

SEAFARERS LOG



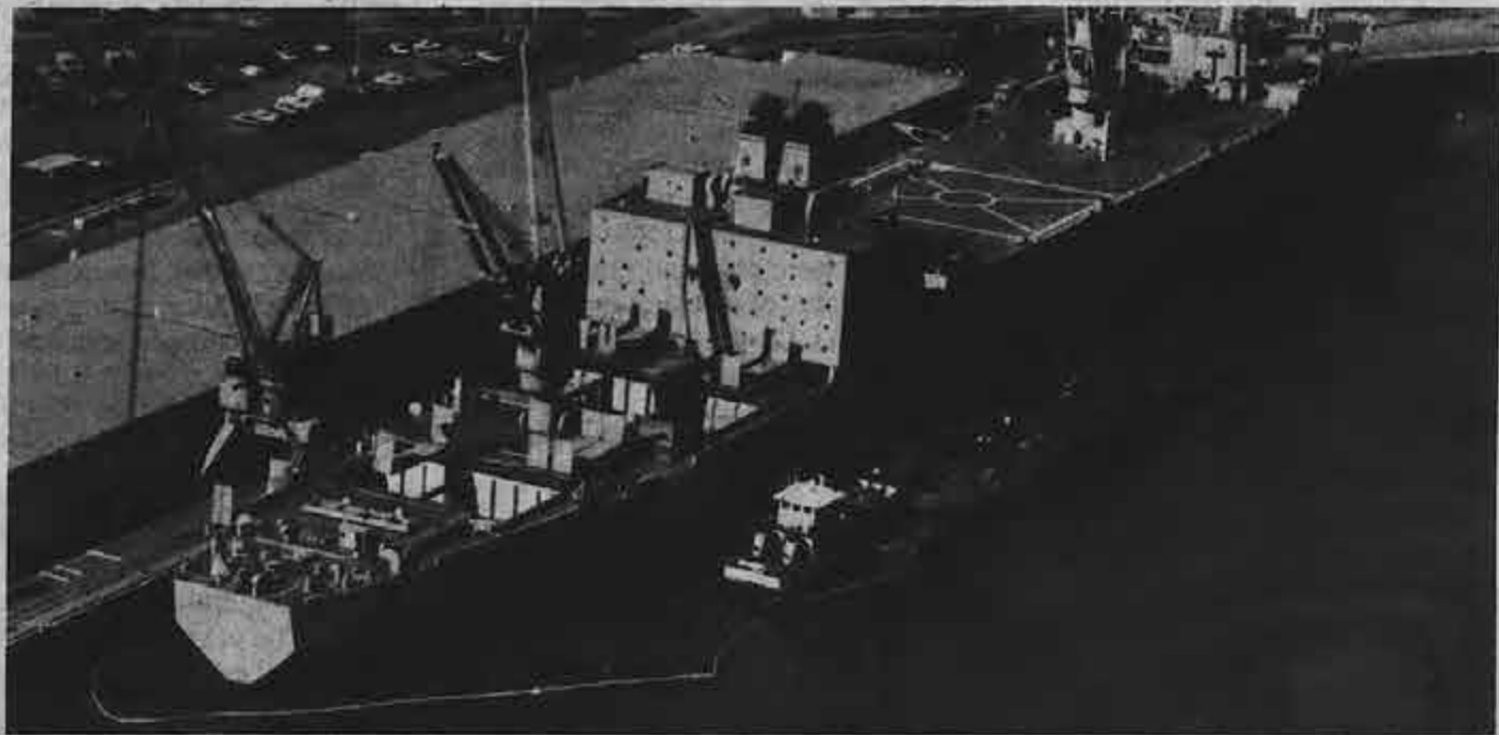
Volume 52, Number 8

August 1990

U.S. Merchant Fleet, Seafarers Respond To Mid-East Crisis

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Ships and Union Crews in Logistical Role



The Navy has activated its fast sealift vessels like the one in top photo, all of which are crewed by members of the SIU. After being loaded with materiel as shown in surrounding photos, the vessels were destined for the Persian Gulf. (Area map at left.)

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Attack on Preference Fails in Congress _____ Page 3

President's Report

Making the Hard Fight

The Congress has recessed until September, after a hectic session that included actions of major importance to seafaring people. Once again, events of the past months have demonstrated how critical it is for us to maintain a strong and efficient legislative presence on Washington's Capitol Hill.



the national security.

Topping the legislative matters we were concerned with was the farm bill on which the opponents of a U.S.-flag merchant marine tried to attach amendments that would have weakened or eliminated the participation of our ships in the carriage of taxpayer-supported agricultural export programs. Any one of the amendments, if adopted by Congress, could have sunk a substantial portion of the commercial fleet; at a time, incidentally, when such action could have had a serious impact on

Powerful Opposition

Your union, of course, was deeply engaged in the fight to beat back the anti-shipping amendments, a struggle in which we had our work cut out for us. Lined up against us were the billion-dollar grain trading companies, many of which have ties with international operations with ownership and/or control of vast numbers of foreign-flag ships ready to replace American vessels. Lots and lots of Seafarers' jobs were at stake.

After the attempts to float the anti-U.S.-flag shipping amendments were defeated procedurally in the House of Representatives, a lobbying assault was mounted by the grain dealers on the Senate side. The senators who supported their view debated vigorously and used a number of parliamentary tactics to hang anti-merchant marine amendments on the farm bill. They were defeated by a margin of two-to-one on the first attempt, 62 senators showing they clearly understood the potential dangers—not only to shipping, but more importantly to the national interest—to 34 voting for the grain people. Both the House and Senate versions of the farm bill now go to a conference committee to smooth out differences.

SIU representatives played an important role in explaining the issues to the senators and representatives and their staffs—before and during the times the issue was under consideration.

Thanks to these Senators

We are expressing the gratitude of our organization to the senators, who like their counterparts in the House, were in the forefront of the fight to protect American-flag shipping and the jobs of Seafarers. Senators John Breaux, Democrat of Louisiana, and Thad Cochran, Republican of Mississippi, led the fight. They were ably and effectively assisted by several ardent and articulate advocates of a strong merchant marine, among them Senators Barbara Mikulski, Democrat of Maryland; Daniel Inouye, Democrat of Hawaii; Ted Stevens, Republican of Alaska; Paul Sarbanes, Democrat of Maryland; and Ernest Hollings, Democrat of South Carolina. (For a look at how the full Senate voted on the critical amendment, see page 4.)

Thanks to Congress, our nation avoided finding its oceangoing fleet weakened at a time when the Middle East crisis requires the maximum logistical capability. The current situation is just one more piece of evidence that without an adequate, active merchant fleet, the United States can never act like a world leader. I hope this point can be brought home to President Bush and those around him.

An Added Thought

This is the time for all of us to unite in support of the action of our government and its allies in meeting the crisis caused by Iraq's invasion of Kuwait. But it should be a signal to those who have sought to weaken further U.S.-flag shipping that America must rely on its own registry of private fleets and American crews to respond to the national needs, as in the case of the current problem in the Middle East.

A case in point is the recent farm bill, in which agribusiness interests touched off an assault on cargo preference, which, if successful, would have further diminished the ability of our privately-owned fleet to play its important role in times of conflict. But more on this at another time.

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Double Hull Legislation Is Signed by President

The president signed a bill August 18 that requires double hulls and double bottoms on tanker vessels operating in U.S. waters.

The bill, which has been debated for the last year, also will limit the hours crewmembers can work in 24-hour and 72-hour periods, require double hulls on all tankers of more than 5,000 gross tons entering U.S. ports by 2015, create a \$1 billion federal cleanup fund and demand detailed prevention and response planning by all vessels and maritime agencies.

Perhaps the part of the bill that will have the greatest effect on individual merchant mariners is the federal limits on the number of hours crewmembers can work aboard tankers. The National Transportation Safety Board listed fatigue and overworked crews as reasons for the Exxon Valdez accident and oil spill in Prince William Sound, Alaska. The March 1989 accident, the worst in the nation's history, became the impetus for enacting new legislation.

The new legislation places the following limits on hours worked aboard a tanker. "A licensed individual or seaman may not be permitted to work more than 15 hours in any 24-hour period or more than 36 hours in any 72-hour period except in an emergency or a drill." Under the bill, work includes any duties, administrative or physical, associated with the vessel performed on the tanker or on shore.

Angus "Red" Campbell, SIU vice president for collective bargaining, said such a provision will not affect any of the union's tanker agreements. "The Coast Guard is watching out for the fatigue factor by including this," he noted.

House and Senate conferees earlier had agreed to implement a complex 20-year formula to phase in double hulls on tankers and barges. The plan involves the size, age and hull construction and becomes effective in 1995. Most tankers must be fitted with double hulls by 2010. All new vessels of more than 5,000 gross tons plying U.S. waters must be built with double hulls.

A tax of 5 cents per barrel will be used to raise the \$1 billion

federal cleanup and compensation fund. The money would be available for cleanup purposes after the liability limits of the responsible party are reached. It also would make payments when the spiller is unknown or when the spiller and aggrieved party cannot reach agreement within 60 days.

The bill creates new liability limits of \$1,200 per gross ton or \$10 million, whichever is greater, for tank vessels, including barges, of 3,000 gross tons or greater. The limit for those less than 3,000 gross tons is \$1,200 per gross ton or \$2 million, whichever is greater. For any other vessels, the limit was set at \$600 per gross ton or \$500,000, whichever is greater. The old limit was \$150 per gross ton.

Before adopting this formula and rejecting the international protocols, congressional conferees had agreed to allow state liability limits, if higher, to supersede the federal confines. The protocols have been opposed by the U.S. Senate, which has refused to pass them for the last five years. The federal liability limits are higher than those established by the protocols.

Training Urged

The bill calls for the secretary of transportation to conduct a one-year study on the feasibility of a maritime oil pollution prevention training program at approved maritime training institutes. Since the Valdez accident, the Seafarers Harry Lundeberg School of Seamanship has provided oil spill cleanup and containment classes to trainees and upgraders studying at the Piney Point, Md. facility.

The bill also revises the Coast Guard's program for issuing, renewing and revoking mariner licenses and documents as well as providing the agency with access to the National Driver Register for records of driving violations by license applicants.

The House and Senate passed separate oil spill bills during this session of Congress. Representatives of both branches have been working on merging the two bills since the first of this year.

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SIU Issues Manpower Alert**U.S.-Flag Ships Deployed in Gulf Crisis**

President Bush's decision to move American military forces into the Middle East propelled large numbers of sealift vessels into the area of conflict. Crewed by members of the Seafarers International Union and other American unions, privately operated ships under contract to the Military Sealift Command (MSC)



The USNS Capella, one of the eight fast sealift ships crewed by SIU members, is boarded by U.S. soldiers on the way to the Middle East.

and vessels in the Ready Reserve Force (RRF) were deployed to take part in Operation Desert Shield, the Department of Defense name for the Pentagon's response to the Persian Gulf crisis.

The president's action was provoked by Iraq's invasion of Kuwait on August 2 and the threat of further Iraqi aggression directed towards Saudi Arabia. American forces in the Persian Gulf are in the process of being joined by a multinational array of troops and warships.

Worldwide Response

Participants in the military engagement against Iraq include Australia, Bangladesh, Britain, Egypt, France, Morocco, the Netherlands, Pakistan, Syria and Turkey. The Soviet Union has indicated its intention to participate in the action.

The United Nations voted to impose an economic embargo on Iraq and occupied Kuwait, effectively cutting off any trade with those two countries.

(See box on page 9 for chronology of events.)

As the scope of the military engagement in the Middle East increased and the demand for logistical support vessels and civilian mariners mounted, SIU President Michael Sacco ordered a manpower alert throughout the union structure to assure that the need for seafarers would be met.

