion wagered on board—primarily by U.S. citizens.

Yet despite the fact that more than 85 percent of all cruise passengers worldwide are Americans, 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). Further, the uncontested center of the world cruise industry is the U.S.—specifically south Florida, home port of dozens of cruise ships, none of them U.S.-flag vessels.

This situation exists largely because the Gambling Ship Act and the Johnson Act, the two laws which discriminate against American passenger ships, were enacted when transportation was the primary service offered by passenger ships. The concept of the cruise ships had not yet been developed, and ships which did offer gambling on the high seas were little more than casino barges operated to evade state anti-gambling laws.

Now, the cruise ship itself is considered the destination.

### Administration Support

One year ago, the Bush administration firmly opposed any changes in the Gambling Ship Act and the Johnson Act. But last month it indicated a significant shift on the matter.

John C. Keeney, the Department of Justice's deputy assistant attorney general, criminal division, offered conditional support for H.R. 3282.

Testifying before the subcommittee, he said the administration would not oppose casino gambling on U.S. vessels "on legitimate voyages from one port to another."

### Creating More Jobs

The benefits of H.R. 3282 would be plentiful. Passage of the bill "would be a major step forward in allowing our nation's vessels to compete, while not injuring other interests and not costing taxpayers any subsidy or other payments," Turner said to the committee. "The United States cruise industry will enjoy a more level playing field for the first time in 40 years and will be able to compete for a slice of the most rapidly growing sector of the maritime industry."

At a time when citizens throughout the U.S. are losing their jobs, H.R. 3282 would create significant new employment opportunities. Modern cruise ships typically require 500 to 1,000 crewmembers per vessel, which supports a great number of seafarers due to rotation and relief.

The bill has not been reported out of the House committee as yet. Additionally, a companion bill has not been introduced in the Senate. Industry representatives anticipate there will be some amendments to the bill proposed in order to meet the concerns raised by the Justice Department.



# At Long Last, A Memorial to U.S. Seamen

The contribution of American merchant mariners to their country, in war and in the pursuit of peaceful commerce, was finally recognized in a ceremony last month which marked the unveiling of a New York City memorial depicting surviving World War II seamen aboard a life raft.

During the ceremony, an honor guard of 23 World War II veteran seamen marched out onto the breakwater and stood at attention as a 144-pound time capsule containing the names of the 6,775 mariners who died in WWII was lowered into the bow of the life raft. Taps was played and a New York City fireboat unleashed a stream of red, white and blue water.

Among the honor guard members was SIU pensioner George Alexander, the only one of the veteran mariners present at the ceremony to have served in both World War I and WWII. The 98-year-old veteran steward department member, reflecting on the simple but moving ceremony, said of the recognition of merchant mariners, "It was a long time in coming, but when it did happen, it was beautiful."

Alexander was joined at the ceremony by two other SIU World War II veterans, retired QMED William "Flattop" Koflowitch and Francis "Buffalo" Stallings, who sailed as a wiper. Both Koflowitch and Stallings echoed Alexander's sentiments. "I feel that this ceremony should have taken place some time ago," said Koflowitch. "But the monument and the dedication ceremony were beautiful."

AFL-CIO President Lane Kirkland, who shipped as a mate during WWII and who served as chairman of the memorial's organizing committee, noted that the unveiling of the statue represented the end of a long voyage.

"Fifteen years ago, we devoted ourselves to the task of creating the nation's first national monument honoring the American merchant seamen who have served this country in war and peace, and who have sacrificed their lives



Representing the Seafarers at the dedication ceremony were (from left) Tom Soresi, Charles DiCanio, Robert Gorbea, Ed Doruth, Mike Manekas, William "Flattop" Koflowitch, George Alexander, Louis Morales, Francis "Buffalo" Stallings and George Wilkey. Alexander, who sailed in WWI and WWII served in the ceremony's honor guard. Koflowitch and Stallings are WWII veteran seamen.

to give freedom a chance," he said in his remarks at the ceremony.

"For those of us in the trade union movement—and particularly those of us from maritime labor—we take great pride and satisfaction in the knowledge that from this day forward, merchant mariners who served our country and who gave their lives for freedom will be forever memorialized on this waterfront site in our nation's greatest city."

## Sacco: More to Be Done

SIU Executive Vice President Joseph Sacco, speaking at a reception following the dedication for the 1,000 or so individuals in attendance, noted that the memorial also served as a reminder of the work that remains to be done to

secure for WWII mariners all to which they are entitled. "While the battle for recognition of World War II mariners has been won inch by inch, there are a few more inches left to go," he said.

Sacco noted the need to enact a bill currently before Congress which would extend the civilian mariner eligibility cut-off date for veterans' benefits. Known as H.R. 44, the bill would extend the date from August 15, 1945 to the date set for all other branches of the Armed Forces—December 31, 1946.

He also said efforts must be made to have the federal government's office of personnel management count WWII merchant marine service as the equivalent of military service and to ensure that all of the nation's 50 states extend their veterans' benefits programs to WWII seamen.

"Those of us in the merchant marine today must not let up on the fight to achieve full and complete veterans' status for World War II merchant seamen and full and complete recognition of the vital role American shipping had in this conflict. We have inherited a proud track record—the men and women in the American merchant marine during World War II delivered the goods under daunting conditions. It is up to us to dedicate our energies towards recognition for those who gave their all to their country," Sacco said.

## Monument Inspired by Photo

The bronze and stainless steel statue pays tribute to the thousands of American seamen who lost their lives while engaged in their trade. The sculpture depicts four WWII seamen, three on a life raft, one in the water whose out-

*Continued on page 8*

## 'Worker Tax' Plan Ignites Boatman's Protest



Relief Captain John Primeaux adds his name to Anthony Primeaux's (standing) petition against the Coast Guard's imposition of a worker tax.

What does it take to make a 34-year-old, third generation tugboat captain mad enough to take on the political establishment regulating the U.S. merchant marine?

Announce plans to tax him for his job!

Anthony Primeaux has been talking to and faxing fellow boatmen in the Louisiana and Texas channels of the Intercoastal Waterway to urge them to sign a petition to stop the U.S. Coast Guard from imposing a "worker tax" on merchant mariners.

Primeaux joins the SIU in a strong push to halt a U.S. Coast Guard plan to charge seamen and boatmen for the processing and issuance of merchant marine documents and licenses. The user fee plan was first established by Congress and signed into law by the president in the form of the 1990 Omnibus Budget Reconciliation Act.

The government, looking for devices to balance the budget, ordered the Coast Guard to begin charging for its various services. The agency issued over the summer a notice outlining a program whereby seamen and boatmen will have to pay from \$35 for a document without a qualified rating up to \$330 for an upper level license, as well as being charged \$17 for an FBI check.

"This just struck a nerve," Primeaux recently told a reporter for the Seafarers LOG. "This struck me the wrong way. I've never been involved in politics before. I'm tired of them taxing the middle man while the rich keep getting richer."

After he first read about the possible fees in the Seafarers LOG, Primeaux started talking with his fellow boatmen who also did not like

*Continued on page 9*



At the reception following the ceremony, AFL-CIO President Lane Kirkland and memorial sculptor Mari-sol display a photograph of the monument.



## SIU Pushes Extension of U.S. Labor Laws to Runaway Ships

Citing the continually unscrupulous conduct of many American vessel owners operating ships under runaway registries, the SIU expressed its unwavering support for legislation which would extend American labor laws to foreign-flag ships owned by Americans and operating principally in U.S. commerce.

The bill, H.R. 1126, would extend the protection of the Fair Labor Standards Act and the National Labor Relations Act for a five-year period to those foreign-flag vessels. It was introduced by Representative William Clay (D-Mo.).

"It's time to close the loophole in our labor laws that encourages the abuse of people who work on board these ships," SIU official Edd Morris said in testimony before the House Labor Standards Subcommittee on October 10. Morris and other representatives of organizations representing seafarers' rights testified that by circumventing American labor laws, the foreign-flag vessels are driving U.S.-flag ships off the seas at a cost of many thousands of American jobs.

Morris, who serves as an inspector for the International Transport Workers Federation and as such boards foreign-flag ships to determine if minimum wage levels and living conditions are being met, was able to pepper his testimony with vivid examples of the widespread human suffering spawned by runaway registries. The following is an excerpt from Morris' testimony:

"I recognize that it has not been the intent of nations such as Liberia, Panama or Honduras to allow their national flags to be used to shield such behavior. They simply hope to improve the condition of their national treasuries by undercutting the prices charged by industrialized nations for ship registration and tonnage fees.

"But a ship registry is more than a mechanism for improving one's

balance of payments. Registries must establish, and most important of all, enforce standards of operation and safety...

"This hearing gives a voice to a class of people who currently are too frightened to speak and too intimidated to act even when they are the victims of abuse and deceit.

"Let me describe some representative cases, the kind that I encounter on a regular basis. (The first case involves crewmembers who spoke on condition of anonymity.)

"The ship of this crew flies the flag of Cyprus... Their complaints include:

- Food: They are given no fresh fruits or vegetables, or fresh dairy products. Canned food is shunned because the cans are rusted and expiration dates passed... They have no cooking oils.

- Living conditions: Living quarters have leaking ceilings. Cleaning and clothes-washing supplies are scarce or non-existent. They have no toilet paper.

- Working conditions: The crew is expected to work without gloves, including paint chipping. They are not provided with safety glasses.

- Pay and hours: The employment contract obtained through a Maldivian Island manning agency calls for pay of \$300 per month regular pay and \$80 additional to cover overtime.

"Actual pay is \$270 per month, with overtime paid at a rate of \$1.40 per hour. However, the crew is not paid overtime for hours worked when the ship is not at sea. Thus, they are not compensated for securing the ship, standby time, undocking, etc..."

Morris gave other examples, such as the Panamanian-flag seaman who was paid \$6,000 less than his predecessor as Second Officer aboard the Golden Shimizu. Other crewmembers from that ship told

the Coast Guard they were victims of harsh and discriminatory treatment, including being shorted on pay and being paid in foreign currency. They said leave pay and overtime were denied; they worked excessive hours; were provided with poor quality food and an insufficient supply of food; and had water rationed for 20 minutes twice a day.

The crew also was concerned about safety factors. The ship had no lifeboat drills nor fire and boat drills in the past four years.

Moreover, testimony and pre-trial depositions delivered under oath in a court case in Tacoma, Wash. established that crewmembers on many, if not all foreign-flag ships routinely are cheated of their rightful wages. This wage cheating places law-abiding American-flag ships at a financial disadvantage worth millions of dollars, noted Morris.

He said, "Congress should stop the American sanction of the 'freedom of exploitation' encouraged by foreign ship registries."

## Alaskan Oil Development To Be Debated in Senate

The energy bill, which contains a provision on opening a section of the Arctic National Wildlife Refuge (ANWR), will be taken up on the Senate floor in early November, according to Capitol Hill sources. The legislation has far-reaching consequences for the American-flag tanker fleet because the transport of Alaska oil, which if developed and earmarked for domestic consumption, would be subject to cabotage laws.

Senate leader George Mitchell has promised to make the bill a legislative priority after passage of the Civil Rights bill, now under debate.

ANWR is the most promising region for American oil reserves; estimated to contain upwards of 8.8 billion barrels of oil. Such a find would provide not only a large measure of energy security for the nation, but would also give a big boost to U.S.-flag shipping, particularly at a time when Alaskan North Slope oil is waning.

Passage of an ANWR oil explo-

ration and development provision in the energy bill is not certain. Although the bill calls only for the exploration of a small section of the refuge, groups concerned with protecting the environment are exerting heavy pressure on Congress to keep the entire ANWR region undeveloped.

There are some senators who are so opposed to ANWR development that a filibuster has been threatened.

Meanwhile, action in the House on similar legislation has stalled in a Merchant Marine and Wildlife Subcommittee chaired by Gerry Studds (D-Mass.). The bill is also before the House Committee on the Interior. It is unlikely that the House will be able to act on this measure before the end of the year unless the recess, now set for Thanksgiving, is delayed.

Meanwhile, the SIU, working with the maritime industry in general and U.S.-flag tanker vessel operators in particular, is urging passage of the bill.

## Buy/Ship American Provision on Hold As House Votes Down Foreign Aid Bill

As the LOG was going to press, the House of Representatives voted down, by a vote of 159-262, a compromise foreign aid bill. Apparently, the strong opposition to the conference report centered on language pertaining to family planning funding and the buy American/ship American provision contained in the bill. The same compromise bill had passed the Senate by a vote of 61-38 on October 8.

The compromise bill supported by the Senate and voted down by the House grew out of a conference committee report after both chambers of Congress passed their own versions of the foreign aid bill earlier this year.

The House and Senate conferees, in working out the compromise bill, adopted language which called on governments receiving actual cash aid from the United States to sign agreements which establish that a portion of the American taxpayer monies they

receive will be spent in the U.S. and shipped on American bottoms.

The conferee language further stated that if no agreements have been signed, the nations receiving cash aid would be subject to a sliding scale up to 75 percent of money by Fiscal Year 1996 on American goods of which 50 percent would be transported on U.S.-flag vessels. The bill legislated an equal distribution of departure ports.

It is now up to the conference committee to resolve the controversial issues and report out another version of the foreign aid bill. Then both the Senate and House would have to vote on the new bill. U.S. shipping interests will be working to ensure that the buy American/ship American provision remains intact.

However, President Bush has threatened to veto the foreign aid bill, citing both the family planning and buy American/ship American initiatives as reasons for his opposition.

### Smalley Recalls Sleeping Car Porter Days



Assistant Cook Bill Smalley (right), a member of the SIU's Government Services Division who sails on MSCPAC ships, talks with A. Philip Randolph Institute President Norman Hill during the recent Solidarity Day rally in Washington. Smalley, prior to shipping had been active in the Brotherhood of Sleeping Car Porters, the union once headed by the legendary A. Philip Randolph, who played a key role in organizing the civil rights protests of the late '50s and '60s, including the 1964 March on Washington.



## World Minimum Pay for Exploited Seamen Goes Up from \$286 per Month to \$335

The world minimum wage for seamen has been raised from \$286 to \$335 per month in a move which attempts to bring up the working conditions of the exploited and downtrodden seamen working for runaway-flag operations. The new rate, which was pushed for by the world's seamen's unions, went into effect October 25 and will increase again on October 25, 1992 to \$356.

Unions representing seafarers have been agitating within the International Labor Organization (ILO) for an increase in the world minimum wage rate for seamen, a level of compensation that is paid to most of the seamen working aboard ships operating under runaway registries.

The ILO, a United Nations agency made up of equal representation from management, labor and government from every member nation, has set a minimum wage rate for seamen since 1946. The rate represents a recommended monthly wage for an able bodied seaman. The most recent increase was enacted when the ILO's Joint Maritime Commission (JMC), which is made up of representatives from the world's shipowners and seafaring unions, met in Geneva from October 17 to 25.

The JMC participants, including SIU President Michael Sacco who served as a seamen's representative from the United States, also determined there is a need to develop a new formula for periodic revisions of the minimum wage

code for seamen. A new method was devised which expands the list of countries used in calculating the rate and which takes into consideration currency fluctuations.

The JMC recommended to the ILO's Governing Body that a committee be convened in every alternate year between JMC sessions for the purposes of reviewing the seaman's minimum wage so that adjustments can be made without a full meeting of the JMC.

A spokesman for the International Transport Workers' Federation (ITF), the group which brings together free unions from around the world associated with various modes of transportation—including the SIU, characterized the meeting as extremely successful. He noted this was the first time in the history of the JMC that seafarers had won a minimum wage increase for two successive years.

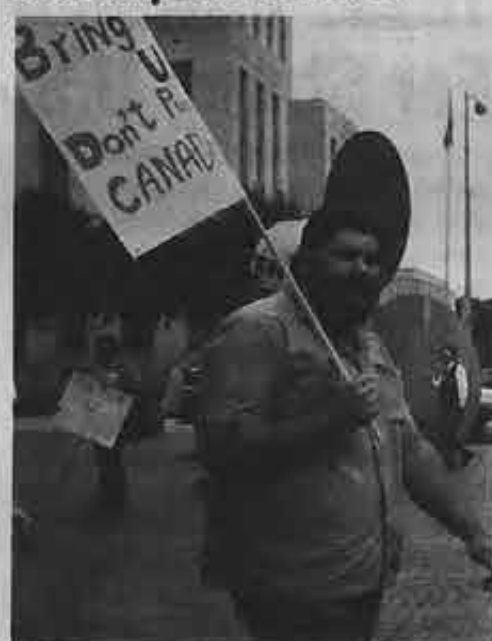
The ITF representative also noted that detailed discussions were held on items affecting the shipboard environment and employment rights of seafarers. The system of the application of minimum standards for seafarers was also reviewed. The ITF spokesman noted that those representing seamen at the JMC meeting found themselves confronting intransigent shipowners who were intent on either retaining the status quo or deferring items to future sessions.

Thus the fact that the JMC adopted 18 resolutions covering

areas of ITF concern is viewed as a very positive development. Among these resolutions were actions affecting the wages, hours of work of seafarers, manning levels, the repatriation of stranded seamen and the expansion of enforcement mechanisms in the hands of member nations. Additionally, other resolutions called for a detailed evaluation of the current status of world shipping and how the welfare of seamen is affected by changes within the industry.

After a lengthy discussion on drug and alcohol policies directed at seamen, the JMC participants agreed to ask the ILO to convene a tripartite meeting of experts in the field with the purpose of developing educational materials and a prevention program.

### Jobs Export Protested



The Bush administration proposal to institute a so-called free trade agreement with Mexico has met with skepticism from American unionists who smell a rat in the deal. The SIU joined with the Houston labor movement in protesting any plan which will result in the export of American jobs to a low-wage country like Mexico. Pictured above is Recertified Bosun Ben Born during the rally.

## Seafarers School Advocates Oil Spill Training for All Hands

All American seamen should receive training in oil spill containment procedures in order to ensure that the United States has a pool of manpower available to respond to such accidents and to see that damage control procedures are immediately instituted in the event of a discharge at sea, said the head of the SIU's training school in comments submitted to the U.S. Coast Guard.

The agency's solicitation of comments on spill response plans for oil-carrying vessels included a section on crew training. The Coast Guard is in the process of developing rules to handle requirements raised in the Oil Pollution Act of 1990 (OPA 90). This is one such rulemaking. The Lundeberg School limited its response to the section on crew training of the Coast Guard's *Federal Register* notice on this rule.

Lundeberg School Vice President Major Ken J. Conklin (US-MC-Ret.) said, "The Lundeberg School believes all merchant mariners should receive training in oil spill prevention and containment procedures. First, this training will allow mariners working on vessels which become involved in an oil spill to conduct emergency damage control and containment procedures aboard the vessel until the appropriate contracted or co-operative response center teams arrive on the scene."

He also noted a second reason for training seamen in these procedures: "... the training of all merchant mariners would provide the nation with a pool of individuals qualified to work anywhere on oil spill response teams."

Conklin emphasized that mariners are accustomed to responding to orders quickly. "They are used to traveling far distances for their work. The nature of work aboard ships allows for extended periods of shore-side time when

the mariner is off-duty. Thus a mariner who is ashore can be available for weeks to months at a time without interfering with his or her usual employment duties aboard a vessel."

The Lundeberg School head also maintained, "Any oil spill training should be ancillary to the Coast Guard certification and licensing process as are fire fighting and radar [training]." Certification of completion should follow the mechanisms now used for fire fighting and radar endorsements.

In this regard, Conklin recommended the Coast Guard certify the oil spill courses given by institutions as complying with the agency's criteria. Conklin said the basis of this certification should include inspection of lesson plans and curriculum, equipment and materials, the qualifications of the instructors, and past experience in other Coast Guard-oriented training.

He proposed a 40-hour course, which would be required of all unlicensed mariners. This course, Conklin suggested, should cover U.S. environmental regulations, personal protective equipment, properties of oil, collection methods and equipment, and should culminate in a simulated recovery. Conklin also asserted that licensed shipboard personnel undergo a more stringent 80-hour training course.

The wide-ranging provisions of OPA 90 was sparked by major oil spills in American waters including the Exxon Valdez.