Thus far, SIU members have

been called upon to man the eight fast sealift ships, two aviation support vessels, one hospital ship and a number of RRF carriers. These ships, activated for the Persian Gulf deployment, join other military support vessels that remain fully manned throughout the year—such as prepositioning ships and the sealift tankers.

Reports to the LOG from the union's halls around the country indicate that to date all vessels assigned to the SIU have been manned without a hitch and have sailed on time.

Seafarers in Desert Shield

Much of MSC's prepositioning fleet immediately was called on by the Pentagon to provide supplies to Operation Desert Shield. Instituted a decade ago to provide rapid response to a crisis, the prepositioning ships remain loaded with equipment, such as tanks, and all supplies necessary to maintain military units. Many of the prepositioning ships, and their union crewmembers, are based in Diego Garcia, within six steaming days of the Persian Gulf.

Seafarers are crewing MSC's fast sealift ships, which are known by their former commercial designation of "SL-7's." Converted into roll-on/roll-off (RO/RO) vessels by the military, the former container ships carry heavy equipment, ammunition, supplies and troops at a speed in excess of 30 knots. The vessels can reach the Persian Gulf via the Suez Canal from an American East Coast port in less than two weeks.

The SIU has provided unlicensed crewmembers for two aviation logistics support vessels, the SS Wright and the SS Curtiss. As part of the military's prepositioning ships, the vessels carry equipment for the maintenance of U.S. Marine Corps aircraft.

RRF Ships Broken Out

Additionally, SIU members are manning many of the vessels called out of the RRF, the designation for former commercial vessels purchased by the government and left in lay-up unless activated for a role in the nation's defense. The Department of Defense confirmed that more than 35 ships in the 96-vessel RRF fleet have been manned and are now participating in Operation Desert Shield. It is expected that other RRF ships may be activated should the need arise.

Members of the SIU's government services division have crewed the USNS Mercy, one of the two hospital ships operated by the military. With a crew of 70, the vessel has been deployed to the Persian Gulf.

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Congress Defeats Preference Attack

The United States Senate has beaten back attacks on the nation's cargo preference laws by votes of 62 to 34 and 62 to 30, leaving intact the requirement that 75 percent of American government-generated food aid cargoes be carried on U.S.-flag vessels. The votes took place as the Senate was deliberating the 1990 farm bill just before leaving Washington, D.C. for an August recess.

Prior to the Senate action, the House of Representatives enacted a rule that prohibited introduction during that chamber's floor debate on the farm bill of amendments attacking cargo preference. By a vote of 283 to 80 that instituted the rule, the House prevented any attempts from the floor to scuttle U.S. shipping interests.

Both the House and Senate versions of the farm bill now will go to a conference committee made up of members from both legislative chambers. Because the legislation passed by both branches of Congress was free of any anti-cargo preference amendments, there is little likelihood that the final 1990 farm bill will contain any language that will decrease the share of food assistance cargoes allocated for transport on U.S.-flag vessels.

Vote Two-to-One

The first Senate floor fight on cargo preference was launched by Senator Steven D. Symms (R-Idaho) who introduced an amendment that would allow the Secretary of Agriculture to waive U.S.-flag shipping requirements on certain sales of agricultural commodities directed for export.

After a long debate in which Senators Barbara A. Mikulski (D-

Md.), Daniel K. Inouye (D-Hawaii), John B. Breaux (D-La.), Thad Cochran (R-Miss.), Paul S. Sarbanes (D-Md.) and Ernest F. (Fritz) Hollings (D-S.C.) spoke on the importance of a strong American merchant marine, the Symms amendment was defeated by a vote of 62 to 34. (See page 4 for a list of each senator's vote.)

Continued on page 4

Seafarers Meet Demands For Extra Vessel Manning

As the demand increased for vessels to supply the stepped-up military operations in the Persian Gulf, the Seafarers International Union instituted a manpower alert to assure that all manning assignments within the union's responsibility would be met.

In issuing the alert, SIU President Michael Sacco called on all union members to participate fully. He urged all Seafarers who currently are on the beach to immediately contact the nearest union hall or the SIU's manpower center to register for employment. In addition, Sacco extended the same call to all physically-fit pensioners, as well as to inactive SIU members.

'SIU Proceeding Full Steam'

In a communication to Captain Warren G. Leback, the head of the Maritime Administration, Sacco advised that the "officers, port agents, members and staff of the SIU have been notified to take all necessary steps to meet our role in the nation's defense strategy during this time of national emergency." He said the union is

ATTENTION ALL SEAFARERS

Seamen with ratings are urgently needed to meet current manning obligations. Call the nearest union hall or the manpower office at 1-800-SEA-CREW.

"proceeding full steam to enlist all of our members and retirees into service. . ."

The SIU's all-out effort included suspension of provisions of the shipping rules that limit the amount of time certain classifications of seamen can remain aboard a vessel, combing lists of retired members, keeping all union halls open on weekends and late into the evening when necessary and maintaining an around-the-clock operation at the SIU's central manpower office.

Shipping Rules Amended

The shipping rules were amended through an emergency meeting of the Seafarers Appeals Board, a governing group consisting of rep-

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Congress Beats Back Attack on Cargo Preference

Continued from page 3

Senator Charles Grassley (R-Iowa) introduced the second amendment designed to torpedo cargo preference. Grassley, in his remarks to the Senate, attempted to portray Seafarers as being too highly paid by quoting from the June edition of the LOG which reported the results of the union's negotiations with SIU-contracted companies.

Grassley sought to impose a rate limit that could be charged by U.S.-flag vessels carrying government-donated agricultural commodities. The Iowa senator's bill did not seek the same kind of rate limit for foreign-flag vessels or for grain brokers. Another Iowa senator, Tom Harkin (D), added a proposal to Grassley's amendment that would have transferred the cost of shipping food aid from the Department of Agriculture to the Department of Transportation.

Majority of Senate Unwavering

The Senate, weary after a week of long debate on various aspects of the farm bill, immediately moved to a vote to table Grassley's amendment. In a roll call vote, 62 senators registered their approval of tabling the Grassley and Harkin

proposals. Another 30 senators opposed the motion to table. The two-to-one vote in favor of tabling the amendments was an indication of the Senate's support for maintaining existing cargo preference rules.

The Grassley amendment followed a lengthy debate in the Senate on the issue known as a Great Lakes set aside which dates back to the 1985 farm bill that incorporated a compromise between U.S.-flag shipping interests and the agricultural community.

Under the terms of the compromise, the maritime industry agreed to exempt certain government-backed agricultural export programs from cargo preference laws while the agricultural groups signed off on an increasing the level of government-impelled food cargoes to be carried on U.S.-flag vessels from 50 to 75 percent.

One of the conditions of the 1985 farm bill compromise was the allocation to Great Lakes ports of a set portion of the government's food exports. The amount per year mandated by the 1985 law to be shipped from Great Lakes ports was set at about 240,000 metric tons per year of government-generated food aid cargoes, close to 20 percent of donated agricul-

tural products. The program ended in 1989.

Cargo for Lakes Debated

Backers of the set aside sought a reinstatement of the plan under the 1990 farm bill arguing that not enough U.S.-flag vessels make regular calls at Great Lakes ports that could take advantage of the increased cargo allocated for carriage on American ships. Senators opposed to a reinstatement of the Great Lakes set aside said the measure had been a one-shot deal, giving the region an opportunity to make adjustments to the new law and now all American ports should compete on equal footing.

A compromise on the issue was reached on the final day of debate on the farm bill. Introduced by Senator Breaux, who acknowledged Senators Inouye, John Glenn (D-Ohio) and Alan Dixon (D-Ill.) as leading participants in the efforts to resolve the issue, the amendment passed by voice vote.

Breaux described the compromise legislation as providing for following arrangements:

- Establishing a permanent waiver of the three-year waiting period for re-flagged vessels to be eligible to carry non-bulk cargo

preference from Great Lakes ports.

- For five years, 50 percent of Public Law 480 title II bagged, processed or fortified cargoes would be awarded to the port with the lowest landed cost, even if such cargoes must travel on U.S.-flag vessels pursuant to cargo preference requirements.

- For that portion, any additional cost of carrying this cargo on U.S.-flag ships would not come from the Department of Agriculture budget, the funds would be paid by the Department of Transportation, as presently required by law.

- The current level of 75 percent of government-generated food aid carried on U.S.-flag vessels would be maintained.

- The total amount that can be allocated under this special bidding procedure would be set at 245,000 metric tons a year.

- It does not set a ceiling on the total amount of tonnage that can be loaded at the Great Lakes or any other port.

The legislation "allows the Great Lakes to participate in a very positive way in getting this additional business and at the same time protects the other ports in

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Senate Votes to Table Anti-Shipping Amendments

Throughout the farm bill debate, opponents of U.S.-flag shipping attempted to introduce amendments aimed at weakening or eliminating cargo preference. The two amendments that would have crippled the law that requires 75 percent of U.S. government-impelled food cargoes to be carried on American bottoms were introduced by Senators Steven D. Symms (R-Idaho) and Charles E. Grassley (R-Iowa).

What follows is a breakdown of the Senate vote on motions to table Symms' July 23 amendment and Grassley's July 27 amendment. A vote in favor of the motion to table (Y) was supported by the SIU. A no vote (N) supported the giant grain interests. Four members of the Senate did not vote on July 23 and eight were not recorded on July 27.

	July 23 Vote	July 27 Vote
Alabama		
Howell Heflin (D)	Y	Y
Richard C. Shelby (D)	Y	Y
Alaska		
Ted Stevens (R)	Y	Y
Frank H. Murkowski (R)	Y	Y
Arizona		
Dennis DeConcini (D)	Y	Y
John McCain (R)	N	N
Arkansas		
Dale Bumpers (D)	Y	A
David Pryor (D)	Y	Y
California		
Alan Cranston (D)	Y	Y
Pete Wilson (R)	Y	Y
Colorado		
William L. Armstrong (R)	N	A
Timothy E. Wirth (D)	Y	Y
Connecticut		
Christopher J. Dodd (D)	Y	Y
Joseph I. Lieberman (D)	Y	Y
Delaware		
William V. Roth Jr. (R)	N	N

Joe Biden (D)	Y	Y
Florida		
Robert Graham (D)	Y	Y
Connie Mack III (R)	Y	Y
Georgia		
Sam Nunn (D)	Y	Y
Wyche Fowler (D)	Y	Y
Hawaii		
Daniel K. Inouye (D)	Y	Y
Daniel K. Akaka (D)	Y	Y
Idaho		
James A. McClure (R)	N	Y
Steven D. Symms (R)	N	N
Illinois		
Alan J. Dixon (D)	Y	Y
Paul Simon (D)	Y	Y
Indiana		
Richard Lugar (R)	N	N
Daniel R. Coats (R)	N	N
Iowa		
Charles E. Grassley (R)	N	N
Tom Harkin (D)	N	N
Kansas		
Robert Dole (R)	N	N
Nancy L. Kassebaum (R)	N	N
Kentucky		
Wendell H. Ford (D)	Y	Y
Mitch McConnell (R)	N	N
Louisiana		
J. Bennett Johnston Jr. (D)	Y	A
John B. Breaux (D)	Y	Y
Maine		
William S. Cohen (R)	Y	Y
George Mitchell (D)	Y	Y
Maryland		
Paul S. Sarbanes (D)	Y	Y
Barbara A. Mikulski (D)	Y	Y
Massachusetts		
Edward M. Kennedy (D)	A	Y
John F. Kerry (D)	Y	Y
Michigan		
Donald W. Riegle Jr. (D)	Y	Y
Carl Levin (D)	Y	Y
Minnesota		
David Durenberger (R)	N	A
Rudy Boschwitz (R)	N	N

Mississippi		
Thad Cochran (R)	Y	Y
Trent Lott (R)	Y	Y
Missouri		
John C. Danforth (R)	N	N
Christopher S. (Kit) Bond (R)	N	N
Montana		
Max Baucus (D)	N	N
Conrad Burns (R)	N	N
Nebraska		
J. James Exon (D)	N	N
Robert Kerrey (D)	N	Y
Nevada		
Harry Reid (D)	Y	Y
Richard H. Bryan (D)	Y	Y
New Hampshire		
Gordon J. Humphrey (R)	N	N
Warren Rudman (R)	N	A
New Jersey		
Bill Bradley (D)	Y	Y
Frank R. Lautenberg (D)	Y	Y
New Mexico		
Peter V. Domenici (R)	N	N
Jeff Bingaman (D)	Y	Y
New York		
Daniel Patrick Moynihan (D)	Y	Y
Alfonse D'Amato (R)	A	Y
North Carolina		
Jesse A. Helms (R)	N	N
Terry Sanford (D)	Y	Y
North Dakota		
Quentin N. Burdick (D)	Y	Y
Kent Conrad (D)	N	N
Ohio		
John H. Glenn Jr. (D)	Y	Y
Howard Metzenbaum (D)	Y	A
Oklahoma		
David Lyle Boren (D)	N	N
Don Nickles (R)	N	N
Oregon		
Mark O. Hatfield (R)	Y	Y
Robert W. Packwood (R)	Y	Y
Pennsylvania		
H. John Heinz III (R)	Y	Y
Arlen Specter (R)	Y	Y

Rhode Island		
Claiborne Pell (D)	Y	Y
John H. Chafee (R)	N	N
South Carolina		
Strom Thurmond (R)	N	N
Ernest F. (Fritz) Hollings (D)	Y	Y
South Dakota		
Larry Pressler (R)	A	N
Thomas A. Daschle (D)	Y	Y
Tennessee		
James R. Sasser (D)	Y	Y
Albert Gore Jr. (D)	Y	Y
Texas		
Lloyd Bentsen (D)	Y	Y
Phil Gramm (R)	N	N
Utah		
Edwin Jacob (Jake) Garn (R)	A	N
Orrin G. Hatch (R)	N	A
Vermont		
Patrick J. Leahy (D)	Y	Y
James M. Jeffords (R)	Y	Y
Virginia		
John W. Warner (R)	Y	N
Charles S. (Chuck) Robb (D)	Y	Y
Washington		
Brock Adams (D)	Y	Y
Slade Gorton (R)	Y	Y
West Virginia		
Robert C. Byrd (D)	Y	Y
John D. (Jay) Rockefeller IV (D)	Y	Y
Wisconsin		
Robert W. Kasten Jr. (R)	N	N
Herbert H. Kohl (D)	Y	Y
Wyoming		
Malcom Wallop (R)	N	A
Alan K. Simpson (R)	N	N

Total vote on the motion to table the July 23 amendment: 62 yeas, 34 nays and 4 not voting.

Total vote on the motion to table the July 27 amendment: 62 yeas, 30 nays and 8 not voting.

Safety Board Report Takes Critical Look at Causes of Disaster

Fatigue, Undermanning Cited as Factors in Valdez Spill

Fatigue, an overworked crew and undermanned ship, alcohol abuse and inadequate Coast Guard controls are among the reasons the Exxon Valdez ran aground, creating the nation's worst oil spill, according to a National Transportation Safety Board (NTSB) report.

The government's safety watchdog agency spread the blame for the March 24, 1989 accident, which dumped almost 11 million gallons of oil into Prince William Sound, Alaska, among officers on the Valdez, the Exxon Shipping Company, the Coast Guard as well as the local pilotage service and pipeline company.

Several of the recommendations made by the NTSB study, which was released late last month, were adopted in the recently passed federal oil spill legislation. Among those incorporated are limits on the number of hours crewmembers should work during a day, a study on better response for oil spill cleanups and the ability to use the National Driver Register and other records for information relating to possible drug or alcohol problems before issuing merchant marine documents and licenses.

Reviews Manning Standards

Other recommendations based on the study of the accident listed by the NTSB included the elimination of personnel policies encouraging mariners to work long hours without concern for fatigue and the "commensurate reduction in safety of vessel operations," implementation of a drug/alcohol policy to monitor mariners from going back to sea before treatment is completed and establishment of manning standards ensuring the crew reflects "all expected shipboard operating situations and that procedures are in place for dealing with unusually high workloads at sea, such as tank cleaning and cargo handling operations in port."

The study concluded that the third mate, who was placed in charge of the departure from the sound by Captain Joseph Hazelwood, was fatigued when he took over the navigation watch approximately 20 minutes before the vessel ran aground on Bligh Reef. It noted "there were no rested deck officers on the Exxon Valdez available to stand the navigation watch when the vessel departed from the Alyeska terminal."

Size of Crew Key Factor

Reductions in the size of the crews aboard Exxon vessels pursued by the Exxon Shipping Company precipitated the fatigue factor, the report continued. The company's crewing policies did "not adequately consider the increase in workload caused by the reduced manning," it stated. Exxon also "had incentives and work requirements that could be conducive to fatigue."

The Coast Guard should have been more aware of the heavier workload forced on the crew when the manning scale was reduced, the study noted. "The Coast Guard was unduly narrow in its perspective when it evaluated reduced manning requests for the Exxon Valdez because it based manning reductions primarily on the assumption that shipboard hardware and equipment might reduce the workload at sea, but it did not consider the heavier workload associated with cargo operations in port and the frequency of such operations."

Alcohol Impairs Judgement

The NTSB reported Hazelwood's "judgement was impaired by alcohol" while the vessel was making its way through the

sound. It went on to cite neither the company nor the Coast Guard was prepared to test for alcohol and drug-related problems, nor had Exxon adequately followed through to monitor Hazelwood following an earlier alcohol rehabilitation program.

(Hazelwood was found not guilty of criminal mischief in a trial in Alaska in March. Of the other three charges for which he was tried, the Valdez master was found guilty on just one misdemeanor — unlawful and negligent discharge of oil into Alaskan waters.)

In other problems listed against the USCG, the board acknowledged the lack of an immediate cleanup response, the poor monitoring and reporting of ice in the Prince William Sound and the

deficiency in maintaining an effective vessel traffic service in the sound.

The NTSB noted the inadequate response by the Alyeska Pipeline Service Company to the oil spill and the lack of an adequate plan to deal with a spill. The study also reported a local pilot should have remained on the vessel until it was clear of Bligh Reef, a policy instituted after the accident.

Reports from the NTSB often are used to help prevent other problems from happening by discussing why the accident being investigated occurred. Some NTSB reports have been used in courts because of the agency's reputation for providing very comprehensive investigations of the events.

SIU, MMP, Sea-Land, Farrell Object To Lykes Scheme for New Subsidy

A plan by Lykes Brothers Steamship Co. and the Marine Engineers Beneficial Association to transfer a portion of Lykes subsidy to a MEBA pension fund operation was met with opposition within the industry and maritime labor.

The development occurred shortly after it was announced by the Maritime Administration last month that Lykes had applied for transfer of some of its subsidy rights to First American Bulk Carrier (FABC) Corporation, which is wholly owned by the MEBA pension fund and headed by an official of that union.

The strong opposition of the SIU to the proposed subsidy deal was set forth by the union's president, Michael Sacco, in a formal objection to MarAd. The SIU protested the use of taxpayer monies to subsidize an operation that would compete head-to-head with unsubsidized, SIU-crewed Sea-Land vessels. If the transfer of Lykes subsidy goes to the two FABC ships, "the SIU will lose employment opportunities," Sacco told MarAd.

Back Door Time Charter

The union pointed out that the Lykes proposal amounted to no more than a phony charter operation. Instead of bareboat chartering the vessels, a standard practice in the industry when a company is seeking to expand its fleet, Lykes is attempting to time charter two vessels through the back door, the SIU said.

Sacco noted that the Lykes/FABC application for the subsidy transfer is "so vague that it raises more questions than it answers." The SIU has asked the Maritime Administration, through a Freedom of Information Act (FOIA) request, to provide copies of documents, such as the time

charter arrangements between Lykes and FABC, which are relevant to the Lykes and FABC application.

Also objecting to the proposal to transfer Lykes subsidy rights to FABC was the International Organization of Masters, Mates and Pilots. The union, which represents masters and mates on Lykes vessels, called the proposal an "unprecedented subsidy assignment" that "totally ignores Lykes' contractual relationship and obligations" to the MM&P and American Radio Association.

Sea-Land, Farrell Object

Sea-Land Service, another objector, pointed out that the trade route in which Lykes proposed to use the two FABC vessels is "already severely overtonnaged" which "argues against adding two more vessels to the four now employed" by Lykes in the northern European subsidized trade route (TR 21).

Farrell Lines argued that as a consequence of putting the FABC vessels on the northern Europe route, Lykes would move two ships into the Mediterranean trade. That run is presently served by U.S.-flag vessels operated by Farrell.

The objections of the SIU, MMP, Sea-Land and Farrell were lodged with the Maritime Administration, the government agency responsible for approving subsidy to U.S.-flag companies that meet certain requirements prescribed by law. MarAd announced the request by Lykes and FABC to transfer subsidy in the July 10 issue of the Federal Register. The agency solicited comments on the Lykes/FABC proposal and can now either rule for or against the petition or hold a hearing to gather further information.

Ill-Fated FABC Has History Of Problems

The First American Bulk Carrier (FABC) Corporation, a two-ship operation to which Lykes is seeking to transfer a portion of its operating subsidy, has been a dogged with problems since its inception in 1979.

The corporation was set up by the trustees of the pension fund of the District 1 Marine Engineers Beneficial Association. Initially, the trustees approved an investment in a shipping venture with a Belgian shipowner that would involve a \$7 million investment for a two-ship operation.

After finding that no U.S. government monies were available for construction or operating subsidy, the trustees and the European operator reincorporated FABC in 1981 and took advantage of an action in Congress that allowed U.S.-flag vessels to be built overseas during a brief period of time.

In January 1982, contracts were signed with a South Korean shipyard for construction of two vessels at a total cost of \$69.1 million with 80 percent of the financing to go through a Korean bank.

Later that year, the Belgian operator dropped out and the MEBA pension fund became the sole shareholder of FABC. The ship construction deal was renegotiated with the Koreans and the cost of each ship placed at \$29.99 million with 80 percent of the financing spread out over an eight-year period. It is believed that the MEBA pension fund pledged \$62 million in marketable

Continued on page 6

51 Senators Urge President Maritime Belongs Out Of GATT Trade Talks

A majority of the U.S. Senate has told the Bush administration that maritime should be excluded from the multinational trade negotiations taking place in Uruguay.

The General Agreement on Tariffs and Trade (GATT) is a multinational treaty established in 1948 to end discriminatory trade practices, reduce trade barriers and eliminate devices which would distort free competition within the world market. A total of 96 countries, including the United States, subscribe to the treaty.

Periodically, representatives from the various nations meet to update the accords and iron out any problems. The present negotiations, which began in 1986, are scheduled to conclude by year's end. However, many items remain on the agenda for discussion and final action.

The SIU has been active in trying to keep maritime off the table for discussion. The union has warned that any negotiated agreement dealing with maritime could invalidate U.S. laws governing everything from coastwise trade to operating subsidies for U.S.-flag carriers.

Resolutions reflecting the opinion of Congress have been filed by U.S. Senator John Breaux (D-La.) and U.S. Rep. Walter Jones (D-N.C.) to ask the administration to have maritime removed. To date, 51 of the nation's 100 senators have signed as co-sponsors to Breaux's bill. A total of 140 House members have added their names to Jones' resolution.

Since it came into being, GATT dealt exclusively on trade in goods. However, the inclusion of services in the current round of talks marks a dramatic departure from past

GATT subject matter.

The SIU worked with Congress during 1988 to keep maritime out of the U.S.-Canada Free Trade Agreement. Strong sentiment from both the Senate and the House forced the Reagan administration to remove maritime from the package.