The vessel response plans regulations to which these comments were directed is just one small part of OPA 90's provisions. Other sections of OPA 90 address crewmember hours of continuous work aboard U.S.-flag tankers, liability issues of tank vessel operators, navigation systems for harbors and much more.

## Burning Fishing Vessel Crew Rescued by Virginia Sands

Seafarers aboard the F/V Virginia Sands rescued six crewmembers whose fishing boat, the Lady Jay, caught fire 30 miles southeast of Nantucket, Mass. The rescue took place August 18.

SIU members aboard the Virginia Sands, a dragger which sails from the port of New Bedford, Mass., were: Captain Carlos Camarao, Engineer Carlos Cova and Deckhands Antonio Cravo, Joao



Engineer Carlos Cova was one of the crewmembers aboard the Virginia Sands when it conducted a rescue operation last August.

Cravo and Jose L. Leonardo.

The Virginia Sands responded to a distress call sent by the Lady Jay shortly after 5 a.m. When the Virginia Sands arrived, the Lady Jay crewmembers were in a life raft and the Lady Jay was burning.

The Seafarers brought all six men aboard the Virginia Sands. Shortly thereafter, a Coast Guard cutter arrived, extinguished the blaze and towed the Lady Jay to Nantucket.

The Virginia Sands is one of the many fishing vessels in New Bedford under contract with the SIU.



Virginia Sands Captain Carlos Camarao (right) directed the rescue effort. He is pictured with SIU Patrolman Eugenio De Sousa.



## Texas Governor Richards Calls For Strong U.S.-Flag Shipping

Texas Governor Ann Richards called for a stronger U.S. commercial shipping fleet, as well as for new leaders "who care about what happens in America."

Richards, who made her call for a vital American shipping industry during the West Gulf Ports Council annual dinner last month, said Operation Desert Storm proved the vital importance of a strong U.S.-flag merchant marine.

"There is a tendency these days to talk about commerce and trade as things that happen in corporate board rooms," Richards said to an audience of Houston-area trade unionists which included SIU members and their families. "But you and I know that America sails the oceans only because your members make it happen."

"And we never saw greater evidence of that than we did in Operation Desert Storm. Many members of the Seafarers sailed full throttle into hostile waters on aging vessels. That requires a special kind of courage," she told those assembled by the West Gulf Ports Council, an affiliate of the AFL-CIO Maritime Trades Department which is comprised of 42 national unions representing workers involved in shipping and marine-related industries.

"Now that the war is over, I hope we have learned just how important the maritime trades are to us, and how important it is that we have a national maritime policy that keeps the lines of supply open and keeps this country strong—not only in time of war, but in the international economic competition," said the governor, who was elected to her post in 1990.

Richards noted the U.S. military "charts 87 dry cargo ships for deployment, and 67 of them fly foreign flags."

"A strong commercial fleet is our lifeline to the world," she said. "And if we are going to get that fleet, we need what [the SIU] says we need: a lot more vessels 'built by Americans, owned by Americans and crewed by Americans.'"

Richards then focused on what she called an insensitive, unproductive federal government. "It is time for us to have leaders who care about what happens in America," she said, "because we are overdue for something good to happen at home."

"For too long, we've watched government budgets go up, taxes go up... but American paychecks aren't going up, and people's lives are not getting any better. Real family income has not increased significantly in this country since 1973."

"For 20 years, the two-pay-check family has been a necessity because it takes two to make what one did before. A study at the University of Utah found that if all women in the work force left their jobs, 60 percent of American families would be living below the poverty line."

Richards was featured at the ports council event along with Railroad Commission Chairman Lena Guerrero and longtime ports council member, political activist and Communications Workers of America Local 6222 Secretary-Treasurer Dorothy Barker, who received the Ship's Wheel Award as the ports council honoree.



Governor Ann Richards (left) and Texas Railroad Commissioner Lena Guerrero arrive at West Gulf Ports Council event.

### Recertified Steward Visits Headquarters



Ekow Doffoh (left), a 1991 graduate of the Lundberg School's recertified steward program, visits with SIU Executive Vice President Joseph Sacco to get an update on union activities.



J.N. Phillips Deckhand Patrick Cobbs takes a break in the galley.



Lead Deckhand Tim Kunz heads back to work on the Geary.

## Orgulf Tugs Carry Harvest Grain

Harvest time for America's upper plains states means plenty of work for the SIU crews sailing on Orgulf tugboats.

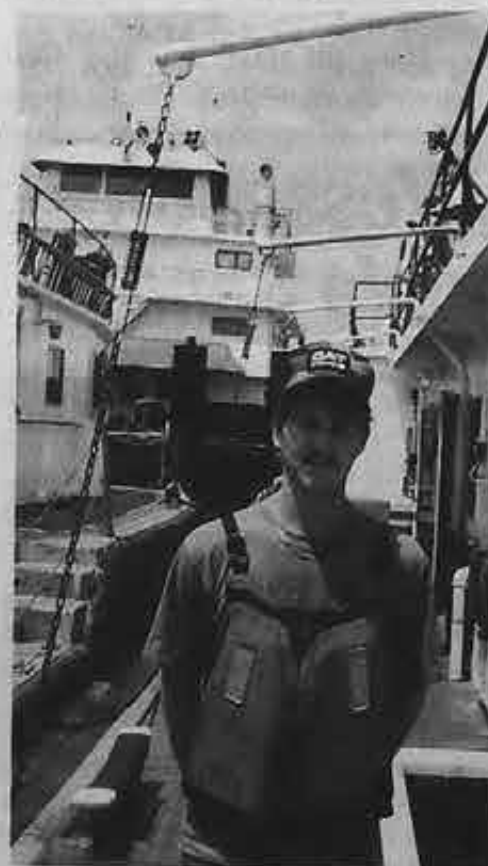
Pushers like the J. N. Phillips and John Geary are busy loading grain into the barges that will float down the Mississippi River system to New Orleans for overseas shipments.

Orgulf tugs pick up the agricultural cargo at river ports in Illinois, Iowa and Indiana. Other loads like coal, steel and pipes also make the journey south from the Missouri, Ohio and Illinois rivers to Moore's Landing, Mo. The Phillips and Geary operate in this upper river region.

From Missouri, larger pushboats take the barges to destinations along the lower Mississippi River as far south as the deep sea port of New Orleans.



Cook Clara Doom slices watermelon for the crew of the J.N. Phillips.



Geary Deckhand Pat McGinley awaits his next assignment.



Hustling across the deck of the John Geary is Deckhand Jeffrey Rosencrans.



Deckhand Adam Schacknai digs into his lunch on board the J.N. Phillips.



Geary Deckhand Zolly Person reviews benefits materials.



## Lundeberg School Takes Safety Course to Riverboats

The Lundeberg School took its comprehensive safety training program to America's two most famous riverboats—the SIU-crewed Delta Queen and Mississippi Queen.

Instructors Byran Cummings and John Smith each spent three weeks on each vessel to provide instruction in fire fighting, damage control, first aid and CPR. Cummings worked on the Mississippi Queen and ran different courses in July, August and September. Smith covered the same material on the Delta Queen in May, June and August.

"It was great. I learned how to use a lot of different equipment, I learned CPR and first aid and I learned a lot of new techniques," said SIU member Carl Koen, a member of the Mississippi Queen's deck department.

Fellow SIU and deck department member Rob McLemore said there is no comparison between these courses and others he had taken. "I've had instruction from several other (non-union) guys, but they were so repetitious. The instructors from the union build on everything they teach you, and they also give you the hands-on training," McLemore said.

David Kish, vice president of administration at Delta Queen Steamboat Co. which operates the passenger boats, expressed great appreciation for the safety training and the instructors. The program started in 1990 when the company asked the Lundeberg School for on board instruction because many crewmembers are unable to attend classes in Piney Point, Md.

### Passengers Appreciative

"This has turned out to be a great thing for us and our passengers," said Kish. "Our crewmembers genuinely like to see Byran and John. Also, with what you read and hear these days about lack of concern for passenger safety (on foreign-flag vessels), our passengers sincerely appreciate these courses. It opens people's eyes to the SIU, and it helps instill pride in our crewmembers."

"The passengers also appreciate it," Smith said. "They saw some of the training and they were im-



SIU member Marvin Joy completes drill involving smoke machine.

pressed. Many of them said it made them feel much more comfortable.

"I think it also gives the crews confidence by showing them things they can do."

Smith and Cummings, each with years of experience as fire fighters and paramedics, instructed 154 crewmembers from the two boats. They taught the emergency squads (comprised of the master, two pilots, chief mate, third mate and deck crew) as well as the general crew.

"In the event of an accident, there is a big risk when you have 400-plus passengers on what basically is a high-rise building on the water," Cummings said, noting the importance of the courses on board.

The training took place throughout the day, interspersed between regular crew duties. Finding time to train became an important factor. "You have to be inventive. The general staff works long shifts and gets little sleep, and I'm taking time out of their schedules."

The emergency squads participated in at least 40 hours worth of training per week, while the general crew received slightly less. Cummings and Smith worked long and unusual hours, catching crewmembers between shifts. "You catch them around the clock," Cummings said. "Sometimes it's 3 a.m. or 4 a.m. before a porter's shift ends."

### Hands-on Training

The first aid and CPR segment included certification of crewmembers. Besides learning standard things, crewmembers practiced various techniques and functions with first aid gear, Cummings said. They also learned how to prepare a person for helicopter lift-off.

During the damage control week, Seafarers learned proper techniques for measuring and constructing patches. "We would put tape somewhere on deck representing a hole," Cummings explained, "and then crewmembers would have to figure out which type of patch to use and how to make it."

"I also worked with some cooks at about 2 a.m., and a couple of them couldn't swim. So we went to a small pool and they learned how

to stay afloat if they fall overboard."

The fire fighting segment included a review of last year's instruction, such as operating fire hoses and extinguishers (the crew practiced on shore during controlled fires). This year Cummings added a smoke machine, and members took part in a simulated rescue.

"We hid a five-gallon red bucket in the bow thruster room," Cummings noted. "We smoked the room so you couldn't see your hand in front of your face."

The students donned their protective gear (although they didn't engage it, since the smoke is safe) and went in pairs to search for the bucket. This type of hands-on training drew raves from the crewmembers and from Kish.

"When you do this type of thing on board, you get a larger percentage of people through the training," Kish said. "Also, aboard the boat you work with your equipment on your boat. That's a lot different than being at a separate training site."

The Lundeberg School instructors offered other hands-on lessons such as falling into water while wearing breathing equipment.

Moreover, Cummings had an important goal for this year's training. He wanted the emergency squads to work in small groups and develop a complete ship's plan, which they eventually accom-

plished.

"First they went deck by deck, room by room," he explained. "Next, they listed all the watertight compartments, all the radios, the isolation valves for the fire-main system. Then they did the fire stations (with hose lines and exits)."

Cummings pointed out that such plans for certain inland vessels are overlooked because they aren't required by any law or regulation.

### Already Planning for '92

Cummings already has set the schedule for next year's sessions, beginning with a January course on the Mississippi Queen. "We're going to expand even further on the hands-on part," he said. "We've already got the basics down."

A special review program also is being developed for new crewmembers.

Seafarer McLemore added that Cummings and Smith "encourage you to ask questions. Also, after they leave, the mates and masters have their own drills, so this isn't something we do once or twice a year and then forget."

Personally, Cummings said his favorite part of the training "is the satisfaction I hear (from members) about what we have accomplished. They're all there to thank me and send me off when we're done, and I know they will be ready next year."

"They're very appreciative, and they know this makes them a better, safer organization."



During damage control course, Lundeberg School Instructor Byran Cummings (left) shows First Mate Dick Karnath patching technique.



Lundeberg School Instructor John Smith (right) works with deck department member on board Delta Queen.



Mississippi Queen dining room staff adjusts hose as Byran Cummings observes.



# National Memorial Pays Tribute to American Seamen

Continued from page 3

stretched hand is within inches of reaching his shipmate's hand. As the tide rises and falls, the statue of the mariner affixed to the breakwater, which represents the man in the water, appears to come up out of the sea.

The 7-and-a-half foot human scale monument was inspired by a WWII-era photograph of seven seamen on a raft who survived the sinking of their tanker, the SS Muskogee, when it was struck by a German submarine's torpedo off the East Coast of the U.S. in 1942. The photograph was taken by the U-boat's commander and printed in a German newspaper.

An American seaman obtained a copy of the publication and kept it with him even after his own ship was sunk and he was taken prisoner and moved to a labor camp in southeast Asia. The seaman brought the copy back to the United States when he was freed, hoping to identify the seven men. Only one has been named and, by all accounts, the seven seamen were never found.



SIU Executive Vice President Joseph Sacco spoke on the need to continue the fight for full recognition of veteran merchant seamen.

Designed and sculpted by Marisol, a renowned artist, the American Merchant Mariners' Memorial is located on a lower Manhattan Battery Park pier where the New York City Fire Department's Marine Division headquarters building—an historic landmark—is situated.

An estimated 8 million tourists annually will pass by the memorial, which has as a backdrop the Upper New York Bay and the Statue of Liberty and Ellis Island. The monument was donated as a gift to the people of the city of New York by the American Merchant Mariners' Memorial Committee which raised the funds for the monument from private monies.

## Time Capsule Opening in 2091

The time capsule lowered into the memorial has been hermetically sealed and will not be opened until October 8, 2091, 100 years from the date of the ceremony. In the capsule are the names of all the seamen who died during WWI and WWII, as well as other memorabilia of the American merchant marine.

The dedication ceremony was opened by RADM Thomas A. King USMS (Ret.), who is president of the American Merchant Mariners' Memorial, Inc. and formerly was superintendent of the U.S. Merchant Marine Academy at Kings Point. Captain Warren G. Leback, Maritime Administrator, and sculptor Marisol also spoke at the event.

Speaking at the reception which followed the ceremony were representatives of maritime labor, port authority spokesmen and individuals who played key roles in the activities of the memorial's corporation, which raised more than \$750,000 of private monies to see the project through its completion and leave an endowment fund for future maintenance.

The American Merchant Mariners' Memorial group's program noted that merchant seamen

had given their lives to their country from the birth of the nation. Seamen served as Privateers of the Revolution, taking on the British at sea. Thousands of seamen were captured by the British, only to die aboard disease-ridden ships.

Kirkland noted, "The American Merchant Mariner's Memorial is a fitting remembrance to those who gave their lives in defense of their country. We honor, as well, the tradition of all those mariners who served—that of a strong and vital American merchant marine that benefits this nation in peaceful commerce and, whenever needed, diligently supports and sustains our defense of freedom in time of war," Kirkland said as he closed his remarks.

The American Merchant Mariner's Memorial group is offering a color audio-visual cassette in VHS format of the October 8 dedication ceremony. The cassette will be priced at cost. Inquiries regarding the tape can be directed to the attention of Joan Samsen, Executive Director, American Merchant Mariner's Memorial, 1 World Trade Center, Suite 2611, New York, NY 10048, or by phone (212) 488-7650.



The time capsule is unveiled as an honor guard of WWII Mariners looks on.

## The Robin Moor Went Down 50 Years Ago



The survivors of the Robin Moor were rescued from their lifeboats in the South Atlantic 13 days after their vessel was torpedoed by a German U-boat.

For most Americans, World War II began December 7, 1941 when Japanese aircraft attacked Pearl Harbor and other military installations in Hawaii. But to the American merchant marine, and especially the Seafarers International Union, the start of the international conflict can be traced a few months earlier to May 21, 1941—the date the Robin Moor was sunk, 50 years ago.

The Robin Moor was approximately 700 miles south of the Azores sailing from New York to Capetown, South Africa when a German U-boat asked the vessel to identify itself. The unarmed U.S.-flag vessel was loaded with passenger cars, engines, tin plates and general merchandise for South African stores. The Germans did not believe the manifest and gave the crew and passengers 20 minutes to abandon ship. The crew was ordered not to communicate an SOS.

Once the four lifeboats were safely away from the Robin Moor, the U-boat lobbed 33 shells into the ship. The Robin Moor sank in 18 minutes.

Nothing was known about the attack until the first lifeboat was rescued by a freighter 13 days later. When word of the sinking—the first involving a U.S.-flag merchant ship—reached Washington, President Franklin D. Roosevelt sent a message to Congress declaring the event

an act of piracy.

"We must take it that notice has now been served upon us that no American ship or cargo on any of the seven seas can consider itself immune from acts of piracy," Roosevelt said. "Notice is served on us, in effect, that the German Reich proposes so to intimidate the United States that we would be dissuaded from carrying out our chosen policy of helping Britain to survive."

"... Were we to yield on this we would inevitably submit to world domination at the hands of the present leaders of the German Reich. We are not yielding and we do not propose to yield."

Within weeks of the U.S. declaring war, German U-boats patrolled American coasts looking for merchant vessels. The SIU-contracted Seatrain Texas rescued the three sole survivors from a crew of 42 aboard the City of Atlanta which was torpedoed without warning on January 19, 1942 off Cape Hatteras. Less than a week later, the SIU-crewed Venore was attacked and sank in the same area, taking 18 men with her.

A total of 1,200 Seafarers lost their lives and overall 6,775 merchant seamen were killed in World War II. In fact, only the Marine Corps suffered a higher rate of death among its forces than did the American merchant marine.

AP Wirephoto Photo



## Seafarer Stirs Fight on 'Worker Tax'

Continued from page 3

the idea of the tax. "We all thought it was a bad idea and would be expensive for all of us."

### Boatmen's Response Is Strong

With the help of the legal staff for Higman Towing (which operates Primeaux's vessel—the Johnny Brown), he got the wording for his petition. Since September 10, he has contacted 27 different companies, reached some 500 boatmen and received more than 400 signatures. The response against the user tax has been so strong to date that only one person has said no to signing the petition. Primeaux uses any and all means available to distribute the petitions. He has sent copies via the fax on board the Johnny Brown. He has pulled alongside boats to hand petitions to the crewmembers and has passed them out on shore.



Captain Anthony Primeaux handles the pushboat Johnny Brown near Galveston, Texas.

Because word of the petition has spread along the waterway, Primeaux regularly receives calls from fellow boatmen with the phone numbers of tugboats with crewmembers wanting to sign the petition. "I'll send it to anything that floats."

Crewmembers aboard the Johnny Brown are behind Primeaux's efforts.

"We've got to do something," said Tankerman Chris Weber, who started sailing on the pushboats when the shipyard where he worked closed with the completion of the Star of Texas.

"We can't do nothing unless we wake up," added Relief Captain John Primeaux (no relation to Anthony).

### Registered to Vote and Ready

The pushboat captain does not plan to end his newly-found political involvement when the petition drive is finished. He plans to express himself at the polls supporting those elected officials who will stand up for his industry.

"I recently registered to vote. Now I have a voice. If you aren't registered, you can't complain. I'm registered and I'm loud."

Primeaux plans to gather all the petitions still in circulation by the middle of this month and send them to the SIU headquarters for distribution to Congress. The petitions also will be included when the Coast Guard re-opens its comments period concerning the tax. (As of press time, no announcement concerning the comments period has been published in the *Federal Register*.)

The SIU has protested strongly against the imposition of the worker tax. During the Coast Guard's comments period on the proposed scheme, the agency received more than 500

communications representing all walks of the maritime industry—individual seamen and boatmen, maritime labor unions, companies, the Maritime Administration and the Military Sealift Command—all of whom weighed in against a user fee for mariners documents and licenses.



Relief Captain John R. Primeaux inspects a valve on a barge being pushed by the Johnny Brown.



Tankerman Charles Stark checks the oil level in the engineroom.

### Fighting the User Fee Plan

Seafarers who believe, like Anthony Primeaux, that a fee for merchant marine documents and licenses is unfair, should communicate their position to elected officials in Congress.

It was the passage of the 1990 Omnibus Budget Reconciliation Act which instigated the current Coast Guard mandate to collect a fee for all services rendered—including the processing and issuance of marine documents and licenses.

Congress can rescind its action and dispose of the portion of the law which requires collection of monies from merchant seamen for their Coast Guard-issued documents and licenses.