The union has pointed out that maritime already is highly regulated since it is the oldest form of international trade. Worldwide

Why the Maritime Industry Opposes Inclusion of Waterborne Transit in the Current Round of GATT Talks

- **Endanger the Jones Act.** The United States may be forced to repeal existing cabotage laws barring foreign vessels and airlines from providing services between two destinations in this country.
- **National Security Problems.** With the possibility of foreign-flag ships getting involved in domestic routes, there is the possibility of a grave threat to national security.
- **Eliminate Shipping Subsidies.** The U.S. could be forced to drop existing operating subsidies designed to help U.S.-flag carriers offset competition from low-wage foreign-flag shipping that would not have to meet U.S. standards for manning or safety.
- **End Cargo Preference.** Protection for U.S.-flag shipping reserving set percentages government-generated cargoes could be eliminated.

maritime is subject to the overview of the International Maritime Organization and the United Nations Conference on Trade and Development. It is regulated domestically by the Department of Transportation and the Federal Maritime Commission. The SIU has stated it would be unwise to involve another multinational agency in maritime, particularly since it has no experience in the industry.



Congressman Bonior Pays Visit to SIU Hall

When he recently returned to his district and attended the annual "Pickeral Tournament" Parade, Congressman David Bonior (D-Mich.) stopped by the Algonac hall to visit with SIU members and their families who came to watch the parade. Pictured above are (left to right) Andy Goulet, SIU Great Lakes representative; Kirk Bushell, QMED; Bonior, and SIU Port Agent Jack Allen.

In Response to Judge's Order, USCG Issues New Test Rules

Pre-employment Drug Screening to Continue

Pre-employment drug testing will continue for SIU members while the Coast Guard seeks comments on its revised random drug testing policy.

The USCG was forced to come up with a new random testing policy after the SIU and other maritime agencies late last year won a federal suit against its implementation. Federal Judge Thomas Hogan dismissed the original plan as being too "intrusive on the individual's privacy interests." Hogan stated the Coast Guard had failed to prove how all hands on ship, especially those in the galley, were directly related to the safe navigation of the vessel.

The SIU has not decided how it will respond to the revised proposal. "We are going to have to study it to see what changes have been made," said Augie Tellez, SIU assistant vice president who has been monitoring the drug testing policies for the union.

Tellez noted the proposal requires those crewmembers listed on the certificate of inspection and those who are not listed but do the same type of work to be tested. It includes those who have specific

duties during lifeboat and fire drill exercises. The new proposal also slates for random testing any crewmember on a passenger vessel whose assignment is to assist passengers to safety, he continued.

The Coast Guard hopes to implement a random drug testing policy by the end of the year. Tellez said the SIU will continue with pre-employment testing until it is advised otherwise.

The Department of Transportation, as the supervisory agency for the Coast Guard, issued extensive drug testing regulations for merchant mariners on U.S.-flag vessels in November 1988. The rules required U.S.-flag operators to subject crewmembers to pre-employment, post-accident, probable cause and random drug testing. The SIU filed its lawsuit in December 1988 stating the USCG, by its own admission, had little evidence linking drug use to maritime accidents.

After several delays, pre-employment testing began July 21, 1989. Just days before random testing was to start, Judge Hogan banned it. On January 8, the Coast Guard announced a six-month extension of pre-employment tests taken during 1989. Until then, mariners were obligated by government regulations to take pre-employment tests every six months. SIU members resumed pre-employment testing in June.

From Start, FABC Has Been Dogged with Problems

Continued from page 5

securities to obtain and secure letters of credit on the loan.

In late 1984, the Department of Labor, which had been investigating the MEBA pension fund, issued a complaint against the group and its trustees for violations of the law that governs retirement plans. The agency said the trustees and the plan had been derelict in their fiduciary responsibilities by failing to undertake a marketing study before building the FABC ships, for not ensuring an adequate rate of return on the vessel investment and for exposing the fund to the risk of extremely large losses—in the

neighborhood of \$60 to \$80 million.

As the trustees and MEBA pension plan were settling the complaint in 1985 with the Department of Labor, the fund entered into a subcharter through its wholly owned subsidiary, FABC, of the two vessels to United States Lines.

In November 1986 U.S. Lines filed a bankruptcy petition and the following April rejected the subcharters of the FABC vessels. The MEBA plan chartered the ships that same month to the Topgallant Group. The Department of Labor modified its agreement with the pension fund to allow a participating employer in the plan to sub-

charter the two ships. By law, transactions between a plan and parties of interest are prohibited, so the agency's agreement was important to the deal.

In early '89, the Topgallant Group was sold to Southeastern Maritime Company, a Georgia-based shipping agent. Later that year, Topgallant Lines of Savannah, Ga. went into bankruptcy and the two ships were arrested because of action by the company's creditors. Although the MEBA pension fund trustees voted last February to advance up to \$10 million from the plan to free the ships, the vessels are still detained in Bremerhaven, West Germany.



American Steamship's Buffalo Roams Lakes

Unlike most vessels that sail on the Great Lakes, the Buffalo has no set route she follows. The American Steamship Company (ASC) self-unloader roams across the four lower lakes to deliver her loads wherever they are needed.

The Buffalo can handle a variety of cargo. Among her loads this year alone are gypsum, sand, stone and coal. The vessel is one of the newer members of the ASC fleet. She is the only one with teflon-lined holds.

Algonac Port Agent Jack Allen said the teflon makes quite a difference when the hard-working crewmembers start unloading her. "It's a lot easier, especially for gypsum, because it is slippery," said Allen. "This was a special test case to see how it would work."

Allen noted the ship is very versatile and considered one of the workhorses of the Great Lakes fleet.



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- 1 Wheelman Dan Meyers hustles life rings to the ship's bridge during an inspection.
- 2 Bosun Larry Smith watches as supplies are prepared on the dock for the vessel.
- 3 Securing safety gear in the house is one of the jobs required of AB/Wheelman Gil Boilore.
- 4 QMED Jim Polluch makes sure engine parts are well lubricated before replacing them.
- 5 Second Cook Julian Budnick greases the pans before making biscuits for the crew.
- 6 QMED Tim Wallace makes sure everything is running smoothly in the Buffalo's engine room.
- 7 Lunch is coming soon and Porter Scott Gallagher makes sure the potatoes will be ready.
- 8 Watchman Ken Bluit brings aboard a load of stores to the Buffalo.
- 9 With his arms full, Conveyorman Tim Orban heads for the engine room.
- 10 Deckhand Kaid Algalham takes fire axes to their stations along the deck.



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LEFT—Patrolman Joe Perez (in cap) takes care of business during a union meeting aboard the Overseas Ohio. From the left are QMED John Miranda, DEU Phillip Watson, AB Alvin Kirksey, Perez, AB Stephen Sylvia, AB Daniel Eckert and GSU Windell Bloodworth.

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The Overseas Ohio, which is operated by Maritime Overseas Corporation, loads oil in Panama and unloads at various ports in Texas, Louisiana and Florida in the Gulf of Mexico region.



Deck department members (from left) Alvin Kirksey, Stephen Sylvia and Jerry Borucki get ready to tie up the tanker in Panama.



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QMED Jorge Bermeo, Third Mate Marshall Townsend and Second Mate Roy Pino handle a fire hose during safety drills aboard ship.



LEFT—AB Alvin Kirksey, AB Willie Chestnutt and Bosun Jerry Borucki inspect a life ring.



ABOVE—The galley gang of Steward Grant Marlett and Chief Cook Leticia Perales are ready to handle the crew's food needs.



RIGHT—Preparing for a safety drill aboard the Ohio are Third Mate Marshall Townsend, AB Alvin Kirksey and QMED Jorge Bermeo.

*SIU's Government Service Crews Aboard***Military's Hospital Ship Readied for Persian Gulf Duty****USNS Mercy
Becomes Fully
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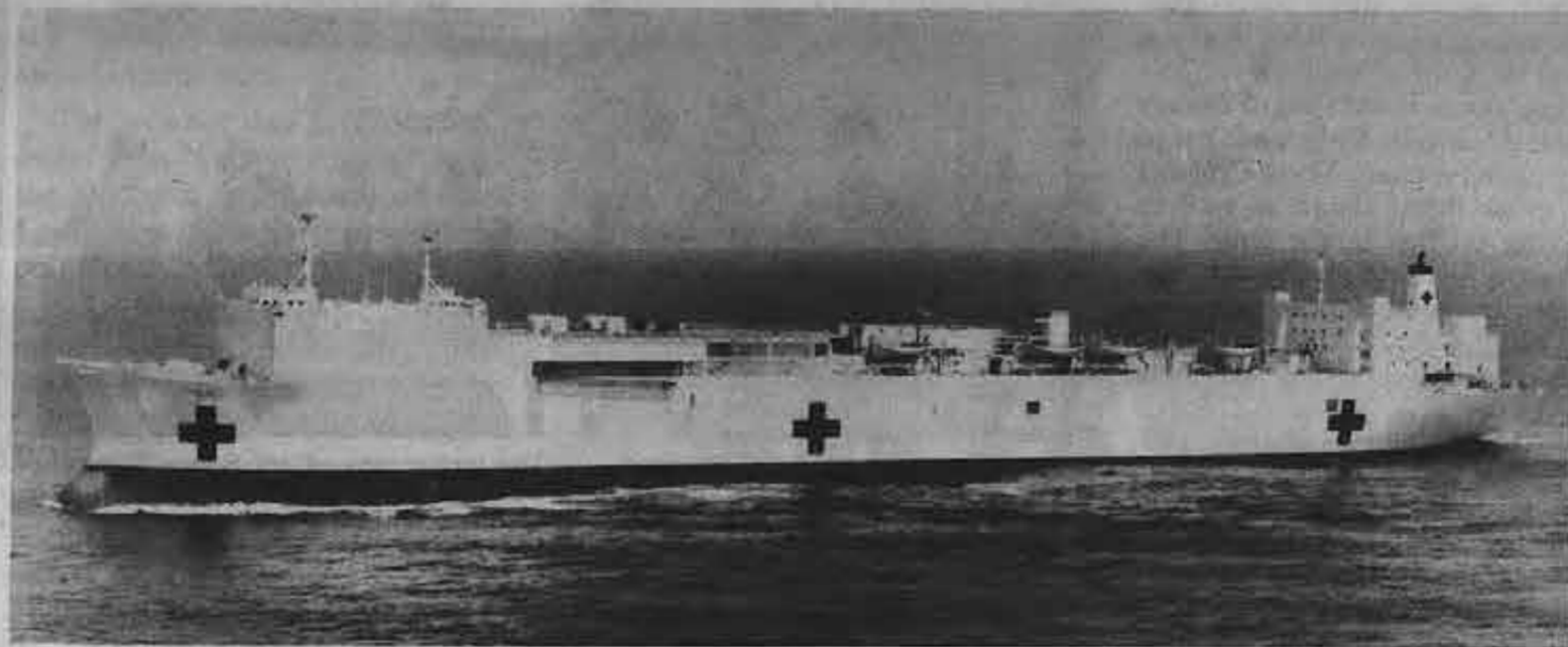
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Chronology of Events In Persian Gulf Crisis**August 2**

Iraqi troops invade and occupy Kuwait in a matter of hours. MarAd advises U.S.-flag vessels to stay at least 12 miles off the Iraqi and Kuwaiti coasts. President Bush freezes Iraqi and Kuwaiti assets in United States and calls on nations of the world to condemn action. The United Nations condemns invasion. American battle groups placed on alert.

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Seafarers Meet Manning Needs

Continued from page 3

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U.S.-Flag Fleet Activated for Gulf

Continued from page 3

Seafarers aboard the sealift tankers, other MSC ships or some commercial U.S.-flag carriers also may find themselves taking part in Operation Desert Shield as it is possible that additional vessels will be called up. The union is taking steps to ensure that increased demands for manning vessels can be met swiftly and efficiently.

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BELOW—Shore leave is over for QMED John Miranda and DEU Phillip Watson who return to the Overseas Ohio after visiting Chiriqui Grande, Panama.

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Skilled SIU Crews Keep G&H Tugs Moving Safely

From Galveston and Houston to Corpus Christi, SIU-crewed G&H Towing tugboats are busy working along the Gulf of Mexico.

The Texas-based fleet of 28 tugs handles shipdocking and barge staging in Freeport, Texas City and the cities listed above as well as moving oil rigs in the Gulf. The company has been an SIU contractor for approximately 40 years.

Dean Corgey, SIU assistant vice president who also worked as an engineer for G&H, said the company's stable operation "provides job security for the SIU inland boatman along the coast."

Many of the crewmembers of the fleet began their careers at the Harry Lundeberg School of Seamanship in Piney Point, Md. According to Corgey, several G&H employees have worked their way up to the wheelhouse and engine by upgrading through the school. "It's a highly trained fleet. They are skilled boatmen operating in some of the most sensitive and hazardous waterways in this country. The G&H crews are a good bunch of guys," Corgey said.

One of the highest priorities of G&H Towing is maintaining its safety record. Crewmembers constantly are reminded of the right and wrong way to do their jobs. The crews of some tugs have worked several consecutive years without incurring any job-related injuries. Corgey said the SIU training the members receive has a lot to do with these streaks.

SIU Patrolman Joe Perez provided these photographs for the Seafarers LOG.



AB George Champion, DEU Robert Hardin and Engineer F. E. Vaughn get ready to go to work on the Trojan.



The Jupiter crew—Capt. Sonny Gibbs, CE Ben Elmore, Deckhand Robert Coleman and DEU Adam Simon III—take a break.



Chief Engineer Joseph Kleimann makes sure the Juno stays in top operating condition.



Ready to handle their next assignments on the Titan are Able Seamen Rodney Mix and G. M. Collier.



In the Judge's galley for a union meeting are AB Mike McGee, Engineer Jack Croft, OS James Jackson and Capt. Larry Evans.



Getting ready to set sail are OS Kevin Casler, Master C. Benoit, AB J. Bovay and CE D. McDonald of the Gretchen.



Though he blinks for the camera, Captain Bob Deckard keeps his eyes open to dock the Mark K.



Relaxing after bringing in the J. Harris Masterson are Mate Paul Cornwell, DEU Brett Palmer, AB R. Gustafson, and Engineer T. Turner.



The Marlin crew of Capt. Wallace Hogan Jr., Chief Engineer J. D. Lipscomb, AB James L. Boray and DEU Steve Cornwell show their proud to be SIU.



Taking a break after assisting a ship into the port area are Engineer Michael Fowler, AB Jan Weirauch and AB Phillip Jackson of the Mark II.



Getting together on the bridge of the Titan are Capt. B. Cram, Asst. Eng. A. Diamond, AB R. Nix and AB G. M. Collier.



Engineer Al Huntington heads for the bridge aboard the Frances E. Haden.



Boatman Fickie Baggett inspects the bridge of the Trojan between runs.



Mark K crewmembers Robert Deckard (left) and Brian Smith (right) keep an eye on port activities.

Hard Work Often Has Its Rewards

Aboard the Frances Hammer

What started out as a 60-day relief for Chief Steward Rebecca J. Sleeper turned into 90 very exciting days aboard the Frances Hammer, as witnessed from the photos on this page. And although she says she never worked so hard in her life—it was also “the greatest trip for seeing the world,” she reported to the Seafarers LOG.

Leaving from Jacksonville with a load of liquid lawn fertilizer for Odessa, Russia, the first stop for Sleeper and her fellow crewmembers, who appear in photographs on this page, was Istanbul, Turkey to pick up stores and mail. Then on to Russia and a backload to Romania, which Sleeper enjoyed best of all. “The people were so friendly, the music was festive and the food was very good.” She even enjoyed the horsemeat dinner (but promised

she wouldn't incorporate it into any of her recipes).

The weather was gorgeous the entire time, “even in Russia,” said the steward, a graduate of the Lundeberg trainee and upgrading programs.

In Egypt, a side trip to Cairo got the ship's crewmembers a camel ride, and in Italy, a bus ride to Rome took them on a tour of the Vatican. There were other stops as well: Tangiers, Malta and Puerto Rico before returning to Jacksonville.

But it's a lot of hard work for everyone involved in making such a long voyage—20 days just to get there—and a pleasant break, and probably the most favorite form of entertainment, were the shipboard barbecues enjoyed by officers and crew alike, reported Sleeper.



Camel riding is quite an adventure for members of the Frances Hammer's crew. During a stopover in Egypt, some of the crew took a tour of Cairo and the great pyramids. From the left, the camel riders are AB Royce S. Kauffman, Bosun Richard Wilson, Captain Richard D. Fasano, Chief Steward Rebecca J. Sleeper and Second Mate Donald E. Carden.



Bosun Richard Wilson has the task of lighting the grill for the ship's barbecue.



Chief Steward Rebecca J. Sleeper aboard the Frances Hammer as it sails through the Bosphorus Strait. The mosques of Istanbul, Turkey are visible in the background. Sleeper took the photographs that appear on this page.



Chief Cook Toyokazu R. Gonzales has his work cut out for him—turning this hunk of beef into a tasty barbecue for officers and crew alike.



It's dirty work up in the boilers, according to Chief Pumpman Richard Parrish, who takes a short break before cleaning up.



Above, ABs Royce Kauffman and Doug Flynt prepare the lines of the Frances Hammer for docking in the rain. At right, both enjoy the delicious shipboard barbecue.



Sunken marker buoys, clogged engine cooling water lines, increased drag and lower fuel efficiency are just a few of the problems facing Great Lakes shipping concerns that are caused by a clam-like critter that stubbornly clings—layer after layer—to practically any hard surface.

The zebra mussel, a non-edible, cream-colored mollusk with zig-zag stripes of brown, has disrupted navigation, ruined fishing nets and grounds, altered a delicate aquatic ecosystem, fouled beaches with razor-sharp shells and blocked raw water intake systems of many municipalities, utilities and factories.

Over the next 10 years the prolific organism will cost users of the Great Lakes more than \$5 billion in expenditures, estimates one government agency that has studied the problem. One of the costs estimated by the U.S. Fish and Wildlife Service will be incurred by operators who will spend more than \$90,000 per vessel each year to coat each ship with a substance that will ward off zebra mussels which multiply at a ferocious rate. The agency believes that over a 10-year period, the coating of 67 lakers could cost shipping companies in excess of \$60 million dollars.

In the same study, the Fish and Wildlife Service estimates that redesign of water intake systems of nuclear power plants could cost \$5 million each. In addition, annual maintenance and anti-zebra mussel treatments will cost municipalities, utility companies and manufacturers millions of dollars.

Damages Extensive

Last year the hydraulic capability of the water intake pipe of Monroe, Mich. was reduced by 45 to 55 percent because of an infestation of zebra mussels which seem to have an affinity for the flow of currents through pipes and other tubing. At one point, the city's intake system was cut off completely—a result of zebra mussel clusters and ice build-up, creating a serious threat to public health and forcing many businesses to shut down for days. City officials also have noted a foul taste and smell in drinking water, believed to be present as a result of dead and decaying zebra mussels.

Lake Erie commercial fishermen report that mussels breed on the meshes and ropes of their trap nets, rendering them useless because the extra weight sinks them to the bottom. Boat owners are finding the hulls of their vessels thickly covered with dense masses of zebra mussels.

SIU member Jerry LaDuke, who sails as bosun, is an avid Great Lakes fisherman. The infestation has meant more work. "My boat has to be carefully cleaned inside and out each time I pull out of a contaminated lake in preparation for going into an inland lake." To prevent blockage in the boat's water intake system, he said "the outboard motor has to be thoroughly

flushed."

Seafarer Richard Gimpel, who works as a boatman on the Great Lakes, is also an angler. "I've fished the big lakes for more than 30 years and this is the worst threat to game fish populations that I've seen." The zebra mussel is capable of processing a liter of water a day, consuming much of the plankton and algae that have fed many Great Lakes fish. The proliferation of the pest has endangered many species of fish, particularly the walleye, caught by commercial and recreational fishermen alike.

Threat to Shipping

Other Lakes Seafarers report navigational buoys having been sunk by the weight of the zebra mussels. "These creatures are really a menace to shipping," summed up SIU Assistant Vice President for the Great Lakes

Byron Kelley.

American Steamship Company last year warned its mariners in an article in the group's publication Soundings, "Clogging is a potential problem for American Steamship Company. It is possible that zebra mussels could cause blockage in ballast pipes or in cooling water strainers. Blocked ballast pipes would result in reduced pumping capabilities. . . Blocked cooling water strainers could ultimately cause the engines to overheat."

Believed to have arrived to the Great Lakes in the ballast water of a European tanker in 1986, the tiny zebra mussel, which usually does not reach two inches in length, has rapidly multiplied and now infests all of Lakes Erie and St. Clair and parts of Lakes Ontario, Superior and Michigan and the St. Lawrence River. It is expected that

the invader rapidly will make its way into the Mississippi River via the Desplaines and Illinois rivers, New York's Finger Lakes, the Hudson, Mohawk and Allegheny rivers.

Pest Is Wildly Prolific

The pest is easily transported as barnacle-like growths on vessel hulls or in water which carries the bivalve's microscopic larvae. Because the zebra mussel can live out of water for 14 days, it is suspected that pleasure boat enthusiasts moving their crafts from one body of water to another run the risk of transferring the invader.

Although indigenous to the Black, Caspian and Azov seas of Eastern Europe, the zebra mussel extended its base as waterborne commerce in Europe increased in the late 1700s. Today the mollusk, which is densest in depths of water up to

45 feet but can be found as deep as 300 feet, can be found throughout Europe and the Mediterranean; from Iran to Scandinavia.

The adult female zebra mussel can produce 40,000 eggs per year, providing the water temperature is in the 50 to 60 degrees Fahrenheit range. The eggs hatch into microscopic veligers which can actively swim as well as drift with the currents ensuring wide distribution. The mussel, which lives up to five years, begins to form after eight to 30 days as a veliger. The young mussel must anchor itself to a hard surface to continue living.

It secretes a tuft of sticky, elastic threads that allow it to clamp onto practically any surface—including the shells of other zebra mussels—creating large colony clusters that have been known to reach greater than 100,000 per square meter. Not picky about what surface it will attach itself to, the mollusk has been found on every part of some sunken cars including fiberglass, cloth seats, glass, sheet metal, tires and plastic.

No Solution in Sight

Although the zebra mussel has very few natural predators, one species that preys on the mollusk is the diving duck. While the population of diving ducks has increased in several European lakes, no group on the continent has discovered a way to eradicate the mussels. Europe, which has faced a zebra mussel infestation for more than 200 years, still has no mechanism for lake-wide control of the critters that is not deadly to other aquatic ecosystems.

Earlier this year legislation was introduced in the House and Senate calling on the U.S. government to provide the means for research aimed at eradicating the nuisance mollusk. While some chemical agents can combat the spread of the mollusk, their effect on humans and Great Lakes wildlife must be studied before they enter the food chain.

State legislatures also are considering bills that will provide funding for zebra mussel research. The United States Coast Guard has established an interagency working group on the problem, bringing together representatives of the U.S. Fish and Wildlife Service, the National Oceanographic and Atmospheric Administration (NOAA) and the Environmental Protection Agency. Great Lakes governmental organizations are working closely with their Canadian counterparts to monitor the infestation and develop mechanisms for preventing an all out take-over by the invader.

Just prior to its summer recess, Congress approved a research effort directed at finding ways to eradicate or control the enormously costly zebra mussel infestation of the Great Lakes.