The Seafarers LOG would appreciate receiving copies of all correspondence directed by Seafarers to elected officials on this issue. Additionally, copies of any responses by the congressmen should be forwarded to the LOG.



Tankerman Chris Weber prepares to toss a line ashore.

### User Fee Under Review; CG Plans to Hear More

As the SIU continues its fight against the imposition of a "worker tax" on U.S.-flag merchant mariners, the Coast Guard is moving toward re-opening a comments period pertaining to the issue of charging seamen and boatmen for the costs involved in processing merchant marine documents, certificates or registry and licenses.

Ever since the Coast Guard announced in the *Federal Register* last June that the agency was considering such user fees, the idea has met a strong stream of opposition from all segments of the maritime industry. The furor raised against the proposal was evidenced in the more than 500 letters—the vast majority hostile to the proposal—submitted to the agency before August 4, the deadline for the first round of comments.

The Coast Guard has advised the industry that it is seeking to re-open the comments period on the proposal. Notice of such a re-opening will be posted in the *Federal Register*.

SIU President Michael Sacco, in a communication submitted during the agency's comments period this summer, said the union rejected the notion that mariners have to pay to be able to work. The union also objected to the inadequate disclosure of the methods used for determining the rates of the fees and the fact that the open-ended tax meant the charge could keep increasing.

The Coast Guard has proposed a basic fee of \$35 for a merchant mariner's document (z-card) without a qualified rating. For those seeking a z-card with an AB, QMED, lifeboatman or tankerman endorsement, the cost would be \$135—\$35 for the issuance fee, \$60 for the evaluation fee and another \$40 for the examination fee.

Under the proposal, a member upgrading from AB-limited to AB-unlimited would be required to pay \$95—the \$35 issuance fee and \$60 for evaluation.

The cost for those with licenses is set even higher. A mariner seeking a lower level license would pay \$180 (\$35 for issuance, \$65 for evaluation and \$80 for examination) while the upper level license would cost \$330 (\$35 for issuance, \$70 for evaluation and \$225 for examination).

The Reagan administration first proposed the idea of a worker tax on documents in the early 1980s. While that administration sought to implement this tax as a way to alleviate the deficit burden in each budget proposal, the Congress consistently rejected the idea.

However, last year, under pressure to balance the federal budget and lower the huge deficit, Congress included Coast Guard user fees in the Omnibus Budget Reconciliation Act of 1990.



## MSC Pacific Fleet Subic Bay Operations In Limbo After Philippine Senate Vote

Military Sealift Command Pacific Fleet (MSCPAC) vessels, crewed by members of the SIU's Government Services Division, continue to use Subic Bay Naval Base despite a Filipino senate's vote to deny a 10-year lease extension to the U.S. Navy.

"We have to wait and react to the Philippines' formal proposal," said Commander Rick Nelson, who is assigned to the State Department's office for Filipino negotiations. "They (the Philippine government) have withdrawn their termination notice."

President Corazon Aquino had urged the senate to support a 10-year extension for the U.S. Navy to use the base west of Manila on

the South China Sea. However, the 23-member senate rejected the treaty 11-12, falling five votes short of the two-thirds needed for the treaty, in September.

Aquino had proposed taking the issue to the courts in order to hold a referendum where the Filipino citizens would decide if the American base would stay or go. Subic Bay employs more than 37,000 Filipino workers.

However, Aquino announced last month she was dropping her plans to seek a vote. Under the previous lease arrangement, the Filipino government had to issue a one-year notice of termination to the U.S. Navy.

Nelson said the Philippines has

asked the U.S. government to negotiate a withdrawal within three years from Subic Bay. No meetings have taken place because the formal request has not reached the State Department, he added.

"We still have operational rights at the base with protection for our crews and employees," Nelson stated. "We are operating as if nothing has happened."

Concerning MSCPAC and its members, the Navy has not issued any instructions or change in sailing plans, according to an MSCPAC spokesman.

"We are a tenant there. We can do nothing independent of the Navy," said Bob Borden, spokesman for MSCPAC.

### Archives to Open WWII Mariner Exhibit

An exhibit to honor America's World War II merchant mariners will open at the National Archives in Washington, D.C. on December 7, the 50th anniversary of the Japanese bombing of Pearl Harbor.

The display will feature photographs, film footage, logbooks and audio and video remembrances from seamen of that era. The Archives has been soliciting such material for the past year to go along with the information it already had collected and stored.

The exhibit, which will be on display for a year, will concentrate on the ports of Philadelphia, Baltimore and Norfolk, Va. There is no admission charge for the National Archives, which also features original copies of the Declaration of Independence and the U.S. Constitution.

## Seafarers Support Edwards in Louisiana's Governor Election

Seafarers in the New Orleans area are continuing to support former Louisiana Governor Edwin Edwards as the Democratic Party nominee prepares for a November 16 gubernatorial runoff against former Ku Klux Klan leader David Duke, the Republican candidate.

SIU members, pensioners and family members joined in Edwards' campaign effort and even received a visit from him at the New Orleans union hall.

Edwards, 64, received slightly more votes than Duke in the primary October 19. Governor Buddy Roemer, one of 10 other candidates in the primary failed to get enough votes for the runoff.

Edwards "talks our talk and walks our walk," said New Orleans Port Agent Joe Perez. "He has been good to the maritime industry and he believes in American workers and American jobs."

Edwards, who won gubernatorial elections in 1971, 1975 and 1983, has indicated his support for the labor movement, Perez said.

Seafarers throughout Louisiana received information about Edwards and the election through the mail, at union meetings and by telephone. SIU members helped with the campaign by making phone calls, driving an Edwards bandwagon and donating time for various other work.

The participation of rank-and-file Seafarers and retirees in the campaign was outstanding, Perez noted.

Edwards is favored over Duke in the runoff, though not decisively. Many Roemer supporters are expected to vote for Edwards, due to Duke's background as a Klansman and Nazi sympathizer, the New Orleans Times-Picayune reported.



From the left: Third Cook Eduardo Gonzales, OS Antonio Billanueva, AB Bill Bolling, Bosun Bill Davis, Bosun Duke Duet, Bosun Mike Keith and Wiper Gerardo Lopez show support for Edwards.

### F/V Mayflower Hit but Not Down



A New Bedford Standard-Times photographer captured this image of the SIU-crewed Mayflower, which sustained massive damage during Hurricane Bob. Crewmembers were proud to report that while their vessel had been hit by the 100-mph hurricane which battered New Bedford (Mass.) last summer, it had survived and was sailing once again. The Mayflower, shown here August 20, one day after "Bob" hit, sustained roughly \$60,000 worth of damage.



Gubernatorial candidate Edwards greets SIU members at New Orleans hall.

Participate in your  
Union Meetings





## Schedule Hectic for Sea-Land Challenger Crew

SIU crewmembers aboard the Sea-Land Challenger find very little time to relax because of the hectic 28-day schedule the vessel meets.

"We've got a good crew on here," Bosun Roy Williams told a reporter for the Seafarers LOG recently while the container ship was docked in Jacksonville, Fla. "There is always something to do and the members are ready to tackle it."

The Challenger, built in 1968, sails what is known in maritime

circles as the Crescent run. In less than a month's time, the 700-plus-foot ship makes stops at such Caribbean ports as Kingston, Jamaica; Santo Domingo, Dominican Republic; and San Juan, P.R. On the mainland, the vessel unloads and loads in Elizabeth, N.J., New Orleans and Jacksonville.

The Challenger is one of four Sea-Land ships operating on the Crescent run. The others include the Sea-Land Crusader, Sea-Land Expedition and Sea-Land Discovery.



Steward/Baker Herbert Scyres prepares a plate of broiled fish.



OMU Alberto Garcia sets up the lathe in the ship's machine shop.



Chief Cook Stanley Krystosiak finishes final preparations for crew's dinner.



OMU Alfred Gonzalez heads out of the Sea-Land Challenger's engine room.



AB Paul Barber (left) signs Anthony McQuay, Jacksonville patrolman, aboard.



Cleaning out a locker are AB Tito Colon (left) and Bosun Roy Williams.



The Utah sails to meet a foreign-flag "saltie," and push it to the pier.



Deckhand/Engineer Mike Kornmeier starts the Utah's diesel engine.

## Deckhands Keep an Eye Out For the Unexpected on Tug Utah

When "no two tows are the same," the SIU crew of the Great Lakes Towing tugboat Utah knows each call out on the Maumee River in Toledo, Ohio will be a different adventure.

Deckhand/Engineer Mike Kornmeier recently told a reporter for the Seafarers LOG, "Wind, river currents, weather and ships all create changes. The Maumee is unpredictable. Sometimes it flows contrary to the wind."

Kornmeier knows of what he is speaking. He has been sailing aboard the Great Lakes Towing vessels for 24 years.

Deckhand Mike Lock also is aware of the problems that can arise when tugboats attempt to dock or tow deep sea vessels—known as "salties" on the Lakes. "Some old captains don't believe it is a good tow

unless the rail goes under water," said Lock, who started sailing in 1974. "This can be dangerous work."

On this particular job, the Utah was called out to help dock a foreign-flag vessel loaded with British steel. Captain Milo Bailey, called one of the best by both Kornmeier and Lock, kept the deck dry throughout the job.

The Utah met the "saltie" in the Maumee River channel at Lake Erie and followed it to the docking area using a series of bumps to glide the freighter to the pier. The tug held it against the dock until it was securely tied.

Unlike ships designed specifically for the Great Lakes with bow and stern thrusters, deep sea vessels are unable to dock without aid.



Deckhand Mike Lock hauls in the lines as the Utah leaves the dock.



## Seafarers Join in Mobile AFL-CIO Rally

Seafarers joined fellow trade unionists at a Labor Day parade in Mobile, Ala. Seafarers, both active and retired, joined the car caravan which moves its way from Mobile's Civic Center to Bienville Square. The Labor Day activities were called by the Southwest Alabama Labor Council AFL-CIO.

Among the Seafarers, retirees and family members who marched and also took part in the other events were: James W. Fleming, Amos B. Myers, H.L. "Buck" Weaver, Jack A. Olsen, George Pierre, H.W. Miller, H.H. House, Eddie Arnold Jr. and Doris Devine.

Also present were V.T. Nash, Rickie Juzang, M. Juzang, A. Bonner Jr., G. Sellers, Francis Gomez, Ralph Smith, Bobby Butts, Larry McCants, Albert Bourgout, Allen George, Lloyd Palmer, Richard McCall, Lee Deparlier and Danny Merrill.



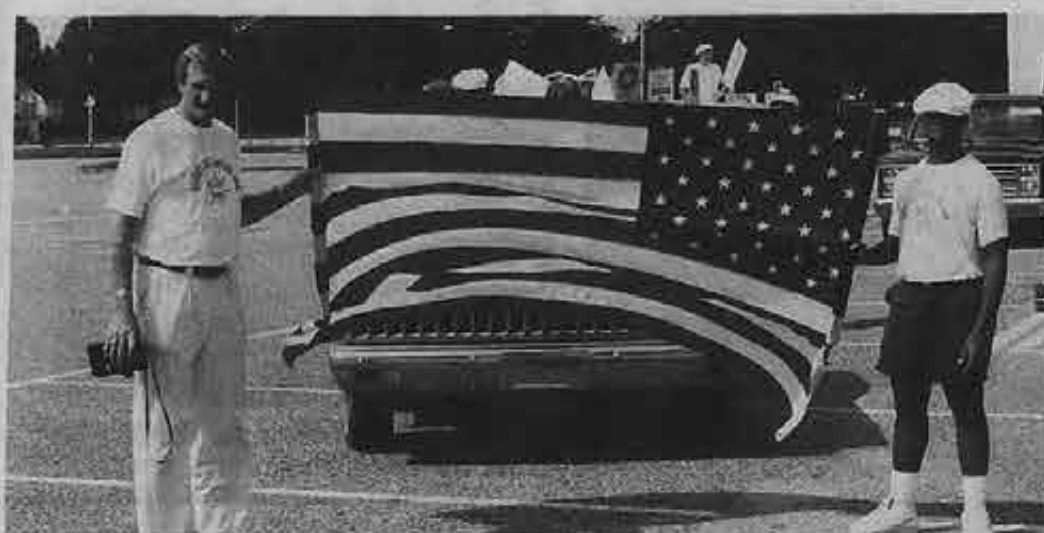
DEU Amos Myers (left) and AB Larry McCants lead SIU contingent in rally.



Mobile SIU members show their colors in the Labor Day parade.



Retirees Richard McCall (left) and Albert "Tony" Bourgout swap sea stories after the Mobile activities.



SIU Safety Director Ed Kelly (left) and Darrell Juzang, son of Recertified Steward Rickie Juzang, carry the U.S. flag down the parade route.



Recertified Steward Rickie Juzang sends an anti-scab message during march.



Retiree Allen George checks out the refreshments being placed by Richard McCall in the union hall.



Member Bobby Butts and Retiree Anthony Merrill relax in the photo on the left while Pensioner "Red" House talks with family members of fellow retirees on the right.



Retired Steward Ralph Smith marches during the Labor Day parade.

## Pride of Texas Seafarers Enroute to Egyptian Pyramids



In Alexandria, Egypt, crewmembers from the Pride of Texas took to the saddle to make their way to visit the great pyramids of Egypt. From the left are AB Kenny



McLand and OMED Wayne Palmer riding camels; at right is Chief Cook Franchesca Rose, taking a more familiar friend, the horse.





## Benefits Session Held in Jacksonville; San Juan Is Next

Seafarers, retirees and their family members from throughout the southeastern United States gathered at the Jacksonville, Fla. hall last month to gain information about the union's welfare and pension plans.

The last two meetings scheduled for 1991 will be held November 7 in San Juan, P.R. and December 6 in Algonac, Mich. Contact the ports for the exact starting times.

Retired black-gang member **Jim Babson** and his wife, **Lois**, travelled from their home in Houston to make the Florida meeting. "We missed the meetings in Houston and New Orleans," Brother Babson told a reporter for the Seafarers LOG. "We did not want to miss this one."

Charter member **Bertram Eckert** also missed earlier meetings closer to home. He and his wife, **Fannie**, drove from Birmingham, Ala. to be updated on the programs. "We drove 500 miles and it was worth it," the retired QMED stated after the conference.

Another engineroom veteran, **Francisco E. Torres**, came from Tampa, Fla. with his wife, **Irene**, to find out what they could about his upcoming retirement. Torres, who recently turned 65, tape-recorded the whole meeting. "You can only retain so much after these meetings, so this way we can listen to it anytime we want," said Mrs. Torres.

**Elizabeth Butler** of Jacksonville decided to attend because her husband, **Leon**, was at sea sailing



More than 100 members, retirees and family members packed the Jacksonville hall.

as a chief cook. "I want to know more about dependent coverage." With her son **Keith**, an engineroom member, at her side, she was busy asking questions and taking notes throughout the conference.

Bosuns **Bill Stoltz**, **Bill Card** and **Albert Caulder** all agreed the meeting was very informative. All three took time from being with their families to be at the union hall for the presentation.

The conferences, which started in May, are conducted by representatives of the various Seafarers plans. They are designed as an open forum for members, retirees and their family members to learn more about the union's programs such as medical, vacation, pension and educational benefits.

All attending are encouraged to ask questions. Plenty of back-

ground material is supplied for all to take home and study.

The conferences are scheduled on the same day as union meetings. More than 100 people, which has been the average attendance at the earlier meetings, filled the Jacksonville hall.

On a side note, the Babsons drove for two days so they could ask questions about medical coverage, including possible operations. However, the first day of their travels took an interesting twist when they stopped to fill the car with gas: a drug bust was taking place.

"The police were reading these people their rights," Mrs. Babson recalled. "While we were there, they opened the gas tank on that car and the drugs came out." "We'd never seen anything like it before," Brother Babson added.



AB Nicholas Lomas collects benefits plans materials at the start of the meeting.



As Bill Nihem takes notes, Eivind Sorenson listens during the meeting.



Swapping a few stories are (left to right) Bosun Paul Dornes, DEU Jerry Miller, QMED LeRoy Williams and pensioners Roland Burton and Adolphus Brown.



Chief Steward Eddy Usmany introduces his family—daughter Mary (left) and wife Aida—to Jack Caffey (right), SIU Atlantic Coast vice president.



Irene Torres records the meeting for later use by her and her husband, Francisco, who recently retired.



Above: Richard Repsch, a retired tugboat captain, came all the way from Morehead City, N.C. with his wife, Bonnie. Below: Retired engineroom member Jim Babson and his wife, Lois, who drove in from Houston.



At the conference, charter member M.E. Sanchez (left) shows his original membership book, dated December 1938, to Steward Assistant George Rueth who received his first book the day before.



# SEAFARER prospects for Gold



WITOWICH HAPPILY HOLDS  
A 41-GRAM NUGGET



BROTHER WITOWICH WALKED THROUGH  
MILES OF THIS TERRAIN BUT  
HAD NO SUCCESS FINDING GOLD.



WITOWICH DUG THIS SHAFT (10-FEET DEEP WITH  
AN 8-FOOT TUNNEL) WITH A PICK AND SHOVEL.  
THE JOB TOOK THREE WEEKS.

**T**here is nothing typical about the way SIU member Randy Witowich spends time between voyages.

That is, unless one considers working in Australia's Outback region—most of it hundreds of miles from civilization—normal for time on the beach.

Witowich, a 36-year-old chief cook, has been a part-time gold prospector since the mid-1970s. Since 1984 he has made annual treks to Australia, where prospecting is common.

"I had done some mining in northern California in the mid 1970s," Witowich recently told a reporter from the Seafarers LOG. "It seems like I've always been interested in mining, but there were just too many people in California. Several years ago I got shot at twice for (unknowingly) being on private property there."

With the gunshots figuratively ringing in his ears, Witowich decided to journey to Australia. Ironically, the Outback wilderness may have been safer in some ways than California.

Australia presented plenty of challenges, however, and Witowich literally learned how to live off the land. With the help of an Aboriginal guide, he safely completed his first venture there. Although he did not find gold, Witowich was completely enthralled by the overall experience.

"You learn very quickly that you have to take care of yourself," Witowich recalled. "You're forced to be so much more creative. Here (in the U.S.) you think there aren't enough hours in the day, but you don't realize you watch TV four to five hours at night."

## 'Best of Both Worlds'

A native of Wisconsin, Witowich joined the SIU in 1985 in the port of Honolulu, shortly after he had gotten serious about mining. Previously he worked a desk job for a telecommunications firm on

the West Coast. "One day I told my boss I was going to Australia to mine. He just laughed," said Witowich, a Marine Corps veteran who served in Vietnam.

By 1985 Witowich had discovered what he describes as "the best of both worlds. With the SIU I get to travel and I enjoy seeing different parts of the world. Then I also enjoy going to isolated areas in Australia and prospecting there."

Unlike numerous other prospectors, Witowich says he does not stay in that business with the goal of getting rich. He has progressed to where the trips to the Outback are modestly profitable, and that is enough to keep him happy.

"I'm in it for the adventure," Witowich said. "If I don't find gold, it's all right because I already make a good living at sea. Just to be out there looking is what I want . . . If I found \$1 million in gold, I'd buy some better mining equipment and put new tires on my truck. Those are the only changes I would make, because I've found what I really want to do in life."

Aesthetics aside, Witowich estimates he has found roughly 100 ounces of gold (worth about \$50,000) in his lifetime. His most prosperous outing took place a few years ago, as he and another prospector found 42 ounces in a six-week period.

"I went a couple of years without finding anything, but when you get the gold bug, you keep digging!" Witowich noted. "On the trips to Australia, at first I didn't find anything, then gold started paying my expenses and now I make a profit."

## Tough Work

Witowich's Australian undertakings illustrate the demanding nature of prospecting. Whether dredging, using a metal detector or employing another prospecting method, miners face long hours and draining work.

"It's as tough out there now as

it was 100 years ago," Witowich said. "The temperature can change 40 degrees in an hour-and-a-half."

Additionally, prospectors must be quite cautious in the wilderness—the only medical help available there is self-provided. Witowich learned this firsthand when he injured his leg while sliding down a ravine. He created a splint which provided enough support.