INVASION OF THE ZEBRA MUSSEL



The small, striped mollusk is very adaptable, finding almost any surface acceptable for attachment. Shown here is the effect of zebra mussels on a car which was submerged upside down in Lake Erie for one year.



Pictured above are zebra mussels clustered in a water pipe. The mollusks rapidly build up—layer after layer—clogging water intake systems.

THE SPREAD OF THE ZEBRA MUSSEL: PATTERN & TIMETABLE

NORTH AMERICA

1986

EUROPE

1800

ORIGIN OF THE ZEBRA MUSSEL

GREAT LAKES

1986

STAGES OF GROWTH

- EGG**
microscopic
- VELIGER**
microscopic, 70 mm in length moves with water current
- POST-VELIGER**
microscopic, shell and foot appear, able to swim
- SETTLING**
microscopic, 200 mm, secretes sticky threads
- ADULT**
grows to 4 cm, lives 3-5 years

ADVERSE EFFECTS OF THE ZEBRA MUSSEL

SHIPPING
ZEBRA MUSSELS CLING TO BOTTOM OF SHIP AND ENTER WATER INTAKES

RECREATION
ZEBRA MUSSEL SHELLS COLLECT ON BEACHES. MUSSELS ENTER WATER INTAKE VALVES OR COLLECT ON BOAT BOTTOMS

INDUSTRY
ZEBRA MUSSELS COLLECT IN WATER INTAKE PIPES AND OTHER SMOOTH SURFACES

CITIES
ZEBRA MUSSELS FORM IN WATER SUPPLIES, CLOG PIPES AND STOP PUMPS

FISHING
ZEBRA MUSSELS OVERRUN FOOD SUPPLY OF FISH

As Concern for the Environment Grows

Ships' Ballast Water Coming Under Scrutiny

The disruption of delicate environmental areas by foreign wildlife species believed to have been discharged in ballast water has brought worldwide attention to the problem of ships involuntarily transporting unwanted alien organisms.

The zebra mussel infestation of the Great Lakes, which it is believed will cost around \$5 billion to control and combat, is an example of how a European mollusk lurking in the freshwater ballast of a freighter was discharged in a foreign environment and quickly established itself, rapidly spreading out of control in its new home.

Two other European species found in the Great Lakes have caused concern with water users—the spiny water flea and the ruffe, a predatory species of perch. In California, fishermen fear Asian aquatic animals recently discovered along the West Coast, and Norwegian authorities worry that its farmed salmon has been contaminated by toxic algae brought to the Scandinavian coastline by foreign vessels.

Threat to Domestic Waters

In Australia, where five foreign aquatic species have been discovered in coastal areas, the government has introduced a voluntary ballast water exchange program. The Australians give vessels entering the country's ports three options: submit a certificate verifying the ship's ballast water and sediment are free of toxic organisms, exchange ballast at sea or treat the water or certify that the vessel will not discharge ballast water while in port. In addition, the Australian government has designated shoreside treatment facilities and approved discharge areas.

The Canadian government, in consultation with the United States, St. Lawrence Seaway officials, the maritime industry and fishing groups, has enacted voluntary guidelines for vessels entering the Great Lakes that went into effect in May 1989.

Under this program, ships are requested to exchange their ballast off the continental shelf before entering the St. Lawrence Seaway. If this is not possible for reasons of safety, the ballast may be exchanged in the Laurentian Channel in the Gulf of St. Lawrence where it is believed that little mixing occurs between the waters in the Gulf and Channel.

Spot Checks Allowed

The masters of vessels entering the Great Lakes are requested to provide St. Lawrence Seaway inspectors with a report on the origin of the ship's ballast water and the date it was brought aboard. The Canadian Coast Guard conducts spot checks to see if ballast water was exchanged at sea.

Currently the Canadian Coast Guard is evaluating the compliance record and effectiveness of this program.

International attention on the issue is expected to increase. Earlier this year the International Maritime Organization (IMO), the agency of the United Nations charged with shipping matters, took the first step in developing worldwide regulations aimed at decreasing the likelihood of the introduction of foreign and exotic organisms in the territorial waters of any nation.

IMO Gets Into the Act

The IMO's Marine Environment Protection Committee (MEPC) will form a working group on the subject at its meeting in November 1990. The organization's goal is to collect research from around the world and entertain proposed solutions that can be incorporated in international standards. Deep water ballast transfer operations and possible chemical treatments—including simple chlorination—are among the mechanisms to be studied by the group.

In the United States, the Coast Guard has proposed a three-phase approach to the problem. In the first year, the agency advocates that a voluntary program for the Great Lakes be established to dovetail the existing guidelines of the Canadian government. The second phase would make the Great Lakes program mandatory. In the third year, the Coast Guard would institute a national program that would designate procedures for ballast exchange or acceptable alternatives that would ensure the discharged water was free of foreign organisms.

Phase-In Process

The Coast Guard has asked for the phase-in process in order to study how mandating an exchange of ballast water prior to entering American water will impact on a vessel's safety and economic viability as well as its effect on the environment.

Of concern is the structural strength of a ship during such an operation because of the delicate balance a ship maintains between fuel, ballast, empty tanks and cargo. Additionally, with most ballast tanks made up of floors and girders and beams, the likelihood of contaminated water remaining aboard is very high. Removal of sediment, often brought on when ballast has been loaded in shallow areas, which also can contain organisms, is another aspect to be studied. The U.S. Coast Guard also has expressed concern over increased fatigue among crewmembers resulting from the extra work of discharging ballast at sea.

Legislation pending in Congress, known as the Non-Indigenous Aquatic Nuisance Act of 1990, would require the promulgation of Coast Guard regulations that would govern the discharge of ballast water on the high seas, outside the 200 mile exclusive economic zone prior to entering a

U.S. port. The regulations will apply to all foreign-flag vessels and all U.S.-flag vessels except those operating only within the territorial waters of the U.S. or contiguous coastal waters of North America. Vessels engaged in Jones Act trades, which fall within this category may still be required to provide other methods of ballast water treatment.

New Methods Reviewed

The bill also suggests that vessels using chemical treatment of ballast water may be exempted from this requirement. However, new methods of ballast treatment may be substituted for discharge in the future if they are proven effective. Some of the ways that have been suggested include ultra-violet

treatment and chlorination. Under the bill, procedures for random sampling of ballast tank water would be developed by the Fish and Wildlife Service in conjunction with the Coast Guard.

The legislation as presented provides the vessel master the authority to put safety above the fulfillment of this procedure, but shipping groups believe that particular part of the bill needs strengthening and clarification.

Hearings were held earlier this summer in both chambers of Congress on the bill, which was introduced by John Glenn (D-Ohio) in the Senate and Henry Nowak (D-N.Y.) in the House. The legislation has not yet been considered by the full House or Senate.

Ballast Water in Ocean Vessels

Shaded areas represent Ballast Water

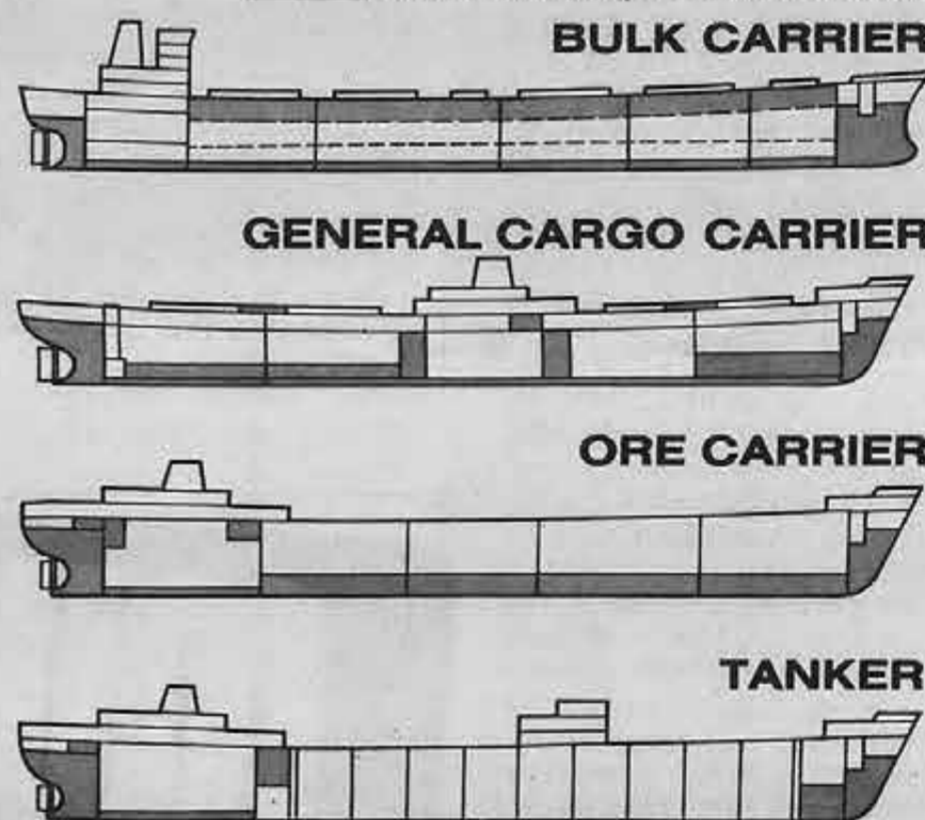


Chart information from SEAWAY REVIEW Magazine/January-March 1990

Senate Bucks Preference Foes

Continued from page 4

basic opposition to a set aside. But it does allow the Great Lakes participants to get a portion of the cargo that will allow them to increase their opportunity to share in the Public Law 480 cargo operations," the Louisiana senator concluded.

House Addresses Lakes Concerns

The House 1990 farm bill also contained language regarding an allocation of cargo to Great Lakes ports. The House version calls for a waiver of the three-year waiting period that liner vessels built or registered in foreign nations must go through before transferring to an American flag and a set aside for Great Lakes ports through 1996 to be reduced by 10 percent from the 1991 level each year after that.

Bill Goes to Conference

It is expected that the con-

ference committee for the farm bill will begin meeting when House and Senate members return from the August recess next month. After differences in language are ironed out and accepted by both chambers of Congress, the legislation goes to the president's desk for final approval.

One of the areas of difference that will be discussed by House and Senate conferees will be the Great Lakes language.

As neither the House nor Senate farm bill contained anti-cargo preference provisions, the issue is not likely to be raised during the committee meetings. However, SIU legislative representatives will be monitoring closely the actions of the conference committee to ensure the interests of U.S.-flag shipping are not subjected to yet another attempt to weaken or kill cargo preference.

AB Reiner's First Novel Is a Blockbuster

Thriller Book Portrays Life Aboard a Tanker in the 1950s and 1980s

SIU member Larry Reiner recently has published his first novel, *Minute of Silence*. The fast-paced adventure story was written while the AB was at sea. Reiner draws from his experiences as a union seaman sailing on non-union Cities Service vessels in the late 1940s during an SIU organizing drive and his 40-year career in the merchant marine, most of it spent on tankers.

Reiner sets the first portion of his novel on the *Concordia*, described as "514 feet of rust-streaked hull thrusting forth like a pregnant whore. Stained, sullen and, showing her age, she was still well paid for her services. But her owners expended on her only as much as necessary to keep her afloat."

As the story unfolds, the reader senses that many crewmembers are motivated by allegiances formed during organizing drives directed at fink tankers. One crewmember describes those drives: "The closer to the NLRB election they came, the deadlier the contest was becoming. On the disputed ships, beatings, knifings and 'mysterious disappearances at sea' were becoming commonplace. And ashore, seamen suspected of being organizers were followed and attacked—sometimes killed. The body of one had been recently stuffed in a garbage pail close to the union building."

It is not only the union sympathizers who are haunted by the organizing drives. "The company recognized the engineer's contempt for anything that faintly resembled communism and he soon became an important factor in its struggle with the union. . . . The company provided him with funds to be used at his discretion to establish a police force throughout the tanker fleet."

Tension mounts as more is revealed about each character and as the *Concordia* sails into a tropical storm rapidly reaching hurricane strength. The second part of *Minute of Silence* opens in the '80s on a tanker employed in the Alaska oil trade. Concluding the book, in an afterword section, Reiner comments on the history of the modern American merchant marine and the status of today's fleet.

Author Knows Life at Sea

Those who have sailed will feel at home with Reiner's setting and language. The author effectively captures in straight-forward prose the relationships and life aboard a ship. Here is a scene from the messroom:

"Both 4 to 8 ABs were seated opposite the coffee urn, half asleep. The 4 to 8 fireman-water-tender and oiler sat at the table behind playing cribbage. Stacey stripped off his rain gear, poured himself some coffee, and settled down at the after table next to the standby phone. . . .

"Save for a word or two from the cribbage players, the five men sat there silently swaying from side to side as the *Concordia* rolled along

in the building seas.

"Reed, the night cook and baker, brushed flour off his hands as he came in from the galley. 'Sure 'nough workin' herself into a nasty blow ain't she?' He poured himself some coffee and sat down at the table opposite the passageway to the galley. 'Any more news 'bout the storm?'"

It is no wonder that Reiner can accurately present shipboard life and drama. At the age of 19, Reiner went to work on Mississippi river barges, learning to pump and getting a taste for the life of a seaman. Drawn to ocean-going ships, Reiner visited the NMU hall, but found he "couldn't stomach" the NMU's bias to the left at that time. He made his way to the SIU hall, where he helped by doing odd jobs around the hall.

Reiner's first deep sea ship was a non-union tanker operated by Cities Service. For a year and a half, Reiner participated in SIU organizing drives, guided by Paul Hall, Sonny Simmons, Keith Terpe, some of the SIU's leaders at that time. In 1951, Reiner became a full book member of the SIU. His sailing career was interrupted by a stint in the army as an infantryman and medic during the Korean war.

Remembers Paul Hall

Reiner describes the late SIU president Paul Hall as one of the biggest influences in his life. He recalled how Hall always gave him a helping hand. "When I came out



SIU member Larry Reiner is pictured on the *Overseas Boston* in 1983. While sailing, the AB spends much of his off-duty hours writing short stories about seamen and life at sea in the merchant marine.

of the army after Korea, I went straight to the union hall. But as soon as I got there, I was greeted by two guys who answered my questions about whether Paul was in by slamming me up against the bulkhead.

"Paul must have heard the commotion, because I heard someone say 'What's going on here?' I answered, 'It's Larry Reiner.' Immediately I was taken to see Paul. I didn't realize that he had recently had his life threatened and that the union was in a big beef. He asked

how I'd been, did I need anything and then he peeled off a couple hundred dollars from his own money to carry me over until I shipped. That's the kind of guy he was, always looking out for us, no matter what was going on."

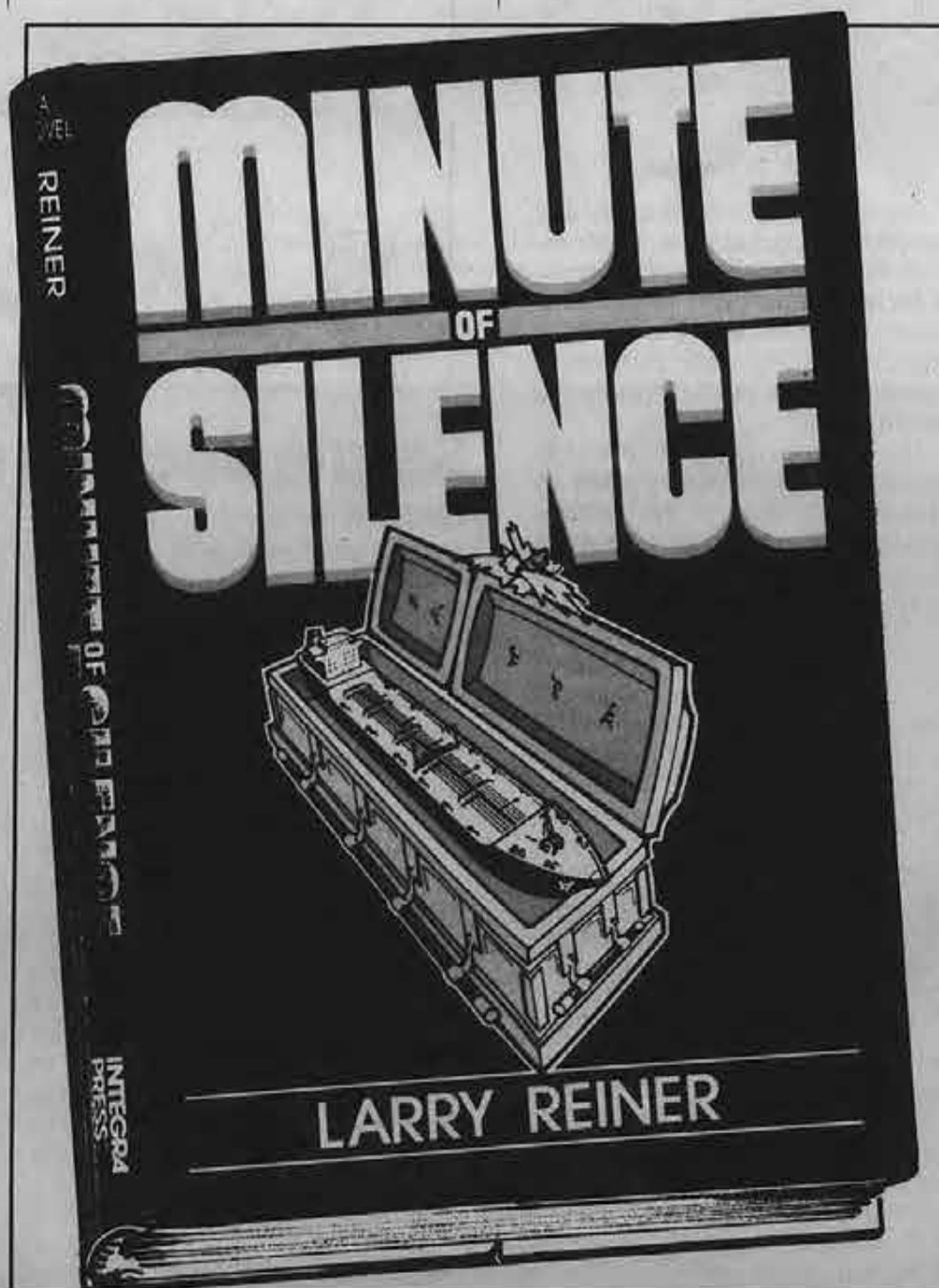
Reiner's feeling for the union runs deep. In fact, his loyalty earned him a week in the brig. "In '51, after I'd just gone into the army to go to Korea, we were still stateside, someone handed me live ammunition, told us to break out the bayonets and took us to break up a strike. It turned out the army was going to bust up a bunch of white caps, my own SIU brothers. I said, 'Those guys are from my own union.' And I refused to participate. The army wasn't too happy and they threw me in the jug for a week and threatened a court martial."

Minute of Silence has captured the attention of one Hollywood film company and a New York-based, mass market-oriented paperback publishing company. This fall, Reiner's book will be featured at an international book publishing fair in West Germany.

The publication of Reiner's book coincides with several major tanker disasters—such as the Exxon Valdez and the Mega Borg. The publisher of *Minute of Silence*, J. Dwight of Integra Press, believes the book can play an important role in the current debate on tanker safety. "What Larry Reiner has to say about the state of the tanker industry will be noticed because he himself has actually sailed on those kind of ships and he knows the industry," said Dwight.

The 268-page novel 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 October.

SIU members and retirees should note when requesting the book, their affiliation with the union, and Larry Reiner will autograph the book.



Dispatchers' Report for Deep Sea

JULY 1-31, 1990

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	34	11	9	30	11	9	8	66	10	6
Philadelphia	0	2	2	0	2	1	0	4	1	1
Baltimore	9	5	1	5	6	1	3	11	4	2
Norfolk	15	5	4	10	5	5	2	21	4	3
Mobile	14	12	7	14	4	6	1	13	12	5
New Orleans	35	9	5	29	10	10	4	46	6	10
Jacksonville	27	9	3	18	8	2	8	39	12	9
San Francisco	23	9	7	23	3	7	13	45	15	6
Wilmington	12	9	10	15	3	6	1	26	12	5
Seattle	34	17	11	28	8	7	8	50	15	6
Puerto Rico	9	5	0	7	4	0	0	17	2	0
Honolulu	10	7	9	10	5	10	5	6	10	3
Houston	35	12	14	34	11	17	11	41	11	9
St. Louis	1	3	0	1	4	0	0	2	1	1
Piney Point	0	1	4	0	1	2	0	1	1	3
Totals	258	116	86	224	85	83	64	388	116	69
ENGINE DEPARTMENT										
New York	21	5	2	21	5	0	3	34	7	2
Philadelphia	1	0	0	2	0	0	1	1	1	0
Baltimore	9	4	2	7	2	0	0	9	3	2
Norfolk	4	4	0	4	2	0	0	7	6	2
Mobile	13	3	1	9	3	5	1	15	4	1
New Orleans	26	9	2	16	5	1	3	27	7	3
Jacksonville	16	5	3	10	1	1	3	23	6	5
San Francisco	16	1	2	8	5	3	2	36	6	4
Wilmington	10	4	0	6	5	1	2	19	3	2
Seattle	19	4	3	14	3	2	5	32	6	3
Puerto Rico	6	0	0	4	0	0	2	6	0	0
Honolulu	7	8	2	4	9	7	2	4	10	4
Houston	22	7	7	20	8	6	3	21	4	5
St. Louis	0	0	2	0	1	2	0	0	0	1
Piney Point	0	6	4	2	4	2	1	2	8	2
Totals	170	60	30	127	53	30	28	236	71	36
STEWARD DEPARTMENT										
New York	15	6	4	17	4	3	2	27	6	2
Philadelphia	1	1	1	1	1	0	0	0	0	1
Baltimore	3	1	0	3	1	0	1	2	0	0
Norfolk	2	1	1	2	0	2	2	2	1	0
Mobile	9	1	0	9	2	0	2	14	2	1
New Orleans	13	4	2	10	6	3	4	17	5	0
Jacksonville	12	4	0	7	3	1	7	18	3	2
San Francisco	30	11	0	17	2	1	12	80	17	5
Wilmington	15	3	0	7	1	0	4	23	4	2
Seattle	17	8	1	14	6	1	7	25	7	1
Puerto Rico	2	1	0	6	0	0	1	3	2	0
Honolulu	3	15	11	3	17	5	60	8	26	24
Houston	14	1	0	11	2	1	3	27	1	2
St. Louis	2	0	1	0	0	0	0	2	0	1
Piney Point	2	4	0	2	1	0	2	2	6	2
Totals	140	61	21	109	46	17	107	250	80	43
ENTRY DEPARTMENT										
New York	9	13	6	8	17	9	0	24	28	15
Philadelphia	0	2	0	0	1	0	0	1	5	1
Baltimore	1	2	1	1	5	0	0	4	3	1
Norfolk	3	8	4	3	5	3	0	5	8	4
Mobile	2	11	6	4	7	5	0	4	19	6
New Orleans	12	20	15	10	7	14	0	13	23	20
Jacksonville	1	14	7	0	6	5	0	2	15	5
San Francisco	11	14	15	9	5	13	0	41	30	20
Wilmington	6	9	7	4	4	6	0	8	12	7
Seattle	11	9	4	10	4	1	0	17	11	6
Puerto Rico	3	6	0	5	3	0	0	9	14	1
Honolulu	1	45	141	1	37	137	0	5	50	151
Houston	8	8	6	5	9	7	0	14	14	9
St. Louis	0	3	0	0	2	0	0	0	2	2
Piney Point	0	28	1	0	12	0	0	0	32	2
Totals	68	192	213	60	124	200	0	147	266	250
Totals All Departments	636	429	350	520	308	330	199	1,021	533	398

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

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

Shipping in the month of July was down from the month of June. A total of 1,357 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,357 jobs shipped, 520 jobs or about 38 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 199 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 12,735 jobs have been shipped.