Nicknamed "Outback Jack" by the Aborigines, Witowich has had other adrenaline-surging experiences while prospecting. Twice he found human skeletons; more frequently he has face-to-face meetings with crocodiles. He also passed by a sign which read, "Welcome to hell. If you have any brains, you'll go back."

But it is not all heat, dust and danger for the Seafarer. Witowich enjoys finding new ways to survive in the untamed areas. He recently built a hot-water heater with some tubes and an old beer keg, just one of many practical inventions.

"My expenses are only \$15 a month, and that's counting \$11 for propane gas," he said. Fresh water is no problem, he added. "The water is so clean there, you can just drink right out of the streams."

Witowich, who describes himself as a "high-tech hermit," sometimes prospects with partners and other times goes it alone. He does various types of mining and is due for another trip, as he last went to Australia in January.

The galley gang member emphasizes his love of prospecting and "roughing it." Unlike the hundreds of thousands of miners who flocked to Australia during the 1850s' gold rushes, Witowich takes more pleasure in the chase than in the harvest. "One guy recently found 200 ounces (worth about \$100,000) in a season," Witowich said dispassionately. "But for me, it's being one-on-one with nature that is so great. The Outback is a magical place."



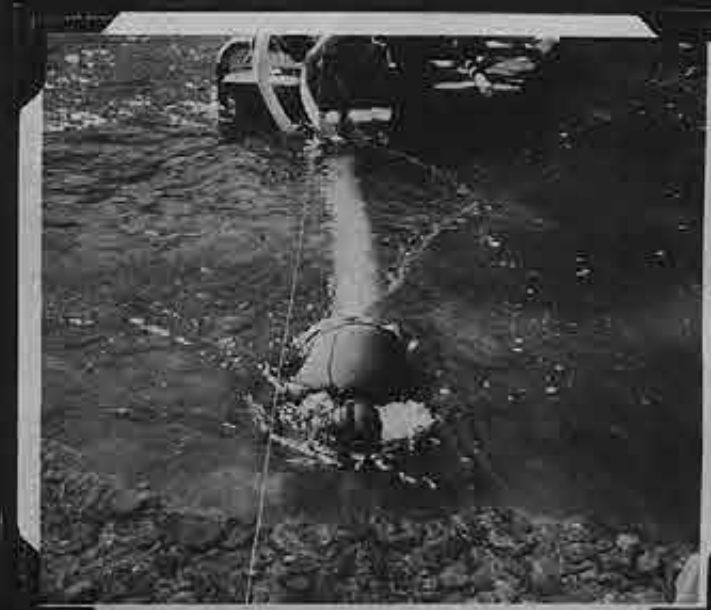
PANNING REVEALS 7 OUNCES  
OF GOLD.



THIS PHOTO WAS TAKEN AT THE  
EDGE OF AUSTRALIA'S  
OUTBACK REGION.



BROTHER WITOWICH SETS UP CAMP  
MILES FROM THE NEAREST TOWN.



WITOWICH USES VARIOUS PROSPECTING  
TECHNIQUES, INCLUDING DREDGING.



WITOWICH DISPLAYS HIS FINDINGS,  
INCLUDING OPALS (WHICH HE IS  
POINTING TOWARDS).



## Guide to 1992 Lundeborg School Courses

**T**his special supplement of the Seafarers LOG is designed for Seafarers to use in planning their upgrading schedule.

Courses at the Lundeborg School continually are developed and improved to keep abreast of the latest technological changes in the maritime field, and the newest teaching aids and practices are implemented by a staff of highly qualified instructors specializing in virtually every area of maritime studies. The school offers courses to assist Seafarers in upgrading to all unlicensed ratings and some licensed positions in the deck and engine departments and all ratings in the steward department.

Courses also are offered in areas of study which lead to various Coast Guard endorsements.

On page 4 of the supplement, the Lundeborg School's 1992 schedule is published. It should be noted that on occasion, because of the manpower needs of SIU-contracted operators, course dates may change. Seafarers should continue to consult each monthly edition of the Seafarers LOG for the most up-to-date course schedules.

What follows is a brief summary of each of the courses scheduled for the coming year. Eligibility requirements vary from course to course, so any member interested in upgrading should first check with the Lundeborg School's admissions office.

For further information on any of the courses listed, contact the Seafarers Harry Lundeborg School of Seamanship, P.O. Box 75, Piney Point, Md. 20674-0075; telephone (301) 994-0010.



### DECK DEPARTMENT

#### Able Bodied Seaman

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

#### Lifeboat/Water Survival

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

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

#### Shiphhandling Simulator

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

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

#### Radar Observer

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

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

#### Third Mate

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

#### Limited License for Mate or Master

The 10-week course of instruction leading to a license as mate or master of steam or motor vessels of limited tonnage up to and including 1600 gross tons includes the study of inland and international rules of the road, piloting in coastal waters, weather observations and forecasting, shiphhandling, cargo equipment—handling and stowage, stability, safety, basic and advanced fire fighting, first aid, CPR, ship's business and shipboard routine.

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



The basic fire fighting course includes 16 hours of classroom training as well as eight hours of practical fire fighting instruction.

#### Celestial Navigation

The five-week course of instruction covers the areas of sunrise-sunset-twilight, latitude observations by sun and polaris, celestial running fixes by sun-stars-planets, compass error by amplitude and azimuth, star identification, care and use of the sextant. It should be taken by all applicants who are eligible for a license as Master or Mate of Uninspected Vessels or those who are eligible for a license as Towboat Operator-Oceans.

### ENGINE DEPARTMENT

#### QMED-Any Rating

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

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

#### Fireman/Watertender & Oiler

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

#### Pumproom Maintenance and Operations

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

#### Marine Electrical Maintenance

The course of instruction leading to certification in marine electrical maintenance consists of both classroom and practical shop training. Included in the study are the theory

*Continued on next page*





On-the-job training exercises in the proper use of suction equipment and skimmers is part of the one-week oil spill prevention and containment course at the Lundberg School.

### College Degree Program Offered

The Seafarers Harry Lundberg School of Seamanship offers associate in arts degree programs in Nautical Science Technology for deck department students and Marine Engineering Technology for engine department students. Both degrees offer concentrations in either the deep sea or inland industry.

Certificate programs include Maritime Service Technician Certificate, and Maritime Technology with concentrations in Nautical Science or Marine Engineering. The Maritime Technology Certificate is awarded upon successful completion of the trainee program.

All programs are designed to provide the opportunity for members of the SIU to earn a college degree or certificate in their occupational areas and provide a solid academic foundation in general education subjects.

Candidates for the college certificate or degree programs must meet the following admissions criteria:

1. Be a member in good standing in the SIU.
2. Pass an entrance examination in math, English and reading in order to present evidence of the ability to profit from the instruction the school offers.
3. Possess the prerequisite maritime vocational background for courses (have upgraded at least once in their department).

For additional information regarding the college programs, interested members should contact the Lundberg School at (301) 994-0010.

*Continued from preceding page*

of electricity, electrical power circuits, electrical schematics, electrical test equipment, electric motors and controllers and various shipboard electrical systems.

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

### Refrigeration Systems, Maintenance & Operations

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

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

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

### Refrigerated Containers Maintenance

This four-week course leads to certification in refrigerated containers and consists of both classroom and practical shop training. The training experience will enable the student to assume the duties of a maintenance electrician on board container ships carrying refrigerated containers.

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

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

### Diesel Engine Technology

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

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

### Welding

The course of instruction in basic welding consists of classroom and on-the-job training. This four-week course includes practical training in electric arc welding and cut-

ing and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Lundberg School certificate of graduation will be issued.

### Basic Electronics

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

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

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

### Marine Electronics Technician I & II

The 12-week course consists of the principles of analog and digital electronics with emphasis on shipboard circuitry and communications.

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

### Hydraulics

The course of instruction in hydraulics consists of classroom and practical training. Topics covered in this four-week course are fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment. Upon completion of the course, a Lundberg School certificate of graduation will be issued.

### Electro-Hydraulic Systems

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

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

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

### Oil Spill Prevention and Containment

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

Also covered in the course is selection of absorbents, suction equipment and skimmers and their proper use. Upon completion of the course, a Lundberg School certificate of graduation will be issued.

### Deep Sea/Inland Engineering License Exam Preparation Course

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

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

The program of study will continue to provide instruction in all subject areas pertaining to the license sought. Additionally, U.S. Coast Guard-certified instruction will be provided in first aid, CPR and basic and advanced fire

*Continued on next page*



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fighting in order to meet licensing requirements. The course lasts 10 weeks. A guided self-study course for the purpose of engineering license examination preparation also is available by special arrangement.



The art of wire splicing is one of the topics covered in the Bosun Recertification program at the Lundeberg School.

## STEWARD DEPARTMENT

### Assistant Cook Utility

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

### Cook and Baker

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

### Chief Cook

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

### Chief Steward

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

### Towboat Inland Cook

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

## ALL DEPARTMENTS— UPGRADING AND SPECIALTY COURSES

Each student attending upgrading programs at the Seafarers Harry Lundeberg School of Seamanship will participate in certain courses as part of their regularly scheduled program. Sealift Operations and Maintenance, Physical Fitness, First Aid & CPR, Union Education and Fire Fighting

are either required or elective courses for upgraders in all departments.

### Sealift Operations and Maintenance

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

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

### General Physical Fitness

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

### First Aid & Cardiopulmonary Resuscitation (CPR)

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

### Basic Fire Fighting

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

### Advanced Fire Fighting

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

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

### Union Education

While attending upgrading classes at the Lundeberg School, all SIU members attend union education courses over the course of one week.

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

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



Upgraders in the Recertified Stewards course receive training in all facets of the steward department.

## Adult Education Programs

In addition to the upgrading courses listed in this LOG supplement, the Adult Education program at the Lundeberg School offers a variety of courses to assist Seafarers with study skills and basic learning procedures. The programs are available to both trainees and upgraders in order to give all SIU members the opportunity to expand their education. Workplace literacy skills are included in the Adult Basic Skills classes. Basic skills are stressed that will help Seafarers improve job performance.

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

## Adult Education Schedule — 1992

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

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

## College Courses

In an effort to attract as many members as possible to the college curriculum at the Lundeberg School, for the first time all of the eight-week college courses are being offered during evening hours as well as during the day. (For college course dates, see page 4 of this supplement.)



# 1992 Upgrading Course Schedule

The following is the current course schedule for the entire new year—January through December 1992 at the Seafarers Harry Lundeberg School of Seamanship.

The course schedule may change to reflect the membership's and industry's needs. Seafarers should continue to consult each monthly edition of the Seafarers LOG for the most up-to-date course schedule.

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

## Engine Department Upgrading Courses

Course	Check-In Date	Completion Date
Pumproom Maintenance & Operations	January 6 May 11 August 31	February 14 June 19 October 9
Tankerman	March 16 July 6 October 26	April 10 July 31 November 20
Marine Electrical Maintenance	January 6 April 27 August 17	February 28 June 19 October 9
Refrigerated Containers-Advanced Maintenance	March 2 June 22	April 10 July 31
Electro-Hydraulic Systems	November 9	February 14
Marine Electronics Technician-I	January 6 May 11 September 28	February 14 June 19 November 6
Marine Electronics Technician-II	February 17 June 22 November 9	March 27 July 31 December 18
Basic Electronics	April 13 August 31	May 8 September 25
Welding	January 20 February 17 October 12	February 14 March 13 November 6
Hydraulics	March 16 June 22 August 17 November 23	April 10 July 17 September 11 December 18
QMED - Any Rating	January 6 May 11 September 14	March 27 July 31 December 4
Fireman/Watertender & Oiler	January 20 March 16 May 11 July 6 August 31 November 26	February 28 April 24 June 19 August 14 October 9 December 4
Oil Spill Emergency Containment & Clean-up	March 2 April 27 June 22 August 17 October 12 December 7	March 6 May 1 June 26 August 21 October 16 December 11
Refrigeration Systems Maintenance & Operations	January 20 May 11 October 26	February 28 June 19 December 4
Diesel Engine Technology	July 6	July 31

## Deck Department Upgrading Courses

Course	Check-in Date	Completion Date
Lifeboat (The Lifeboat course runs every two weeks through the year. The dates here are through the first half of the year only.)	January 6 January 20 February 3 February 17 March 2 March 16 March 30 April 13 April 27 May 11 May 25 June 15	January 17 January 31 February 14 February 28 March 13 March 27 April 10 April 24 May 8 May 22 June 12 June 26
Able Bodied Seaman	January 20 March 16 May 11	February 28 April 24 June 19

Course	Check-in Date	Completion Date
Third Mate	July 6 August 31 October 26	August 14 October 9 December 4
Limited License	January 6 May 4 September 1	April 17 August 14 December 11
Celestial Navigation	January 27 February 10 April 6 August 3 October 5	March 3 March 6 May 1 August 28 October 30
Shiphandling	January 27 March 2 May 4 June 29 August 31 November 2	February 7 March 13 May 15 July 10 September 11 November 13
Radar Certification	January 20 March 16 May 18 July 13 September 14 November 16	January 24 March 20 May 22 July 17 September 18 November 20

## Steward Department Upgrading Courses

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

## Recertification Programs

Program	Check-in Date	Completion Date
Steward Recertification	January 27 June 1	March 2 July 6
Bosun Recertification	March 30 September 28	May 4 November 2

## SHLSS College Program

Course	Check-in Date	Completion Date
FULL 8-week sessions	January 6 March 16 May 11 July 6 August 31 October 26	February 28 May 8 July 3 August 28 October 23 December 18



## FOR ADDITIONAL UPGRADING INFORMATION

I am interested in learning more about the opportunities for upgrading at the Seafarers Harry Lundeberg School of Seamanship. Please send me the latest course catalog and application form.

Full name: \_\_\_\_\_

Street address or P.O. Box: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Telephone number (with area code): \_\_\_\_\_

I am an SIU member:

- ☐ Deep Sea  
☐ Lakes  
☐ Inland Waters  
☐ Government Services Division

Book number: \_\_\_\_\_ Social Security number: \_\_\_\_\_

Send this form to the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, Md. 20674-0075.

11/91



## December & January Membership Meetings; Deep Sea, Lakes, Inland Waters

<b>Piney Point</b>	
Monday, December 2	
Monday, January 6	
<b>New York</b>	
Tuesday, December 3	
Tuesday, January 7	
<b>Philadelphia</b>	
Wednesday, December 4	
Wednesday, January 8	
<b>Baltimore</b>	
Thursday, December 5	
Thursday, January 9	
<b>Norfolk</b>	
Thursday, December 5	
Thursday, January 9	
<b>Jacksonville</b>	
Thursday, December 5	
Thursday, January 9	
<b>Algonac</b>	
Friday, December 6	
Friday, January 10	
<b>Houston</b>	
Monday, December 9	
Monday, January 13	
<b>New Orleans</b>	
Tuesday, December 10	
Tuesday, January 14	
<b>Mobile</b>	
Wednesday, December 11	
Wednesday, January 15	
<b>San Francisco</b>	
Thursday, December 12	
Thursday, January 16	
<b>Wilmington</b>	
Monday, December 16	
Tuesday, January 21	
<b>Seattle</b>	
Friday, December 20	
Friday, January 24	
<b>San Juan</b>	
Thursday, December 5	
Thursday, January 9	
<b>St. Louis</b>	
Friday, December 13	
Friday, January 17	
<b>Honolulu</b>	
Friday, December 13	
Friday, January 17	
<b>Duluth</b>	
Wednesday, December 11	
Wednesday, January 15	
<b>Jersey City</b>	
Wednesday, December 18	
Wednesday, January 22	
<b>New Bedford</b>	
Tuesday, December 17	
Tuesday, January 21	

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

## Personals

### The Family of WALTER CHIPMAN

Please contact Glyn H. Stephens at Kanta Forda Ranch, RR 1-Box 127, Sandstone, MN 55072; telephone (612) 245-2570. He has some old photographs of his former shipmates he would like to pass along.

### AB JOHN WHEELER

Please contact Woodie Stover on board the USNS Mercury TAKR-10, FPO San Francisco, CA 96672-4028.

### ROBERT P. PAGE

Please contact your brother, Jeff, at (301) 972-3165.

### Crewmembers of the SS COLUMBIA EAGLE

William Plemitscher and Pamela Sink are trying to locate crewmembers who sailed aboard the SS Columbia Eagle during 1969 and 1970 for a possible magazine article. Contact them at 465 County Route 24, Corinth, NY 12822; telephone (518) 654-2816.

# Dispatchers' Report for Deep Sea

SEPTEMBER 16, 1991-OCTOBER 15, 1991

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	29	12	15	27	13	10	6	59	16	16
Philadelphia	1	2	4	0	5	2	1	4	0	5
Baltimore	5	8	3	5	5	3	1	3	3	1
Norfolk	16	14	17	11	9	11	3	16	11	9
Mobile	12	25	19	7	14	11	3	13	14	16
New Orleans	24	18	28	19	14	11	2	35	14	32
Jacksonville	24	17	21	19	17	15	7	36	10	19
San Francisco	25	28	12	22	19	5	10	44	22	11
Wilmington	18	15	16	9	14	13	5	31	10	16
Seattle	28	8	15	22	7	12	10	43	9	14
Puerto Rico	11	2	2	9	4	1	4	12	2	1
Honolulu	8	12	11	2	6	9	0	12	15	10
Houston	25	15	24	31	16	18	5	31	11	16
St. Louis	1	4	4	1	2	3	0	1	2	1
Piney Point	1	8	4	0	4	0	0	2	8	5
Algonac	0	5	1	0	3	2	0	0	2	0
Totals	228	193	196	184	152	126	57	342	149	172
ENGINE DEPARTMENT										
New York	17	8	11	17	8	7	5	33	7	6
Philadelphia	1	4	4	3	7	3	0	1	5	2
Baltimore	3	2	3	1	5	0	3	7	4	4
Norfolk	7	7	9	5	10	3	1	6	5	8
Mobile	11	15	8	6	7	4	1	11	14	9
New Orleans	19	7	17	16	8	14	1	23	6	12
Jacksonville	16	5	11	15	6	13	2	15	7	4
San Francisco	12	17	12	14	9	8	3	25	19	8
Wilmington	7	7	9	8	6	5	2	12	9	10
Seattle	12	8	10	19	10	7	7	11	6	6
Puerto Rico	7	1	0	2	0	0	0	11	1	0
Honolulu	0	7	7	3	4	5	1	1	7	7
Houston	14	12	10	11	8	9	2	19	9	5
St. Louis	2	0	4	1	0	1	0	1	0	3
Piney Point	2	11	7	2	2	2	1	3	12	6
Algonac	1	0	1	0	1	1	0	1	0	0
Totals	131	111	123	123	91	82	29	180	111	90
STEWARD DEPARTMENT										
New York	21	10	5	16	3	2	13	28	10	6
Philadelphia	1	3	2	2	4	1	2	0	1	2
Baltimore	3	1	1	2	1	0	1	3	2	1
Norfolk	5	1	4	5	1	3	1	6	1	4
Mobile	9	9	3	8	3	0	1	6	7	7
New Orleans	13	5	2	7	5	0	2	14	6	8
Jacksonville	13	4	4	11	6	2	5	17	4	4
San Francisco	42	12	9	31	5	10	6	73	22	11
Wilmington	16	5	1	10	6	0	4	17	3	3
Seattle	184	3	0	16	2	1	5	32	8	2
Puerto Rico	3	1	0	2	1	1	1	4	0	0
Honolulu	13	18	19	5	16	10	77	15	23	23
Houston	14	10	3	8	6	1	5	20	7	3
St. Louis	0	0	1	0	0	0	0	0	0	1
Piney Point	2	17	5	2	9	3	2	1	12	6
Algonac	0	0	1	0	0	1	0	0	0	0
Totals	173	99	60	125	68	35	125	236	106	81
ENTRY DEPARTMENT										
New York	14	38	67	10	20	30	0	23	41	98
Philadelphia	1	3	1	0	2	1	0	2	4	3
Baltimore	0	8	2	0	5	1	0	1	10	2
Norfolk	4	13	15	2	11	13	0	8	12	17
Mobile	1	30	19	1	19	0	0	0	29	30
New Orleans	9	25	21	9	6	7	0	10	35	45
Jacksonville	2	22	19	3	14	12	0	5	20	25
San Francisco	22	25	42	14	21	15	0	38	35	67
Wilmington	5	12	13	6	10	7	0	5	13	20
Seattle	9	11	16	8	7	6	0	15	12	24
Puerto Rico	10	3	2	6	7	0	0	8	9	5
Honolulu	7	39	162	4	36	139	0	7	51	185
Houston	6	18	11	3	13	3	0	9	23	22
St. Louis	0	2	0	0	0	0	0	0	2	1
Piney Point	0	53	7	0	37	4	0	0	53	6
Algonac	0	1	1	0	0	1	0	0	1	0
Totals	90	303	398	66	208	239	0	131	350	550
Totals All Departments										
	622	706	777	498	519	482	211	889	716	893

\*"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 1,710 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,710 jobs shipped, 498 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From September 16 to October 15, a total of 211 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 14,927 jobs have been shipped.



The Seafarers Pension Plan announces the retirement of 26 members this month. Nineteen of those signing off sailed in the deep sea division, five sailed in the inland division, one sailed in the Great Lakes division and one sailed on the union's Railroad Marine section.

Steward department member Sebasttian LaBella, 75, is the oldest of the new pensioners. He spent nearly 40 years at sea.

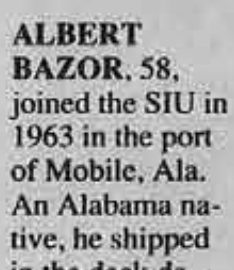
Bosun James Oliver has been a member of the union longer than any of the other new pensioners. He joined the SIU in 1945 in Philadelphia.

Brief biographical sketches of LaBella, Oliver and the other new pensioners follow:

### DEEP SEA



**MUSHEN ABBADI**, 66, joined the Seafarers in 1967 in the port of San Francisco. Born in Arabia, he sailed in the engine department. Brother Abbadi has retired to the Bronx, N.Y.

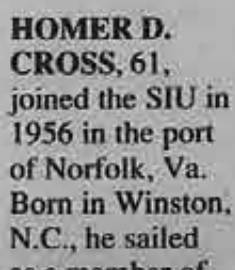


**ALBERT BAZOR**, 58, joined the SIU in 1963 in the port of Mobile, Ala. An Alabama native, he shipped in the deck department. Brother Bazor served in the Army from 1950 to 1952. He resides in Tibbie, Ala.



**DAVID BRONSTEIN**, 65, joined the union in 1969 in the port of Houston. A native of Galveston, Texas, he completed the Lundeberg School's steward recertification course in 1981. Brother Bronstein served in the Army from 1944 until 1946. He lives in Houston.

**MILTON P. COX**, 62, joined the Seafarers in 1955 in the port of New Orleans. He was born in Mississippi and sailed in the steward department. Brother Cox served in the Army from 1946 to 1948. He has retired to Gulfport, Miss.



**HOMER D. CROSS**, 61, joined the SIU in 1956 in the port of Norfolk, Va. Born in Winston, N.C., he sailed as a member of the galley gang. Brother Cross now calls Portsmouth, Va. home.



**JAMES FULTZ**, 65, joined the Seafarers in 1967 in the port of San Francisco. The Kentucky native shipped in the deck department, and he served in

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

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

the Navy from 1942 to 1963. Brother Fultz resides in Fallon, Nev.

**ANDREW HOLLAND**, 65,

joined the union in 1978 in the port of Philadelphia. He was born in Connecticut and sailed in the deck department. Brother Holland upgraded frequently at the Lundeberg School, and he also served in the Navy from 1943 to 1965. He lives in Chesapeake City, Md.



**FRANCIS HOWARD**, 63, joined the SIU in 1955 in the port of New Orleans. Born in Jacksonville, Fla., he sailed in the steward department. Brother Howard has retired to Metairie, La.



**HUBERT JACKSON**, 61, joined the Seafarers in 1956 in the port of Baltimore. The native of North Carolina sailed in the deck department. He served in the Army from 1950 until 1953. Brother Jackson calls Willis, Texas home.

**SEBASTTIAN LABELLA**, 75, joined the union in 1952 in the port of San Francisco. He was born in Connecticut and sailed in the steward department. In 1980 Brother LaBella upgraded at the Lundeberg School. He has retired to Orangevale, Calif.

**RAY H. MANN**, 55, joined the

SIU in 1969 in the port of New Orleans. A native of Honduras, he upgraded frequently at the Lundeberg School and in 1981 completed the Lundeberg School's steward recertification course. Brother Mann lives in Hitchcock, Texas.



**JAMES OLIVER**, 65, joined the Seafarers in 1945 in the port of Philadelphia. Born in Texas, he sailed as a bosun. Brother Oliver lives in LaPorte, Texas.

**JOHN OWEN**, 65, joined the

SIU in 1960 in the port of New York. He was born in Wales. Brother Owen upgraded frequently at the



Lundeberg School and in 1986 completed the Lundeberg School's bosun recertification course. He has retired to Seattle, Wash.

**MILTON PHELPS**, 61, joined the union in 1954 in the port of New Orleans. The Illinois native shipped in the steward department. Brother Phelps served in the National Guard from 1950 to 1952. He resides in Kenner, La.



**ALBERT SPANRAFT**, 64, joined the Seafarers in 1951 in the port of Baltimore. Born in Illinois, he sailed in the steward and engine departments. Brother Spanraft lives in Belle Chase, La.

**CALVIN STEVENS**, 66,

joined the SIU in 1967 in the port of Baltimore. A native of Maryland, he shipped with the galley gang and upgraded frequently at the Lundeberg School. Brother Stevens served in the Army from 1945 to 1946. He has retired to Easton, Md.



**TED TOLENTINO**, 62, joined the Seafarers in 1957 in the port of Seattle. He was born in the Philippine Islands and sailed in the deck department. In 1974 Brother Tolentino completed the Lundeberg School's bosun recertification course. He also served in the Army from 1951 to 1953. Brother Tolentino resides in San Francisco.



**JOSEPH VIOLANTE**, 65, joined the SIU in 1948 in the port of New York. Born in Portugal, he shipped in the deck department. Brother Violante calls Baltimore home.

**WILLIAM WEST**, 60, joined the

Seafarers in 1960 in the port of his native New York. He shipped in the deck department. Brother West was in the Army from 1948 to 1952 and also served in the Navy from 1953 to 1957. He has retired to New York.



### INLAND

**STEVE AUGUST**, 62, joined the union in 1976 in the port of Baltimore. Born in Pittsburgh, Pa., he shipped in the steward department. Boatman August served in the Army from 1951 until 1953. He resides in Dundalk, Md.



**LAWRENCE BERNARD**, 62, joined the union in 1962 in the port of Detroit. A Michigan native, he sailed in the deck and engine

departments. Boatman Bernard served in the Army from 1951 to 1953. He has retired to Trenton, Mich.

**FELIX CAMPESI JR.**, 44, joined the

Seafarers in 1976 in the port of his native New Orleans. He shipped in the deck department and from 1965 to 1968 served in the Marine Corps. Boatman Campesi lives in Marrero, La.



**EDUARDO PEREZ**, 68, joined the Seafarers in 1977 in the port of Puerto Rico. A native of Tampa, Fla., he shipped in the steward department. Boatman Perez served in the Army from 1940 until 1954. He resides in Cape Canaveral, Fla.

**OBDELIO ROSARIO**, 69,

joined the union in 1977 in the port of his native Puerto Rico. He shipped in the deck department. Boatman Rosario still calls Puerto Rico home.



### GREAT LAKES



**WILLIS KINGSTON**, 62, joined the union in 1961 in the port of Buffalo, N.Y. He was born in Ogdensburg, N.Y., and shipped in the deck department. Boatman Kingston lives in Theresa, N.Y.

### RAILROAD MARINE

**JORGE RODRIGUEZ**, 70, joined the

union in 1959 in the port of Norfolk, Va. Born in Lima, Peru, he sailed in the deck department. He calls Hampton, Va. home.



### CORRECTION



The October issue of the Seafarers LOG contained an inaccurate biographical sketch about pensioner **John Poleate**. The correct information follows: Brother Poleate, 69, joined the SIU in April 1970 in the port of Mobile, Ala. He shipped in the deck department. Brother Poleate also served in the Navy for 26 years, retiring in February 1970.



## Dispatchers' Report for Great Lakes

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>SEPT. 16–OCT. 15, 1991</b>									
<b>*TOTAL REGISTERED</b>									
<b>TOTAL SHIPPED</b>									
<b>**REGISTERED ON BEACH</b>									
<b>DECK DEPARTMENT</b>									
Algonac	0	10	9	0	38	1	0	26	13
<b>ENGINE DEPARTMENT</b>									
Algonac	0	15	4	0	14	1	0	19	9
<b>STEWARD DEPARTMENT</b>									
Algonac	0	4	2	0	8	2	0	9	2
<b>ENTRY DEPARTMENT</b>									
Algonac	0	27	7	0	0	0	0	31	27
Totals All Departments	0	56	22	0	60	4	0	85	51

\*\*\*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

SEPTEMBER 16–OCTOBER 15, 1991

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	14	0	3	3	0	0	68	6	12
Gulf Coast	4	0	7	2	0	3	4	0	7
Lakes & Inland Waters	11	0	0	16	0	0	44	0	0
West Coast	0	1	2	0	0	0	0	2	3
Totals	29	1	12	21	0	3	116	8	22
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	2	0	0	1	0	0	2	0	0
Gulf Coast	1	0	0	0	0	0	1	0	0
Lakes & Inland Waters	7	0	0	4	0	0	26	0	0
West Coast	0	0	0	0	0	0	1	0	0
Totals	10	0	0	5	0	0	30	0	0
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	4	0	0	0	0	0	5	1	4
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes & Inland Waters	6	0	0	3	0	0	22	0	0
West Coast	0	0	0	0	0	0	1	0	0
Totals	10	0	0	3	0	0	28	1	4
Totals All Departments	49	1	12	29	0	3	174	9	26

\*\*\*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.

### Inland Report Is Revised

Beginning with this issue, the Seafarers LOG is introducing a new format for the Dispatchers' Report for Inland Waters in order to be more reflective of the nature of the brown water and harbor transport industry.

The new report consolidates the figures into four geographic regions—Atlantic Coast, Gulf Coast, Lakes and Inland Waters, and West Coast.

The ports making up the Atlantic Coast listing are New York, Philadelphia, Baltimore, Piney Point, Norfolk, Jacksonville and Santurce.

Gulf Coast ports include Houston, New Orleans and Mobile.

The halls of Algonac and St. Louis are in the Lakes and Inlands Waters figures.

The West Coast is composed of Seattle, San Francisco, Wilmington and Honolulu.

### Seafarers Participate in Solidarity Day



Joining rank with thousands of other trade unionists at the Washington, D.C. celebration of Solidarity Day are (from left) QMED John Copeland, Trainee Monty Hernandez, ABs Chris Klaber, J.R. Ewing and Mike Hooper and Trainees Tim Lowe and Yaser Mawari.

### Personals

#### ROBERT FINK

Please contact your sister, Lenore, at 516 E. 5th Street, New York, NY 10009; or telephone (212) 254-2824.

#### JULIO SANTIAGO

Anyone knowing the whereabouts of Julio Santiago, please contact his son, Joseph, at 800 E.

Ocean Blvd, Suite D, Stuart, Fla. 34994; telephone (407) 283-6541.

#### GERALD F. DURHAM

Happy Birthday, Gerry! From your mother, brother, nephew, aunts, uncles, cousins and all your friends in California. We would like very much to hear from you. Please write.

### Seafarers International Union Directory

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

#### 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 Kalihi Street  
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



## Digest of Ships Meetings

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

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

**LIBERTY SPIRIT** (Liberty Maritime), June 30 — Chairman William Lewis, Secretary Howard Williams, Deck Delegate Ralph Darman, Engine Delegate L. Rowells, Steward Delegate L. Bettis. Chairman announced payoff. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate.

**PRIDE** (American Overseas Marine), June 21 — Chairman R. Lamb, Secretary J. Gleaton. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

**USNS SEALIFT ATLANTIC** (IMC), June 17 — Chairman T. Daniels, Secretary J. Samuels, Educational Director C. Durden, Deck Delegate A. Radovic, Engine Delegate L. Estes, Steward Delegate P. Cager. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates.

**USNS DENEbola** (Bay Tankers), June 16 — Chairman R.E. Black, Secretary W. Dean, Educational Director M. Hall. Chairman reviewed SIU constitution for benefit of new crewmembers. No beefs or disputed OT reported.

**LAKE** (AMSEA), July 7 — Chairman Jack Cooper, Secretary D. Lupton, Educational Director Rex Bolen, Deck Delegate D. Pickelheimer, Engine Delegate Rodger Plummer, Steward Delegate Judi Chester. No beefs or disputed OT reported. Ship not receiving mail. Crew thanked galley gang for great work. AB Bob Haley commended steward department for July 4 cookout. Next port: Singapore.

**LAKE** (AMSEA), July 15 — Chairman Jack Cooper, Secretary D. Lupton, Educational Director Rex Bolen, Deck Delegate D. Pickelheimer, Steward Delegate Ken Bethea. No beefs or disputed OT reported.

**MV RANGER** (Vulcan Carriers), July 29 — Chairman L. Manry, Secretary Roger Linasan. No beefs or disputed OT reported.

**USNS SEALIFT ATLANTIC** (IMC), July 2 — Chairman T. Daniels, Secretary J. Samuels, Educational Director L. Estes, Deck Delegate A. Radovic, Steward Delegate P. Cager. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported displeasure with ship's safety equipment.

**USNS SEALIFT ATLANTIC** (IMC), July 9 — Chairman T. Daniels, Secretary J.

Samuels, Deck Delegate A. Radovic, Engine Delegate T. Woerner, Steward Delegate P. Cager. Chairman noted repairs to some safety equipment and arrival of new lifesaving equipment. Educational director urged members to upgrade at Lundeberg School. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for great job, especially Chief Steward John Samuels.

**USNS SEALIFT ATLANTIC** (IMC), July 21 — Chairman J. Loureiro, Deck Delegate A. Radovic, Engine Delegate A. Bautista, Steward Delegate C. Cager. Chairman noted need for improved conditions on board. No beefs or disputed OT reported. Crew said IMC is not notifying union about reliefs.

**AMERICAN CORMORANT** (Pacific Gulf Marine), August 4 — Chairman Vernon Huelett, Secretary Darryl K. Goggins. No beefs or disputed OT reported. Crew thanked steward department, including Steward/Baker Goggins and Chief Cook Thomas Guthrie.

**PFC JAMES ANDERSON JR.** (Maersk), August 21 — Chairman James Duer, Secretary Ken Roetzer, Educational Director Tyler Womack, Deck Delegate Edwin Rivera, Steward Delegate G. Watkins. No beefs or disputed OT reported.

**CHARLES S. BROWN** (Transoceanic Cable), August 31 — Chairman J. Harrington, Secretary D. Wilson, Educational Director W. Carroll, Deck Delegate William Rackley, Engine Delegate Daniel W. Wise, Steward Delegate Brenda Kamiya. Chairman announced payoff. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to look into increasing optical benefits. Crew thanked galley gang for exceptional work. Next port: Honolulu.

**CAPE ANN** (AMSEA), August 24 — Chairman William Dawson, Engine Delegate James Clement, Steward Delegate S. Torneo. Chairman announced payoff. No beefs or disputed OT reported. Crew asked contracts department for clarification on war bonus. Next port: Norfolk, Va.

**CAPE AVINOF** (AMSEA), August 25 — Chairman Gerard Halligan, Secretary L.E. Winfield, Educational Director George Cruzen, Deck Delegate John Moore, Engine Delegate James Lancaster, Steward Delegate Jimmy Williams. Deck and engine delegates reported beefs. No beefs or disputed OT reported by steward delegate. Crew thanked steward department for good work.

**CAPE CARTHAGE** (AMSEA), August 17 — Chairman Abdula Mohsin, Secretary Rolly Saguinsin, Educational Director William Dooling, Engine Delegate Welton Weaver, Steward Delegate Harry Celkos. No beefs or disputed OT reported. Next port: San Francisco.

**CAPE CLEAR** (AMSEA), August 11 — Chairman L. Jones, Secretary I. Fletcher, Engine Delegate R. Rogers, Steward Delegate C. Hall. Chairman reported smooth trip, asked members to carry on tradition of good union ship. He urged members to contribute to SPAD. Educational director reminded crewmembers to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang.

**CAPE HENRY** (IOM), August 18 — Chairman J.R. Wilson, Secretary Jose Rivera, Educational Director Walter McC-

auley, Deck Delegate R. Rock, Steward Delegate Gordon Wheeler. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew extended special vote of thanks to steward department, including Chief Steward Rivera and Chief Cook Coy Hendricks for their conscientiousness and high standards.

**COVE LIBERTY** (Cove), August 18 — Chairman W.E. Reeves, Secretary Floyd Mitchell, Educational Director William Beatty. Chairman announced payoff. No beefs or disputed OT reported.

**LAWRENCE H. GIANELLA** (Ocean Shipholding), August 25 — Chairman P. Hulsebosch, Secretary D. Cunningham, Educational Director W. Toole, Deck Delegate Howard Hare, Steward Delegate Vincent Ortiz. Chairman pointed out Coast Guard's proposed fee for Z-cards, referred to article in Seafarers LOG. Educational director explained in detail the benefits of upgrading at the Lundeberg School as well as using Piney Point as a vacation spot. No beefs or disputed OT reported. Crew ob-

Delegate Norman Jackson. Chairman announced payoff. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward and deck departments for good work.

**LIBERTY SUN** (Liberty Maritime), August 11 — Chairman Ray Todd, Secretary F. Washington, Educational Director Willie Franks, Steward Delegate L. Perales. Chairman announced upcoming payoff in Portland, Ore. Secretary reminded members to clean rooms. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate.

**LNG AQUARIUS** (ETC), August 11 — Chairman Sam T. Brooks, Secretary Alexander Reyer, Educational Director Vincent Larimer, Deck Delegate Paul Jagger, Engine Delegate Don Busby, Steward Delegate Henry Daniels. Chairman reported ship running smoothly, virtually no complaints. Educational director reminded members to upgrade at Lundeberg School. Treasurer reported \$155 in ship's fund. Engine delegate reported dis-

### No Disputes Aboard USNS Sealift Arabian Sea



Part of the ship's crew aboard the USNS Sealift Arabian Sea poses for a photo taken just before payoff. Pictured are (from left, front row) AB George Buisson, Chief Steward Mike Simmons, (back row) Chief Cook Raymond Tierney, GSU Marjorie Mack and Pumpman Al "Mad Dog" Hooper.

served one minute of silence in memory of departed brothers and sisters.

**FRANCES HAMMER** (Ocean Shipholding), August 21 — Chairman Richard Wilson, Secretary Gregory Melvin, Steward Delegate T. Gonzales. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang.

**HARRIETTE** (Maritime Overseas), August 25 — Chairman W. Jefferson, Secretary G. Boop, Engine Delegate Lowell Miller, Steward Delegate George Varisi. No beefs or disputed OT reported.

**ITB PHILADELPHIA** (Sheridan Transportation), August 7 — Chairman V.T. Neilsen, Secretary J.P. Emidy, Steward Delegate A. Banky III. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew thanked steward department for fine meals and service. Galley gang thanked crewmembers for keeping messhall clean. Next port: New York.

**SGT. MATEJ KOCAK** (Waterman Steamship), August 18 — Chairman Angelo Urli, Secretary Greg Folden, Educational Director Don Peterson, Deck Delegate Richard Volkart, Engine Delegate Michael Tremper, Steward Delegate Antonio Prizmik. Educational director announced payoff. No beefs or disputed OT reported. Captain thanked crew for smooth trip. Crew thanked steward department. Next port: Jacksonville, Fla.

**LIBERTY STAR** (Liberty Maritime), August 25 — Chairman J. Adaire, Secretary V. Sanchez Jr., Educational Director J. Hipolito, Deck Delegate Willie Chestnut, Engine Delegate Louis Mullet, Steward

puted OT. No beefs or disputed OT reported by deck or steward delegates.

**LNG CAPRICORN** (ETC), August 11 — Chairman Pete Waters, Deck Delegate William Rios, Engine Delegate Tim Van Pelt, Steward Delegate George Taylor. Chairman reviewed various nion and shipboard policies. No beefs or disputed OT reported. Crew will use part of ship's fund to purchase Nintendo games. Crew observed one minute of silence in memory of departed brothers.

**METEOR** (IOM), August 19 — Chairman Bruce Gordon, Secretary L. Sykes, Educational Director J. Yarber, Engine Delegate Robert Muscato, Steward Delegate Victorino Lacayo. Chairman reported captain thanked crew for job well done. Educational director urged everyone to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for good work.

**MOKU PAHU** (Pacific Gulf Marine), August 18 — Chairman D. Ticer Jr., Secretary J. Pratt. Educational director said anyone who has not upgraded at Lundeberg School should do so as soon as possible. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for good cookouts and good food.

**NEDLOYD HUDSON** (Sea-Land Service), August 18 — Chairman John Neff, Secretary R.G. Connolly. Treasurer reported \$330 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for good work. Next port: Boston.

Continued on page 20

### Newlyweds on Williams



SIU members Francis P. Jaworski (left) and Patricia Piccone recently married. They usually ship on the Pfc DeWayne Williams, an AMSEA vessel.



## Ships Digests

Continued from page 19

**NEDLLOYD HUDSON** (Sea-Land Service), August 25 — Chairman F. Goethe, Secretary William Williams, Deck Delegate E. Scroggins, Engine Delegate Donald Cox, Steward Delegate Lionell Dunkins. Chairman commended crewmembers scheduled to sign off in Houston. Educational director advised everyone to upgrade at Lundeberg School. No beefs or disputed OT reported.

**NEWARK BAY** (Sea-Land Service), August 4 — Chairman Jessie Foster, Secretary Robert A. Miller, Engine Delegate Sinclair Wilcox. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

**OMI CHAMPION** (OMI Corp.), August 11 — Chairman Joe Giudice, Secretary Paul Burke, Educational Director D. Bee-man, Deck Delegate Ken Hallman, Steward Delegate Ralph Edmonds. Chairman asked contracts department to investigate foreign nationals working as cleaning crew aboard vessel. Secretary thanked contracts department for job well done. Educational director encouraged members to upgrade at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Next port: Singapore.

**OMI HUDSON** (OMI Corp.), August 19 — Chairman Calvin Miles, Secretary Albert Coles, Educational Director M. Williams, Engine Delegate D. Campos. No beefs or disputed OT reported. Ship receiving new TV August 27 in Houston. Crewmembers participating in weekly safety meetings. Next port: New York.

**OMI SACRAMENTO** (OMI Corp.), August 25 — Chairman Ray Gorju, Secretary R. Cavalcanti, Educational Director U.R. Limon, Engine Delegate James Long, Steward Delegate Ambrosio Fachini. Chairman urged members to upgrade at Lundeberg School. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked chairman for use of VCR.

**OVERSEAS OHIO** (Maritime Overseas), August 16 — Chairman J.L. Carter, Secretary E. Gray Sr., Educational Director S. Wilkinson. Chairman thanked union for having West Coast patrolmen meet vessel in various ports to take care of business. Educational director said union needs more qualified men to man newer vessels; therefore, members should upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang.

**OVERSEAS VIVIAN** (Maritime Overseas), August 11 — Chairman Terry Thomas, Secretary T. Wybo, Engine Delegate K. Hardin. Chairman thanked deck department. Educational director urged members to upgrade at Lundeberg School. Engine and steward delegates reported beefs. No beefs or disputed OT reported by deck delegate. Crew thanked steward department for disposing of rotten foreign meats. Next port: Philadelphia, Pa.

**RALEIGH BAY** (Sea-Land Service), August 22 — Chairman Carlton Hall, Secretary J. Spellek, Steward Delegate Franklin Cordero. Chairman thanked steward department and urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

**SEA-LAND ACHIEVER** (Sea-Land Service), August 26 — Chairman James Davis, Secretary Louis Pion, Deck Delegate L. Pelletiere, Engine Delegate J. Pazos, Steward Delegate D. Rodriguez. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew asked contracts department for clarifications on several items. Crew said proper sanitation lacking in mess hall.

**SEA-LAND CONSUMER** (Sea-Land Service), August 4 — Chairman W. Mortier, Secretary M. Fields, Educational Director

W. Lindsey. Ship received coffee makers, curtains and videotape rewinder. Chairman distributed benefits booklets. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Next port: Honolulu.

**SEA-LAND CONSUMER** (Sea-Land Service), August 25 — Chairman W. Mortier, Secretary M. Fields, Educational Director W. Lindsey. Chairman advised members to take day off when scheduled. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Oakland, Calif.

**SEA-LAND DEFENDER** (Sea-Land Service), August 5 — Chairman John Al-

Secretary C.M. Modellas, Educational Director David A. Kopp, Deck Delegate Edward F. O'Brien, Engine Delegate Rodney Pontiffet. Chairman announced payoff. He advised members to support SPAD, upgrade at Lundeberg School and read Seafarers LOG. He thanked crew for separating plastic. Secretary noted smooth sailing, good crew and officers. Deck delegate reported disputed OT. Steward delegate reported beef. No beefs or disputed OT reported by engine delegate. Crew thanked galley gang. Next port: Oakland, Calif.

**SEA-LAND INTEGRITY** (Sea-Land Service), August 25 — Chairman Norberto Prats, Secretary Pedro Sellan, Deck Delegate Carlos Iriazary, Engine Delegate L.

trip, reminded everyone to separate plastic. Educational director urged members to upgrade at Lundeberg School and donate to SPAD. Chairman reported disputed OT. No beefs or disputed OT reported by delegates. Ship needs refrigerators for rooms. Crew thanked steward department. Next port: Tacoma, Wash.

**SEA-LAND SPIRIT** (Sea-Land Service), August 18 — Chairman John Schoenstein, Secretary Steve Apodaca, Educational Director C. Henley, Deck Delegate Jim Rader, Engine Delegate Tony Jones, Steward Delegate J. Jackson. Treasurer reported \$328.80 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Honolulu.

**STONEWALL JACKSON** (Waterman Steamship), August 25 — Chairman Ray Brown, Secretary A. Piazza, Educational Director Irwin J. Rousseau, Engine Delegate Lonnie Hargesheimer. Ship has not received any recent communications from union. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Newport News, Va.

**THOMPSON PASS** (IOM), August 4 — Chairman Mark Davies, Secretary G.F. Thomas, Educational Director J.F. Walker. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew noted many repairs needed. Next port: Portland, Ore.

**USNS SEALIFT ARABIAN SEA** (IMC), August 28 — Chairman T. Koebel, Secretary Will Simmons, Educational Director Allen Hooper, Deck Delegate Jerry Parrenas, Engine Delegate Charles Sandino. Chairman requested members not wear tank tops in messhall during meal time. Pumpman stressed importance of cargo watch-standers familiarizing themselves with emergency shutdown procedure for pumps. No beefs or disputed OT reported. Crew asked contracts department to provide for emergency and sick leave for permanent shipboard personnel. Crew thanked galley gang for job well done despite lack of stores.

**USNS CHAUVENET** (Mar Ship Operators), August 6 — Chairman Jeff Paul Focardi, Secretary June Pertusini, Educational Director Al Matos, Deck Delegate George Dehlmar, Engine Delegate Tony Estes, Steward Delegate Americus Bell. Treasurer reported \$855 in ship's fund. With master's approval, \$500 will be donated to family of deceased crewmember OS Trezzvant Hopson Jr. No beefs or disputed OT reported. Chairman read letter from headquarters.

**USNS DESTIEGUER** (Mar Ship Operators), August 4 — Chairman Robert Crosby, Secretary J. Zurick, Educational Director J. Kerstein, Deck Delegate Steve Hansford. Educational director handed out information packets he collected at Seattle benefits conference, which he described as very informative. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Deck gang thanked Seattle patrolman for help with previous OT beefs. Crew thanked steward department. Crew received 96 percent rating on standard of performance during last MSC inspection, also received 94 percent in sanitary inspection.

**USNS SEALIFT PACIFIC** (IMC), August 13 — Chairman Fred Gongora, Secretary M. Guevara, Deck Delegate Frank Reynolds. Steward Delegate Sam Gordon. No beefs or disputed OT reported. Crew thanked Chief Steward Marco Guevara for good work.

**USNS WYMAN** (Mar Ship Operators), August 18 — Chairman C. Larry Winstead, Secretary W. Marchman, Educational Director C. McCoy, Engine Delegate Steven Cortez, Steward Delegate Joseph J. Gallo Jr. Educational director said Lundeberg School dates would be posted on bulletin board. No beefs or disputed OT reported.

## Time Out Aboard the UltraMar



Chief Steward R. Poovey (left) and his wife, Sue, pose with Bosun B. Baker aboard the UltraMar.

**amar**, Educational Director Rolando Gumans, Deck Delegate David Hood, Engine Delegate Joaquin Miller. Secretary noted good trip, thanked crew for keeping quarters clean. No beefs or disputed OT. Crew asked contracts department to consider several motions. Crew thanked LOG staff for keeping members well-informed. Next port: Oakland, Calif.

**SEA-LAND DISCOVERY** (Sea-Land Service), August 15 — Chairman Peter Victor, Secretary Jose Colls, Deck Delegate Peter Orischack, Engine Delegate Benjamin Magliano, Steward Delegate Diego Hatch. Chairman reported beef. Treasurer reported \$300 in ship's fund. Deck and engine delegates reported beefs. No beefs or disputed OT reported by steward department. Crew needs VCR and second washing machine. Crew noted rats on board. Next port: Seattle.

**SEA-LAND EXPEDITION** (Sea-Land Service), August 25 — Chairman P. Flores, Secretary E. Vazquez. Chairman noted everything running smoothly. No beefs or disputed OT reported. Crew thanked galley gang for good work.

**SEA-LAND EXPLORER** (Sea-Land Service), August 18 — Chairman Ted Tolentino, Secretary S. Ghani, Educational Director Billy Waddell, Deck Delegate Larry Thompson, Engine Delegate Theodore Hawkins, Steward Delegate Ruben Casin Jr. Chairman noted good crew and smooth trip, commended galley gang for excellent meals. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Oakland, Calif.

**SEA-LAND EXPRESS** (Sea-Land Service), August 18 — Chairman J. Ard, Secretary J. Johnson. Chairman thanked crew for keeping ship clean. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department for clarification on launch service.

**SEA-LAND FREEDOM** (Sea-Land Service), August 10 — Chairman K. Mc Gregor, Secretary S. Call, Educational Director L. Papa, Deck Delegate P. Bean. Treasurer reported \$134 in ship's fund. No beefs or disputed OT reported. Next port: Yokohama.

**SEA-LAND HAWAII** (Sea-Land Service), August 4 — Chairman John T. Emrich,

Shaw. Chairman reported smooth sailing. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

**SEA-LAND MARINER** (Sea-Land Service), August 30 — Chairman A.R. McCreary, Secretary P. Lopez, Educational Director M.E. Sabin, Deck Delegate J. Noble, Engine Delegate G. Speckman, Steward Delegate F. Sison. Chairman stressed punctuality. Educational director urged members to upgrade at Lundeberg School. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

**SEA-LAND NAVIGATOR** (Sea-Land Service), August 14 — Chairman Errol Pak, Secretary Joseph Freeman, Educational Director W. Stevens, Deck Delegate Bill Mullins, Engine Delegate Ted Carter. Chairman noted smooth trip. No beefs or disputed OT reported. Next port: Oakland, Calif.

**SEA-LAND PACIFIC** (Sea-Land Service), August 25 — Chairman B.T. O'Hanlon, Secretary S. Amper, Educational Director M. Phillips, Deck Delegate J.R. Tourt, Engine Delegate S. Al-naqib, Steward Delegate John Bulawan. No beefs or disputed OT reported. Crewmembers extended special vote of thanks to galley gang for consistently good food.

**SEA-LAND PERFORMANCE** (Sea-Land Service), August 18 — Chairman Robert Newby, Secretary E. Porter, Educational Director D. Johnson, Engine Delegate Philip Pardovich. No beefs or disputed OT reported. Crew thanked steward department.

**SEA-LAND PRODUCER** (Sea-Land Service), August 10 — Chairman Jack Edwards, Secretary C. McMahon, Educational Director W. Drummond, Deck Delegate William Haynie, Steward Delegate David West. Chairman announced payoff. Treasurer reported \$35 in ship's fund. No beefs or disputed OT reported. Crew requested exercise equipment, washer and dryer. Next port: Oakland, Calif.

**SEA-LAND RELIANCE** (Sea-Land Service), August 20 — Chairman R. McGonagle, Secretary W. Lombard, Educational Director S. Hardin, Deck Delegate Larry Long, Engine Delegate Her-men Tomboc. Chairman reported smooth

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# Watch Partners

A SHORT STORY  
BY AB LARRY REINER

"Now if *that* ain't a name for ya!" snorted "Chopper."

Cal Detmer, the other able bodied seaman on the watch, shook his head as he tossed the new ordinary seaman's papers back up on the top bunk.

"So help me—I knowed he was *one* the minute I laid eyes on 'im." Chopper finished his coffee, wiping his mouth with the back of his wrist.

"Well, well... we'll see about this." Cal walked back to their little wooden table, picked up the coffee pot and poured himself and Chopper another cup. "Oy... oy Oyvving Cohen is it?" He lifted his mug in a mock toast to their new watch partner. "May your stay aboard be short and miserable."

Rain whipped horizontally across the flooded decks of the *S/S Iron Maker*. The idled shore gang crowding the inside passageways kept up a roar of shouting and laughter.

"HEY... Hey keep it down! There's guys off watch trying to get some shut-eye!" Irv Cohen pulled off his hooded rain jacket as he entered the house and made his way past the crapshooters bunched around the open watertight door. He had been standing in the rain on gangway watch for the past two hours. It was time to put up fresh coffee and call his relief.

The sullen faces of the offended longshoremen didn't bother him,

nor their jibes—he elbowed his way through the narrow passageway.

"When did they start lettin' punk kids play sailor?" one of the men challenged him, purposely blocking the aisle.

"Get out of my way." Irv tried to step around the big grinning man who stood between him and the companionway leading up to the galley.

"Say please, little fella!"

"Okay... please." The ordinary stood waiting for the man to move aside.

"Now say pretty please!"

The passageway exploded in mirth and cat calls.

"Give it to 'im Joe!"

"Punch 'im out!"

"MAKE HIM EAT IT!"

"TOSS THE LITTLE S.O.B. OVER HERE!"

"What the hell's goin' on!" Cal put down his empty glass and slipped into his shoes.

"Must be a fight!" Chopper headed for the door. "Let's go see!"

"TAKE HIS GLASSES OFF!" one of the longshoremen was yelling as the two AB's reached the scene.

Cohen's arms were locked behind his back by one of the three men holding him. Big Joe, his tormentor, snatched off his glasses and slapped his face again.

A few more crewmembers

opened their doors to see what was happening—they watched in silence.

"Now, you gonna' sass me again or you gonna' say pretty please, Sir?"

"COWARD!" the ordinary hurled the insult as he struggled to break away.

"Last chance. Say it! 'PRETTY PLEASE, SIR' or this time I'll bust yer stinkin' face!" The longshoreman slowly made a fist.

For an answer the young seaman spit a mixture of blood and saliva at the stevedore's face.

"LEAVE GO A 'IM!" Chopper shouted without quite knowing why.

The longshoreman turned his head—his arm still poised to throw the punch.

"HIT 'IM AN' I'LL BREAK YA IN HALF!" Few men had a voice like Ed Marzuk's and fewer still the size to back it.

The AB was in his late forties, 6'5" and 320 pounds. Black haired and dark complexioned; his craggy face jutted from a bull-like neck. He had a little flab around the middle, but his arms and shoulders were like an Olympic weight lifter's. Marzuk was nicknamed during Prohibition—he had been

one of Al Capone's trusted bodyguards.

It wasn't a threat—it was a guarantee, and the bully knew it. He lowered his clenched fist, wiped at his spit-fouled face with his sleeve and dropped the ordinary's glasses on the rain jacket that lay on the deck in front of him.

"OKAY GANG! LET'S GO!" the longshoremen's straw boss stuck his head in the passageway, "IT'S LETTING' UP!"

Cohen picked up his twisted glasses and his rain jacket as the shore gang started past him on their way back out on deck.

"Thanks!" the young ordinary looked at the two AB's on his watch.

Chopper shrugged his big shoulders and nodded at the skinny seaman. He looked at the other AB in a half-apologetic way and started back to their fo'c'sle.

Cal followed him into the room, shaking his head.

"Shut up..." Chopper poured himself and Cal another cup of coffee—then held up the pot as the ordinary entered. "How about it there..." He motioned to the clean mug sitting on the table. "... watch partner?"

© 1991 by Larry Reiner

## Seafarer Reiner Pursues Second Career



AB Larry Reiner has made a second career writing about seamen and life in the merchant marine.

The SIU member draws from his 40 years of experience as a merchant mariner, mostly aboard tankers. He became a full book

member of the SIU in 1951.

Reiner published his first novel, *Minute of Silence*, last year. He is presently at work on a novel about a captain on a maritime prepositioning ship—but continues to sail—and to write short stories.

The photo of the author, at left, was taken aboard the 1st Lt. Baldomero Lopez earlier this year.

## What Others Are Saying About Minute of Silence

— "More than a powerful sea story; timely, important"

— "Larry Reiner captures with authenticity the language and action of the men of the sea"

— "This is a book that needs to be read by everyone concerned with or affected by the tanker business"

— "This is a powerful tale"

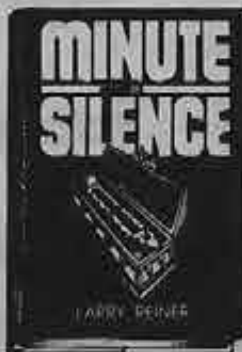
— "... a novel that I couldn't put down!!!"

— "Would make a great movie!"

These are just a few of the reactions to Larry Reiner's first novel, *Minute of Silence*.

This 268-page action-packed drama is available in hardback for \$18.95 from Integra Press, 1702 W. Camelback Road, Suite 119, Phoenix, Ariz. 85015. Shipping costs will be paid by the publishing company on books ordered before the end of December.

The author will be happy to autograph books purchased by SIU members and pensioners, unless he is at sea.



## SUMMARY ANNUAL REPORT FOR MCS-PMA SUPPLEMENTARY PENSION TRUST FUNDS

This is a summary of the annual report of the MCS-PMA Supplementary Pension Trust Fund EIN-51-6097856 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 \$1,454,881. These expenses included \$186,077 in administrative expenses, and \$1,268,804 in benefits paid to participants and beneficiaries. A total of 2,117 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 \$11,157,431 as of December 31, 1990, compared to \$11,338,447 as of January 1, 1990. During the Plan year, the Plan experienced a (decrease) in its net assets of (\$181,016). This decrease includes unrealized appreciation in the value of the 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 \$1,273,865 including employer contributions of \$600,223, loss of (\$43,230) from the sale of assets, and earnings from investments of \$716,872.

### 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,
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 Nicholas J. Marrone, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$3.00 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 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, Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.



## 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.

### SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 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).

The Trust has committed itself to pay claims incurred under the terms of the Plan.

#### Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was a deficit (\$555,599) as of December 31, 1990, compared to a deficit of (\$2,051,767) as of January 1, 1990. During the Plan year, the Plan experienced an increase in its net assets of \$1,496,168.

During the Plan year, the Plan had total income of \$36,887,988, including employer contributions of \$36,261,148; earnings from investments of \$494,957 and other income of \$131,883. Plan expenses were \$35,391,820. These expenses included \$3,442,015 in administrative expenses, \$29,652,533 in benefits paid to participants and beneficiaries, and \$2,297,272 in other expenses (payroll taxes on vacation benefits).

#### 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. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Nicholas J. Marrone, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$1.60 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 located at 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to Public Disclosure, Room N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.



**1992 Scholarships  
available to SEAFARERS  
& their dependents**

For further information, see an SIU official at any union hall—or contact the Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Maryland 20746.

**DEADLINE • APRIL 15**



# The Seafarer

by Thurston John Lewis

*I have turned many a wheel  
On many a mighty sea  
Stranded on foreign field  
There was no home for me.*

*I have sailed in war and peace  
Two ships blasted high;  
But whatever the cost, whatever is lost  
I must sail beneath the sky.*

*I have been offered shore jobs  
Pushing a pencil or pen  
And I've considered taking them  
But the sea would always win.*

*I'm not a romantic fellow  
To go off in ecstasy  
At the sight of a moon that's mellow  
On the blue of the Caribee.*

*I long for a house and a wife and a child  
And I love my country free  
But the sea is something wide and wild  
And it's always calling me.*

(This poem was first published in the LOG many years ago when Thurston Lewis still went down to the sea in ships. It was published in the Arkansas Democrat last year and won the Golden Poet's award in Sacramento. Brother Lewis is now retired in Arkadelphia, Arkansas.)



# The Merchant Marine

by Charlie M. Belton

*We leave family and friends to travel the sea,  
A brave gang of professionals, that's who we be.*

*Crewed our ships to move our forces,  
As the mate plots and plans our various courses.*

*No matter where, no matter when,  
We travel the globe to the very end.*

*Some voyages seem long with restless days,  
But we go about our work in subtle ways.*

*Every member assigned a particular task,  
From engineroom bilge, to the top of the mast.*

*Nothing's more amazing than this large mass in motion,  
From dock, to channel, to open ocean.*

*Crossing date lines and time zones we venture on,  
Knowing we're one day closer to home.*

*Takes a special kind of people to sail the sea,  
And that's the kind of people we choose to be.*

*Very seldom talked about, and rarely seen,  
We, the sea travelers, called... The Merchant Marine.*

(Charlie Belton sails as an engineer/utility, most recently aboard the S/S Wright. He wrote this poem during Operation Desert Shield while on the Red Sea.)



# The Sailor's Wife

by Emily A. Larson

*My husband is a sailing man. After quite a few years  
we still hold hands.*

*He's quiet, gentle and very kind, with a sweet smile  
and a very sharp mind.*

*Our life has been spent mostly apart.  
It truly is hard on my heart.*

*But I love him more than anyone knows.  
So I accept his trade and reply, "So it goes."*

*I treasure the time we do have together,  
dreading times when it's sailing weather.*

*I worry about him losing his life.  
These lakes have storms and that's hard on a wife.*

*But he is a sailor of most lakes and seas.  
Home for three months, then gone with the breeze.*

*No other man can take his place,  
so I'll stay alone, until I see his face.*

(Emily A. Larson is the wife of SIU member David V. Larson, wheelsman on the Kinsman Enterprise.)

# LOG-A-RHYTHMS

*Going to sea evokes  
many different feel-  
ings; among them,  
pride, loneliness,  
love, fear,  
courage, adventure.*

*The poems on this  
page, written by  
Seafarers, pensioners  
and members of their  
families, reflect some  
of these thoughts and  
emotions.*



# Symphony of Power

by William David Kirby

*Sitting here in the crows nest,  
the sea pounding there below.  
The urge to leave this lofty perch  
keeps tugging at my toe.*

*I've seen these waters move  
from mountains into dells,  
and I've rode these seven seas  
through seven kinds of hells.*

*Always in my mind, I think,  
the big one's on its way.  
The one we're always looking for,  
each foggy night, and day.*

*The unknown keeps the spice alive,  
to gamble one more fight.  
The challenge to compete again,  
with Mother Nature's Might.*

*Cyclonic winds are howling now,  
and lightning streaks the sky.  
The seas are growing higher still,  
with heaves that never die.*

*The frothing sea that follows us,  
is twinkling in the night.  
Her wildest fury yet unspent,  
is quite a lovely sight.*

*Men would never let her woo them,  
the greatest power alive.  
If something deep inside them feared  
they never would survive.*

*It's always been that way I guess,  
She'll plant her hearty seed.  
Then search among us mortals  
till she satisfies her need.*

*I marvel at the splendor  
she invites me to each time.  
Her tune's always enchanting,  
and her melody sublime.*

*Celestial bells are ringing now  
to a strange and lofty note.  
Her music's of some nether world,  
in a symphony afloat.*

*Nowhere else on all the earth,  
is there a greater scene.  
Flutes, and pipes, and magic harps,  
in her lullaby serene.*

*Here I sit above it all,  
looking down upon her stage.  
Entranced by every violent move,  
excited by her rage.*

(William David Kirby—whose pseudonym is Stephen Nathaniel Wilkerson—sails out of the port of Norfolk, most recently as an AB aboard the Sea-Land Caribbean.)

# A Seafarer's Pride

by Russ Levin

*Where be the young man who goes to sea,  
for he does not come around anymore.*

*Nor wave nor whale calls to him  
nor any distant shore.*

*Oh he has turned his eye to the shore  
and alas has forsaken the call.*

*The call that at one time  
could certainly harken to all.*

*And the ships sail short of a good young man  
for he no longer comes to the hall.*

*Many years have passed and his family has grown  
and his thoughts turn to when he was young.*

*Of a less humdrum life before he had taken a wife  
and a time before her name touched his tongue.*

*Of a time when the sea broke over the bow  
and he would stand in its lee.*

*Of a sweet time past in his youth  
before he had forsaken the sea.*

*The sights, the sound, the living ship  
all these images burst forth in his mind.*

*It was then that tears filled his eyes  
as he recalled the life he had left behind.*

*Then his warm recollections of his own youth  
were broken when his young son cried.*

*Now many a year has passed and the son has  
grown to be his father's pride.*

*It was a truly great day when this dad and his son  
stood so very tall.*

*And a special smile and a tear graced the dad's face  
as he saw his son enter the hiring hall.*

(Russ Levin sails as a marine electronics technician and is on staff at the Lundeberg School.)



# A Hula's Choreography

by Christopher Robert Chubb

*There they went, Hotel Street  
I did.*

*There they returned from with complaints,  
Waikiki geared:*

*Expensive women  
Too many shops  
touristy.*

*I was thirsty.*

*Spring Fed Stream  
Intervalling short Waterfalls  
Kind affection*

*Rainbows... several, above, just my area.*

*Non story rain  
Clean unhumid jungle life  
Towering palms  
Short bushes and ferns  
Innocent skin;  
wide white lei, revealing girl.*

*We had a whirl.*

*I also found... Her  
I found clean spring fed to drink of.  
I found the other things I thirsted for.*

*We showered in intervalling pools under  
waterfalls where we swam and affectioned to  
eyes, the rainbows, after cool, safe rains,  
provided by jungle life of all good plants given  
by the girl of soft breasts.*

*It was rest.*

*I found... HAWAII.*

(Brother Chubb sails as a steward assistant, most recently aboard the USNS Silas Bent.)



## Ships Digests

Continued from page 20

Crew asked contracts department to investigate why company was not fulfilling minimum contract food requirements. Next port: Jacksonville, Fla.

**WRIGHT** (AMSEA), August 29 — Chairman Don Yockey, Secretary Ivan Salis, Educational Director Phil Parent, Engine Delegate Walter Sargent, Steward Delegate Ronnie Hall. Educational director urged members to upgrade at Lundeborg School and read Seafarers LOG. No beefs or disputed OT reported. Crew thanked steward department.

**AMBASSADOR** (Crowley Caribbean Transport), September 21 — Chairman Leon Jekot, Secretary Milton Yournett, Deck Delegate C. Cepeda, Engine Delegate P. Patricca, Steward Delegate John Willis. Chairman announced payoff. Secretary encouraged SPAD donations. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew noted unsafe conditions in port of Everglade.

**AMERICAN CORMORANT** (Pacific Gulf Marine), September 2 — Chairman V. Huelett, Secretary D. Goggins. Chairman announced he received responses from headquarters. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew thanked galley gang, including Jerome Grimes and Jim Guthrie.

**CHARLES L. BROWN** (Transoceanic Cable), September 30 — Chairman J. Harrington, Secretary D. Wilson, Educational Director W. Carrol, Deck Delegate William Rackley, Engine Delegate Daniel Wise. No beefs or disputed OT reported. Chairman noted he had forms for holiday greetings to appear in Seafarers LOG.

**CAPE HORN** (IOM), September 8 — Chairman Paul Dornes, Secretary W. Perry, Educational Director C. Kranciso, Deck Delegate S. Del, Engine Delegate S. Brooks, Steward Delegate Donald L. Huffman. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for job well done.

**CAPE MENDOCINO** (OMI Corp.), September 29 — Chairman M. St. Angelo, Secretary Steven R. Hamilton, Educational Director Jeff McCranie, Deck Delegate Jessie Mixon, Steward Delegate John Collins. Chairman reminded crew to separate plastics. He announced payoff and layup. He thanked crew for donations for AB A. Murray and Oiler James McGonigal, who recently lost family members. Donations exceeded \$1,400. Educational director urged members to upgrade at Lundeborg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew gave vote of thanks to steward department, including Chief Steward Steve Ham-

ilton. AB Geo Dean Sr. reminded crew to have respect for those who are sleeping. He also noted importance of reading Seafarers LOG. Next port: Norfolk, Va.

**CONSTELLATION** (Maersk), September 16 — Chairman Thomas Atwell, Secretary M. Pabon, Deck Delegate Leo Zukowski, Engine Delegate J. Cronan, Steward Delegate C. Dominguez. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates.

**GALVESTON BAY** (Sea-Land Service), September 8 — Chairman David Manson, Secretary R. Hicks, Educational Director Michael Kovach. Chairman announced payoff. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew thanked galley gang for good food.

**GOLDEN ENDEAVOR** (American Maritime Transport), September 8 — Chairman Luke Wells, Secretary F. Bishop. Educational director stressed importance of upgrading at Lundeborg School. No beefs or disputed OT reported.

**GOLDEN ENDEAVOR** (American Maritime Transport), September 29 — Chairman Luke Wells, Secretary F. Bishop, Educational Director A. Hickman. Chairman announced payoff. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Ice machine needs repair. Crew thanked steward department for good work.

**GREEN VALLEY** (Waterman Steamship), September 15 — Chairman A. Mack, Secretary C. Scott, Educational Director K. Jordan. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman thanked all hands for good trip.

**FRANCES HAMMER** (Ocean Shipholding), September 9 — Chairman Richard Wilson, Secretary G. Melvin, Educational Director T. Jacobsen, Deck Delegate William Galloway, Engine Delegate G. Demetropoulos, Steward Delegate T. Gonzales. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for good work. Next port: Jacksonville, Fla.

**JULIUS HAMMER** (Ocean Shipholding), September 29 — Chairman Walter Petty, Deck Delegate John Rawley, Steward Delegate D. Kinard. No beefs or disputed OT reported.

**HUMACAO** (Puerto Rico Marine), September 1 — Chairman L. Rodriguez, Secretary H. Galicki, Educational Director W. Turner, Deck Delegate B. Fountain, Engine Delegate J. Harris, Steward Delegate D. Herrera. Chairman announced payoff. He reminded members about importance of SPAD. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Elizabeth, N.J.

**INGER** (Sea Lift), September 8 — Chairman S. Jandora, Secretary W. Lau. Chairman announced payoff. No beefs or disputed OT reported. Crew thanked steward department.

**ITB BALTIMORE** (Sheridan Transportation), September 1 — Chairman Don Plummer, Secretary Andrew Hagan, Educational Director P. Honeycutt, Deck Delegate Joe Caruso, Engine Delegate Carlos Bonefont, Steward Delegate Nelson Morales. No beefs or disputed OT reported. Crew thanked steward department for barbecues.

**ITB NEW YORK** (Sheridan Transportation), September 28 — Chairman S. Pinkham, Secretary Kris Hopkins, Educational Director R. McKinzie, Deck Delegate Edward Luzier, Engine Delegate Luis Pagan, Steward Delegate Sylvester Gause. Chairman advised members to attend benefits conferences. He encouraged members to read Seafarers LOG and fill out Christmas message forms. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Chairman thanked ABs Ed Luzier and Jim Thorton for their work. He thanked Chief Cook Sly Gause for his ef-

forts. Crew thanked Chief Steward K. Hopkins for making this feel like a real SIU ship.

**ITB PHILADELPHIA** (Sheridan Transportation), September 3 — Chairman V.T. Nielsen, Secretary J.P. Emidy, Educational Director J.R. Carnell, Deck Delegate John Wolfe, Steward Delegate A. Banky III. Chairman reported everything running smoothly. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crewmembers discussed importance of SPAD. Crew thanked galley gang for fine meals and service. Next port: New York.

**LAKE** (AMSEA), September 15 — Chairman Jack C. Cooper. Chairman thanked all hands for jobs well done. No beefs or disputed OT reported.

**SAM LAUD** (American Steamship), September 30 — Chairman William Mulcahy, Secretary John Cull, Deck Delegate Howard Herold, Steward Delegate Roy Calo. Chairman reported quality and quantity of food aboard has improved greatly since last meeting. Crew thanked steward department for great job. Crew discussed importance of upgrading at Lundeborg School and importance of SPAD. No beefs or disputed OT reported. Crew requested radio antenna system be installed, as captain no longer allows single strand wires to be placed out of portholes. Crew asked that sign be posted in Great Lakes hiring halls advising members to be mindful of proper way to dispose of aerosol cans (not in regular burnable trash).

**LIBERTY SEA** (Liberty Maritime), September 23 — Chairman W. Davis, Secretary P. Crum, Deck Delegate R. Lopez, Engine Delegate J. Bell, Steward Delegate S. Daranda. Chairman reported everything running smoothly, gave vote of thanks to all departments. No beefs or disputed OT reported. Next port: Norfolk, Va.

**LNG GEMINI** (ETC), September 8 — Chairman R. Schwarz, Secretary R. Adams. No beefs or disputed OT reported. Crew thanked steward department for good work and pool parties.

**LNG LEO** (ETC), September 8 — Chairman J. Garner, Secretary L. Achmad, Educational Director David Terry, Deck Delegate G. Holland, Steward Delegate K. Greenidge. Chairman reported smooth sailing. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates.

**LNG TAURUS** (ETC), September 8 — Chairman Luther Myrex, Secretary Doyle E. Cornelius, Educational Director Mark Freeman, Deck Delegate Terry Hill, Engine Delegate Richard Robertson, Steward Delegate Martin Buck. Chairman stressed importance of upgrading at Lundeborg School, also noted educational classes offered at Piney Point. Secretary asked crewmembers to keep videotapes in library. Educational director asked members to cooperate in keeping lounge and rooms clean. Treasurer reported \$385 in ship's fund and nine refrigerators in system. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**LNG VIRGO** (ETC), September 1 — Chairman Carlos Pineda, Secretary Robert Forshee, Deck Delegate David Centofanti, Engine Delegate I. Salomons, Steward Delegate Ronald E. Aubuchon. Chairman reported smooth sailing, thanked all hands for cooperation. He urged members to upgrade at Lundeborg School. Treasurer reported \$560 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew was reminded to log in and out when going ashore.

**R.G. MATTHEISON**, (Ocean Shipholding), September 1 — Chairman James Martin, Secretary M. Abdelfattah, Educational Director Donald Leight, Deck Delegate Marc Taylor, Engine Delegate M. Fennell, Steward Delegate Arturo Nelson. Chairman encouraged crew to upgrade at Lundeborg School. Educational director also encouraged members to upgrade. Treasurer reported \$48 in ship's fund. No beefs

## Fireboat Drill at Sea



On board the Sea-Land Expedition, OMU Jose Villot and AB Carlos Garcia participate in a fireboat drill.

or disputed OT reported.

**MV RANGER** (Vulcan Carriers), September 8 — Chairman L. Manry, Secretary R. Linasan, Educational Director M. Vacca, Deck Delegate Ernest Ford, Engine Delegate Ray Harrison, Steward Delegate Joanne Knight. Chairman announced payoff. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crewmembers were asked to bring local newspapers when signing on. Next port: Singapore.

**MV RANGER** (Vulcan Carriers), September 15 — Chairman Larry Manry, Secretary R. Linasan, Educational Director M. Vacca, Deck Delegate Ernest Ford, Engine Delegate Ray Harrison, Steward Delegate Joanne Knight. Crew asked for more copies of Seafarers LOG. Educational director urged members to upgrade at Lundeborg School. Treasurer reported that \$100 ship's fund was in safe that was stolen by pirates in Singapore. No beefs or disputed OT reported. Crew warned other vessels to beware of pirates along Singapore straits. Next port: Korea.

**MV RANGER** (Vulcan Carriers), September 29 — Chairman L. Manry, Secretary R. Linasan. No beefs or disputed OT reported. Ice machine still needs repair.

**NEDLLOYD HUDSON** (Sea-Land Service), September 15 — Chairman John Neff, Secretary Steven Parker, Deck Delegate T. Joon, Steward Delegate T. McNellis. Chairman reminded members to keep rooms clean and go through department channels when handling beefs. Educational director stressed importance of upgrading at Lundeborg School. Treasurer reported \$540 in movie fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew extended vote of thanks to steward department for 100 percent improvement of meals, service and menus. Next port: Norfolk, Va.

**OMI DYNACHEM** (OMI Corp.), September 1 — Chairman Larry Kunc, Secretary Steven Wagner, Deck Delegate Terry Thomas, Engine Delegate Robert Pritchett, Steward Delegate James Hatfield. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Next port: Long Beach, Calif.

**OMI HUDSON** (OMI Corp.), September 15 — Chairman Calvin Miles, Secretary M. Flores. Chairman announced payoff. No beefs or disputed OT reported. Crew thanked galley gang for good meals throughout long voyage.

**OMI SACRAMENTO** (OMI Corp.), September 23 — Chairman Ray Gorju, Secretary R. Cavalcanti, Educational Director Vincent Limon. Chairman reminded members to upgrade at Lundeborg School and donate to SPAD. Educational director noted importance of upgrading. No beefs or disputed OT reported. Next port: Norfolk, Va.

## Opening the Valves



AB Roberto Diaz checks the water valve operation during a fireboat drill on board the Sea-Land Expedition.



# Final Departures

## DEEP SEA

### ARTURO AGUILAR

Pensioner Arturo Aguilar, 69, passed away August 20. Born in San Antonio, Texas, he joined the SIU in 1958 in the port of Houston. Brother Aguilar shipped in the steward department. He began receiving his pension in December 1988. He also served in the Navy from 1942 to 1945.

### BONIFACIO ALMASCO



Bonifacio Almasco, 69, died August 27. He was born in the Philippine Islands and joined the Seafarers in 1975 in the port of New York. Brother Almasco sailed in the deck department. He was an active member at the time of his death.

### EVANGELOS BOUBOULINIS

Pensioner Evangelos Bouboulis, 83, recently passed away. A native of Greece, he joined the union in 1956 in the port of Baltimore. Brother Bouboulis shipped in the deck department. He retired in February 1971.

### JAMES T. BRENNAN



James T. Brennan, 64, died August 13. He was born in New York and joined the

SIU in 1957 in the port of San Francisco. Brother Brennan upgraded to chief steward in 1985 and also served in the Army from 1947 to 1948. He last shipped in 1986.

### ANDRE CARVALHO

Pensioner Andre Carvalho, 87, passed away October 6. The Portuguese native joined the union in 1949 in the port of New York. Brother Carvalho sailed as a member of the galley gang. He retired in October 1968.

### AH SHEU CHEN



Pensioner Ah Sheu Chen, 71, died September 18. Born in China, he joined the Sea-

farers in 1957 in the port of San Francisco. Brother Chen shipped in the steward department and in 1960 received a safety award for work on board the Kyska. He retired in December 1975.

### GEORGE COLAR



Pensioner George Colar, 66, died April 1 due to a gunshot wound to the head. He joined

the union in 1955 in his native New Orleans and shipped in the steward department. Brother Colar retired in December 1982. He also served in the Army from 1943 until 1946.

### FRANCISCO COSTA



Pensioner Francisco Costa, 91, passed away October 3. Born in Spain, he

joined the SIU in 1955 in the port of New York. Brother Costa sailed in the steward department. He began receiving his pension in March 1977.

### JIMMIE DALE

Pensioner Jimmie Dale, 76, died August 26. A native of the Philippines, he joined the Seafarers in 1967 in the port of New York. Brother Dale sailed in the deck department, and he also served in the Army from 1942 until 1945. He retired in November 1985.

### THOMAS DANBECK

Thomas Danbeck, 59, passed away October 6. He joined the union in 1956 in his native New York. Brother Danbeck shipped in both the deck and steward departments. He last sailed in 1989.

### ALLEN ELLIS



Pensioner Allen Ellis, 77, died September 3. He was born in Florida and in

1939 became a charter member when he joined the SIU in the port of Baltimore. Brother Ellis shipped in the black-gang. He began collecting his pension in February 1979.

### DAVID GIBSON



David Gibson, 43, recently passed away. He joined the union in 1967 in

his native Mobile, Ala. Brother Gibson shipped in both the deck and engine departments, and he upgraded frequently. He was an active member at the time of his death.

### SAM HARDIN



Sam Hardin, 51, passed away September 2. He was born in Arkansas

and in 1968 joined the SIU in the port of New York. Brother Hardin shipped in the engine department. He served in the Marine Corps from 1962 until 1964. He was an active member at the time of his death.

### ROBERT HAMMAN

Robert Hamman, 35, died May 27 due to heart complications. The native of Baltimore graduated from the Lundeberg School in 1981 and first shipped on the LNG Leo. An Army veteran, he sailed in the deck department. Brother Hamman was an active member at the time of his death.

### EDWARD INGEBRIGHTSEN



Edward Ingebrightsen, 63, died July 23. Born in Gladstone, Mich., he

joined the union in 1975 in Yokohama, Japan. Brother Ingebrightsen sailed in both the deck and steward departments, and he also served in the Army from 1946 to 1947. He was an active member at the time of his death.

### MICHAEL KOVENZ



Pensioner Michael Kovenz, 72, passed away August 30. A native of Bill-

ings, Mont., he joined the Seafarers in 1962 in the port of San Francisco. Brother Kovenz shipped in the black-gang. He retired in May 1988.

### HOSEA MCBRIDE



Pensioner Hosea McBride, 70, died September 4. He was born in Charlotte,

N.C. and in 1955 joined the SIU in the port of Baltimore. Brother McBride sailed in the steward department. He began receiving his pension in December 1986.

### ERNEST NEWHALL



Pensioner Ernest Newhall, 75, suffered a fatal stroke September 24.

The Massachusetts native joined the union in 1953 in the port of New York. Brother Newhall sailed in the steward department, and he also served in the Army from 1943 to 1945. He retired in February 1983.

### EDUARDO PADILLA



Eduardo Padilla, 50, died September 11. He was born in Puerto Rico and

in 1971 joined the SIU in the

port of New York. Brother Padilla sailed in the steward and engine departments, and he upgraded frequently at the Lundeberg School. He last shipped in April 1990.

### CHARLIE RANSOM



Charlie Ransom, 64, passed away March 5. The Alabama native

joined the Seafarers in 1968 in the port of Mobile, Ala. Brother Ransom sailed in the black-gang and in 1977 he upgraded at the Lundeberg School. He also served in the Army from 1946 until 1958. Brother Ransom last sailed in 1986.

### JOSVALDO TROCHE



Osvaldo Troche, 48, passed away August 30. A native of Puerto Rico, he

joined the Seafarers in 1969 in the port of New York. Brother Troche sailed in the engine department and in 1978 upgraded to QMED. He last shipped in 1982.

### WILLIE TURNER



Pensioner Willie Turner, 78, died August 14. He was born in Arkansas and in

1961 joined the Marine Cooks and Stewards in the port of San Francisco, before that union merged with the AGLIWD. Brother Turner began collecting his pension in December 1978.

## INLAND

### LEROY BENOIT



Pensioner Leroy Benoit, 65, died September 2. He was born in Gum Cove, La.

and in 1967 joined the union in the port of Port Arthur, Texas. Boatman Benoit sailed as a tanker, and he also served in the Navy from 1942 until 1950. He began receiving his pension in March 1988.

### JOHN FORTENBERRY



Pensioner John Fortenberry, 66, passed away August 30. A native of Missis-

sippi, he joined the Seafarers in 1978 in the port of New Orleans. Boatman Fortenberry

shipped in the steward department. He served in the Navy from 1943 to 1946. He retired in March 1987.

### ALTON BEALS

Pensioner Alton Beals, 75, passed away September 5. Born in North Carolina, he joined the union in 1961 in the port of Norfolk, Va. Boatman Beals shipped as a mate. He retired in February 1981.

### JOHN C. MORAN

John C. Moran, 66, passed away November 28, 1990. He was born in Barth, Miss. and in 1963 joined the union in the port of New Orleans. Boatman Moran shipped in the deck department. He served in the Army from 1943 to 1945 and again from 1951 until 1954. He last sailed in 1978.

### BENJAMIN PRUITT

Pensioner Benjamin Pruitt, 77, suffered a fatal heart attack August 19. A native of Coal Run, Ky., he joined the Seafarers in 1961 in the port of Norfolk, Va. Boatman Pruitt sailed in the deck department. He began receiving his pension in April 1977.

### JOSEPH SURWILA



Joseph Surwila, 61, passed away September 21. Born in Boston, he joined

the union in 1969 in the port of Norfolk, Va. Boatman Surwila shipped in the deck department; he also served in the Navy from 1944 to 1966. He last sailed in 1987.

### JOHN TRAWKA



Pensioner John Trawka, 67, died August 13 as a result of cancer. He joined

the union in 1971 in his native Philadelphia. Boatman Trawka shipped in the deck department. He served in the Army from 1943 until 1945. He began receiving his pension in June 1986.

## GREAT LAKES

### WARREN RICHLEY



Pensioner Warren Richley, 76, died October 6. He joined the Seafarers in 1954

in his native Elberta, Mich. Brother Richley sailed in the black-gang. He retired in February 1975.

## RAILROAD MARINE

### ROCCO RIZZO

Pensioner Rocco Rizzo, 81, passed away September 13. He joined the union in 1960 in his native New York. Boatman Rizzo sailed in the deck department. He retired in July 1970.



# Lundeberg School Graduates Eight Classes



**Trainee Lifeboat Class 481**—Graduating from trainee lifeboat class 481 are (from left, kneeling) Alex Busby, Yaser Mawari, Lance Sholes, Derrick Garror, Randall Corey, David Superson, (second row) Ben Cusic (instructor), Derrick Payton, James Duffy, John Sumlin, Jon Bolton, Andrew Rasmussen, Brandon Purcell, Jesse Sargent, Gregory Carroll, (third row) Rodney Irons, Jonathan James, Kendal Taylor, Bob Jennette, Paul Flaherty, Steven Meridith, Scott Walton and Thomas Ragler.



**Trainee Lifeboat Class 482**—Recently graduating from trainee lifeboat class 482 are (from left, kneeling) James Mohrmann, Tim Lowe, Tony Wiggins, Zenia Thomas, Gary White, Bert Herriman, (second row) Efrem Scott, Raymond Kolonias, Charles Lang, Martin Knezevich, Vilma Valentin, Johnny Billiot, Tim Greenawalt, Anthony Hickman, Arthur Patterson, (third row) Jim Brown (instructor), James Doyle, Draten Hanna, Dave Hamilton, (fourth row) Bryan Honeycutt, Monty Hernandez, Jeff Thurman, James Henley and Keith Warde.



**Pumproom Maintenance and Operations**—Completing the course of instruction in pumproom maintenance and operations are (from left, kneeling) Kevin Wray, C. Suazo, Jorge Bonelli, (second row) Jim Copeland, Robert Benson, Charles Mispagel, Bobby Spence, (third row) Hugh McAllister, Charles Betz, Dave Vargo, Tom Hogan and Randall Story.



**Refrigeration Class**—Receiving their certificates of course completion are (from left, front row) Eric Malzkahn (instructor), John Wong, Kevin Wray, John Penrose, James Weismore, Wayne Gonsalves, (second row) Robert Stancavage, Bob Hamil, Donald Morgan, Randall Story, Rick Stewart, (third row) James Brock, E.A. Richman and John Copeland.



**Upgraders Lifeboat**—Certificates of training were received by the September 24 class of upgraders. They are (from left, kneeling) Alejandro Martinez, Bennie Jones, Jenny Marquis, Florencia, Farquhar, Steven Bird, Calvin Jaurhett, Michael Perez, (second row) Ben Cusic (instructor), Marco Maffioli, Don Graves, Elizabeth Tramontana, McKinley Jones Jr., R.T. Seim and Gustau Ossorio.



**Fireman, Oiler, Watertender**—Working their way up the engine department ratings are (from left, kneeling) Kay Small, Daniel Costodio, Jesus Pilare, Eric Smith, Amos Myers, Charles Scott, Douglas DeMonte, (second row) Robert Bentley, Leonel Lazo, Kim Janics, Eric McKinney, Antonio Reese, Andrea Simmons, Anthony Cassell, Orlando Reveron Sr., Erik Doyle, Mark Perry, (third row) Peter Littman, Daniel Pounds, Evan Saunders, Mike Webster, Richard Raulerson, John Lancy, David White, Stanley Golden, Yul Vanterpool, Ricardo Ramirez, Bruce Barber, Eron Hall and J.C. Wiegman (instructor).



**Upgraders Lifeboat**—Receiving their lifeboat training certificates on October 8 are (from left, kneeling) John Hora Jr., Nelson Poe, Kevin Hill, Ricky Ferguson, David Shaw, John Ferguson, Mark Nonnamaker, (second row) Ivan Rakyla Jr., C.A. Warren, Jeffrey Swain, Phillip Johnson, Richard Feague, Steve Pate and Jake Karaczynski (instructor).



**Sealift Operations**—Completing the sealift course are (from left, kneeling) Sonny Moe, Susan Taylor, Jesus Pilare, Kay Small, Randall Ellison, Eugene Beverly, (second row) Alex Rilejo, Christina Adolpho, Jose Rodriguez, Samuel Reese, Eugene Kyzar, Ervin Bronstein (third row) Harry Berggren, Evan Souders, Anthony Heinoldt, Harry McCleug, Stanley Gordon and Tom Gilliam (instructor).



## 1991-92 UPGRADING COURSE SCHEDULE

The following is the current course schedule for December 1991-May 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 membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf.

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	January 20 March 16 May 11	February 28 April 24 June 19

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

Lifeboatman	December 9 January 6 January 20 February 3 February 17 March 2 March 16 March 30 April 13 April 27 May 11 May 25	December 20 January 17 January 31 February 14 February 28 March 13 March 27 April 10 April 24 May 8 May 22 June 12
Ship Handling	December 2 January 27 March 2 May 4	December 13 February 7 March 13 May 15
Radar Observer Unlimited	December 16 January 20 March 16 May 18	December 20 January 24 March 20 May 22
Celestial Navigation	February 10 April 6 January 6	March 6 May 1 April 17
Third Mate	May 4	August 14
Limited Mates License	January 27	March 3

Upon completion, the Sealift Operations course must be taken.

Tankerman	November 11 March 16	December 6 April 10
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## Oil Spill Course

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

Upon completion, the Sealift Operations course must be taken.

## Recertification Programs

Course	Check-In Date	Completion Date
Boatman Recertification	March 30	May 4
Steward Recertification	January 27	March 2

## 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	January 6 May 11	March 27 July 31
Fireman/Watertender and Oiler	January 20 March 16 May 11	February 28 April 24 June 19

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

Pumproom Maintenance & Operations	January 6 May 11	February 14 June 19
Marine Electrical Maintenance	January 6 March 16	February 21 May 8
Assistant Engineer (Deep Sea & Inland)	March 2	May 8
Refrigeration Maintenance & Operations	January 6	February 14

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

## 1991-92 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 if you are interested in attending.

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

## SHLSS College Program Schedule for 1992

FULL 8-week Sessions	Check-In Date	Completion Date
	January 6 March 16	February 28 May 8

## UPGRADING APPLICATION

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

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

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

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

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

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

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

U.S. Citizen: ☐ Yes ☐ No Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, which program: from \_\_\_\_\_ to \_\_\_\_\_

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

Have you attended any SHLSS upgrading courses? ☐ Yes ☐ No

If yes, course(s) taken \_\_\_\_\_

Have you taken any SHLSS Sealift Operations courses? ☐ Yes ☐ No

If yes, how many weeks have you completed? \_\_\_\_\_

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

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

Date available for training \_\_\_\_\_

Primary language spoken \_\_\_\_\_

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

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

- ☐ FOWT
- ☐ QMED-Any Rating
- ☐ Variable Speed DC Drive Systems (Marine Electronics)

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

## STEWARD

- ☐ Assistant Cook Utility
- ☐ Cook and Baker
- ☐ Chief Cook
- ☐ Chief Steward
- ☐ Towboat Inland Cook

## ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman (Must be taken with another course)

## ADULT EDUCATION DEPARTMENT

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

## COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

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



## Guide to 1992 Lundeberg School Courses

A brief description of all the upgrading courses to be offered at the Lundeberg School in 1992 as well as a course schedule can be found in this month's Special Supplement.

## Aquarius Crew Rescues Six in Heavy South China Seas

Seafarers aboard the LNG Aquarius helped rescue six crewmembers from a sinking Panamanian-flag vessel the night of September 21, 50 miles off the east coast of Taiwan.

Coordinating the rescue which included three other vessels, the Aquarius overcame 40-knot winds and eight- to 10-meter seas during the operation. All 17 crewmembers from the Panamanian Marine Future were saved, with the MV Primo picking up 10 people, the Aquarius collecting six and the MV Novalis rescuing one who was separated from the others.

SIU members aboard the Aquarius, which is operated by Energy Transportation Corp., during the rescue were: Bosun Tom Brooks; ABs M. Chester, Woody Shelton, J. Rhodes, Jeff Amendolia, F. Volger and L. Lehner; OSs G. Gildersleeve Jr., Angel Reyes and Scott Langlois; QMEDs W. Fey, V. Larimer and D. Busby; SAs J. Walsh, C. Curtis and K. Mageed; and Chief Cook H. Daniels.

Second mate Larry Dickens reported the events in a letter to the Seafarers LOG.

### Weather Worsens

During daylight on September 21, the weather deteriorated as the Aquarius approached from the south of Taiwan. By nightfall, a small typhoon near that area caused rough seas and high winds.

Around 10 p.m., the Aquarius picked up a Mayday call from the Marine Future. The Marine Future, 20 miles south of the Aquarius, was carrying a load of logs. When the cargo shifted in the severe weather, water poured through two

of the holds.

The Novalis and Primo also responded to the Mayday, and shortly thereafter another ship, Sincere No. 8, joined the rescue effort.

On the Aquarius, searchlights on both bridge wings and on the bow were rigged and manned, and off-duty crew came out to help on deck. Bosun Brooks, Gildersleeve, Langlois and Reyes had been working late performing maintenance, but they suddenly had new duties. One OS was assigned lookout duty on the bridge wing, while Brooks and the others gathered equipment for the rescue. Cargo nets, rope jacks ladders, extra life rings and heavy lines were brought to both gangways.

The Aquarius sighted the Marine Future from about 16 miles. Though the 90-meter Panamanian vessel was badly listing and her main deck was awash, the emergency diesel generator kept the deck lights alive.

When the Aquarius reached the scene, crewmembers spotted two lights several ship lengths from the Marine Future. As a flare was shot from one of the lights, Aquarius crewmembers were hopeful these were lifeboats or life rafts.

Since it was first on the scene, the Aquarius was designated the On Scene Rescue Coordinator. The vessel maneuvered to make a pass near the first light, which turned out to be a life raft.

But despite the 29,000 shaft horsepower of the engine's full astern bell, high winds prevented the Aquarius from slowing sufficiently as the raft drifted beyond the stern. Eventually it was the Primo which maneuvered through

floating logs and debris and put a line on the raft, at 11 p.m. Ten crewmembers were rescued shortly afterwards.

With those 10 safely on board, the Aquarius turned her attention to the second light. (At that time Sincere No. 8 had to break off from the effort, as that vessel could not navigate tightly through the rough seas.)

The second light proved to be a rigid lifeboat. Shortly before 1 a.m. the Aquarius pulled alongside and AB Shelton got a line on it by throwing a life ring with a line attached. Once the line was secured, Aquarius crewmembers worked the lifeboat down the starboard side. Handling of the engine aided in bringing the lifeboat beneath the gangway.

Tied off with safety lines and belts, and working under extreme conditions, Langlois and Reyes were at the bottom of the accommodation ladder assisting men as they came off the rope jacks ladder. There were several tense moments for Langlois, Reyes and the survivors, as the ladder was inun-

dated by wash from the sea.

It took three minutes to get the six survivors on board, though it seemed like an eternity, Dickens reported in a letter to the Seafarers LOG. No one needed medical attention.

Ninety minutes later the Novalis reported the rescue of the 17th and final crewmember, who was exhausted but safe. His life preserver light had saved his life.

Dickens and Captain J.J. Donahue both noted the critical importance of the use of lights and reflective tape. If it hadn't been for the survivors' use of lights and reflective tape on both craft, "we most likely would have never found any of them until daylight, which was six hours away," Dickens noted. "By then they all would have drifted well away from the scene."

Donahue commended all hands on the Aquarius, and he also gave special recognition to Langlois and Reyes. They were "working under extreme conditions" and are "deserving of high praise and commendation," Donahue reported.

## Ambassador Saves Five Refugees

The SIU-crewed Ambassador rescued five Cuban refugees north of Cuba September 22.

The refugees, all male, had been clinging to a frail, homemade raft while trying to reach the United States. They were weary but unharmed after the Ambassador's rescue.

AB Larry Garvin sighted a flashing light used by the Cubans, and the rescue took place shortly afterward with no complications. Steward/Baker Milton Younnett prepared a meal and blankets for the refugees. Younnett also communicated in Spanish to the Cubans, informing them they were in good hands.

"The looks of relief and gratefulness when they came on board the Ambassador is tough to describe," Bosun Leon Jekot said in a letter to the Seafarers LOG. "It felt good to do some good for our fellow man."

Jekot said the rescue made him appreciate being a U.S. citizen. "To see people put themselves in such a position at the mercy of the sea, with all the hazards, shows that people will do just about anything to come to the United States," he said. "They want an opportunity to make their lives better, and sometimes we seem to forget what we as Americans have."

"No matter how bad we may think things sometimes are, it



AB Ben Bess, Bosun Leon Jekot and Steward/Baker Milton Younnett pose with the five rescued Cuban refugees.

seems to be better than other countries. I think it boils down to just having a chance to make one's life better."

SIU members aboard the Ambassador during the rescue were Jekot, Garvin, Younnett, ABs B. Bess, C. Cepada, J. Violante, S. Lunas and T. Driggers, OSs A. Llorente and L. Rollins, QMEDs M. Duckworth, P. Patrick and J. Jourdan, QERM J. Dellinger, DEU P. Mathison, Wiper A. Pilot, SB G. Murray and GSU B. Wright.

The Ambassador is operated by Crowley Caribbean Transport.

## Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the membership of the SIU to help locate Crystal Marie Hudson.



Crystal Marie Hudson

The 17-year-old was last seen March 7, 1990 at approximately 2:00 p.m. on Highway 159 in Jennie, Ark. She is considered an endangered runaway.

The young woman has brown hair and green eyes. At the time of her disappearance, she was 5 ft. 3 in. tall and weighed 145 lbs. She has fair complexion with freckles. An identifying mark is a birthmark on her hip. She was last seen wearing a pink and white T-shirt, white jogging pants and brown leather boat shoes.

Anyone having information should contact The National Center for Missing and Exploited Children at (800) 843-5678 or the Chicot County (Arkansas) Sheriff's Office Missing Person's Unit at (501) 265-5372.