September Membership Meetings; Deep Sea, Lakes, Inland Waters

- Piney Point**
Tuesday, September 4
 - New York**
Tuesday, September 4
 - Philadelphia**
Wednesday, September 5
 - Baltimore**
Thursday, September 6
 - Norfolk**
Thursday, September 6
 - Jacksonville**
Thursday, September 6
 - Algonac**
Friday, September 7
 - Houston**
Monday, September 10
 - New Orleans**
Tuesday, September 11
 - Mobile**
Wednesday, September 12
 - San Francisco**
Thursday, September 13
 - Wilmington**
Monday, September 17
 - Seattle**
Friday, September 21
 - San Juan**
Thursday, September 6
 - St. Louis**
Friday, September 14
 - Honolulu**
Friday, September 14
 - Duluth**
Wednesday, September 12
 - Jersey City**
Wednesday, September 19
 - New Bedford**
Tuesday, September 18
- Each port's meeting starts at 10:30 a.m.*

Personals

AL ALEXANDER

An old friend, Joseph Kaufman, is trying to locate you. Please get in touch with him at 320 South Doheny Drive, Beverly Hills, CA 90211, telephone (213) 276-2947.

EDWARD A. LaRODA

Please contact Mabel LaRoda, 1305 Pebbledon Street, Monterey Park, CA 91754. Very important.

BOBBY GENE McMICHAEL

Please contact your sister, June Renfrow, or send your address. Very important! You can write her at 139 Meadowpark Drive, Hattiesburg, MS 39401 or call (601) 582-0675.

DAVID MURRAY

Please contact your sister or mother immediately.

CORRECTIONS

In the July 1990 issue of the Seafarers LOG, James Oehlenslager was listed in the Final Departures as having retired in June 1987. Brother Oehlenslager was an active member at the time of his death.

In the July 1990 issue of the Seafarers LOG, George Costango thanked all his friends for their support during his recent illness. His address was listed incorrectly. Anyone wishing to send a card or letter may reach him at 500 W. 22nd Street, Wilmington, DE 19802.

Dispatchers' Report for Great Lakes

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	15	8	0	41	23	0	6	6
ENGINE DEPARTMENT									
Algonac	0	6	5	0	17	6	0	3	4
STEWARD DEPARTMENT									
Algonac	0	4	1	0	11	4	0	1	0
ENTRY DEPARTMENT									
Algonac	0	10	13	0	0	0	0	10	19
Totals All Departments	0	35	27	0	69	33	0	20	29

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

Dispatchers' Report for Inland Waters

JULY 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**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	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	0	0	4	0	0	70	10	6
Mobile	0	1	0	0	1	0	0	0	0
New Orleans	2	0	0	2	0	0	0	1	3
Jacksonville	3	1	8	0	0	2	3	1	11
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	15	3	2	14	6	3	41
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	6	0	5	1	0	1	5	0	4
Algonac	7	3	0	10	7	0	32	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	2	0	0	0	0	0	0	0	0
Totals	35	5	28	20	10	17	116	38	65
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	0	0	1	0	0	10	4	1
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	0	1	0	0	0	0	0
Houston	2	0	0	0	1	0	2	0	0
Algonac	9	7	0	9	4	0	25	26	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	17	7	1	11	5	0	37	30	2
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	2	0	0	7	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	1	0
Jacksonville	0	0	0	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	2	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	2	1	0	0	0	0	2
Algonac	2	1	0	1	0	0	16	9	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	7	1	2	4	0	0	24	13	6
Totals All Departments	59	13	31	35	15	17	177	81	73

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

Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division
 (415) 861-3400

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

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

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

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

The Seafarers Pension Plan announces the retirement of 21 members of the union this month. Of this total, 14 sailed in the deep sea division, five in the inland section and two in the Great Lakes.

While several of the members served in the military or the SIU during World War II, Brother William Cofone was ship's chairman of a vessel that was damaged by an explosion during the Vietnam conflict. He was working in the deck department on the SS Robin Hood on March 27, 1971, when a mine or bomb knocked a 27 by 19 foot hole in the ship's hull. Cofone reported no injuries to the crew in a letter to headquarters.

Two of the members retiring were born in foreign countries. They are black gang members Heriberto Miranda, who was born in Matanzas, Cuba and Panagiotis Mykoniatis, a native of Athens, Greece.

What follows are brief biographical sketches of all these Seafarers and others who are retiring.

DEEP SEA

CECIL P. AYERS, 65, joined the Seafarers in June 1971 in the port of New York. The Encino, New Mexico native served in the Navy from 1943 to 1945. Brother Ayers upgraded his engine department rating to QMED at the Lundeberg School in 1973. He calls Cypress, Texas home.

SERVANO CASTRO, 62, joined the SIU in June 1963 in the port of New York. After serving in the Army from 1951 to 1956, the steward department member sailed aboard Sea-Land vessels during the early part of his career. Brother Castro still lives in his native Saurter, P.R.

WILLIAM COFONE, 65, joined the union in September 1955 in the port of Philadelphia. A native of New York City, he shipped in the deck department and became a recertified bosun in 1975 at the Lundeberg School. Brother Cofone resides in the Philippines.

HARRY J. DURACHER, 52, joined the Seafarers in July 1956 in his native New Orleans. Brother Duracher started his career in the galley, but switched to a position in the deck department. He still calls New Orleans home.

JOSE M. ESPANOL, 64, joined the SIU in May 1960 in the port of New York. He was born in Arecibo, P.R. Brother Espanol sailed in the engine department. He has retired to Coventry, Conn.

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.

LEOPOLD FAULKNER, 65, joined the union in February 1945 in the port of New York. The galley gang member was born in St. Thomas, U.S. Virgin Islands. Brother Faulkner now resides in New York City.

WILBERT FRUGE, 62, joined the Seafarers in January 1958 in the port of New Orleans. The Lake Charles, La. native served in the Navy from 1945 to 1947. Early in his steward department career, Brother Fruge shipped on Mississippi Ship Company vessels. He calls Houston home.

HERIBERTO MIRANDA, 65, joined the SIU in May 1955 in the port of Miami. Born in Matanzas, Cuba, Brother Miranda sailed in the engine department. He worked on South Atlantic & Caribbean Lines vessels early in his career. He shipped out of the port of Jacksonville, Fla. before he retired to Miami.

HAZEL F. MORRIS, 64, joined the union in August 1956 in the port of New Orleans. He was born in Pineville, N.C. and served in the Navy from 1944 to 1953. He sailed in the deck department. Brother Morris lives in Pittsburg, Calif.

PANAGIOTIS MYKONIATIS, 65, joined the Seafarers in November 1968 in the port of Seattle. He was born in Athens, Greece and had sailed in the engine department under the name of Pete Mikos. Brother Mykoniatis upgraded to QMED in 1982 at the Lundeberg School. He has retired to his native Greece, taking up residence in the town of Glyfada.

OLIVER A. PITFIELD, 65, joined the SIU in February 1967 in the port of Houston. The Biloxi, Miss. native served in the Navy from 1943 to 1946. The deck department veteran upgraded to recertified bosun in 1986 at the Lundeberg School. Brother Pitfield lives in Houston.

FRANK RODRIGUEZ, 31, graduated from the Lundeberg School in December 1978. Born in San Pedro, Calif., he sailed in the deck department. He shipped out of the port of New York. Brother Rodriguez assisted in several union beefs during the '80s including the ACBL strike. He upgraded to tankerman in 1982. He resides in Elmhurst, N.Y.

RICHARD SCHEMM, 65, joined the union in July 1953 in the port of New York. A native of Philadelphia, he served in the Navy from 1943 to 1946. Brother Schemm worked in the deck department and sailed from the port of Jacksonville, Fla. late in his career. He has retired to Port Richey, Fla.

SIMON G. SHARGABIAN, 64, joined the Marine Cooks & Stewards in October 1968 in San Francisco, prior to the union's merger with the SIU. The Massachusetts native served in the Navy from 1943 to 1963. Brother Shargabian upgraded his steward department rating at Piney Point in 1981. He now resides in Spring Hill, Fla.

FLOYD J. KOENIG, 61, joined the Seafarers in November 1956 in the port of New Orleans. He served as a captain for Crescent Towing. Boatman Koenig still lives in his native Gretna, La.

DAVID M. LeBARRON, 55, joined the SIU in July 1971 in the port of Detroit. Born in Hancock, Mass., he served in the Navy from

1952 to 1956. Boatman LeBarron interrupted his deck department career for approximately four years to work as a patrolman in the port of Detroit. He has retired to Hillman, Mich.

KEITH A. LOPER, 51, joined the union in April 1965 in the port of Norfolk, Va. Born in Ohio, he served in the Army from 1957 to 1959. Boatman Loper sailed in the deck department. He calls Chesapeake, Va. home.

GEORGE M. MILAZZO, 60, joined the Seafarers in November 1964 in his native New Orleans. He served in the Marines from 1946 to 1948. The deck department veteran switched to the inland division in 1973 and worked on Interstate Oil vessels. Boatman Milazzo attended the 1978 educational conference at Piney Point. He resides in Covington, La.

LEONARD A. POLK, 60, joined the SIU in May 1957 in the port of Houston. Born in Walnut Springs, Texas, he served in the Army from 1951 to 1952. Boatman Polk shipped in the deck department on G&H Towing tugboats. He lives in Freeport, Texas.

GREAT LAKES

WILLIAM S. GREGEL, 62, joined the union in 1944 in his native Cleveland. After serving in the Army from 1951 to 1953, he switched his membership from the A&G district to the Great Lakes division in 1961. Brother Gregel worked in the deck department on Great Lakes Towing vessels. He has retired to Wyandotte, Mich.

BOBBY G. WILSON, 58, joined the Seafarers in August 1966 in the port of Detroit. He sailed in the deck department. Brother Wilson still lives in his native LaFollette, Tenn.

LOOKING FOR MEMORABILIA

The response to last month's notice, asking members for any old union records, photos or other memorabilia they may have "filed" away, has already yielded some interesting items.

If you would like to contribute to the Union's archives, send the material to the Seafarers LOG (where it will be catalogued and then sent to the museum). The address is: 5201 Auth Way, Camp Springs, MD 20746.



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.

FIRST LT. BALDOMERO LOPEZ (Amsea), May 30 — Chairman W. Johnson, Secretary M. Younnett, Educational Director Raymond Culpepper. Chairman announced everything going smoothly. He told members to look in Seafarers LOG for information on vacationing at Piney Point. He thanked steward department for job well done. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew elected treasurer to create ship's fund. Members asked contracts department for clarification on travel reimbursement and when it should be paid. Next ports: Saipan and Guam.

SEALIFT CARIBBEAN (IMC), May 10 — Chairman Paul G. King, Secretary R. R. Poovey, Educational Director Ross Hardy. Chairman stated all was going well with no complaints. No beefs or disputed OT reported. Crew asked that dryer be repaired.

USNS CHAUVENET (Mar Ship Operators), May 25 — Chairman J. Miller, Secretary R. Lee, Educational Director A. Matos, Steward Delegate Mark Stabile. Chairman stated there is need for more communication between union and ship. Educational director announced he had upgrading information from Piney Point. He said vessel needs electrical safety program. Steward delegate reported beef. No beefs or disputed OT reported by deck and engine delegates. Crew noted purser was not providing daily news. Crew asked for option to be paid when signing off, even in the case of a member who signed on immediately. Members also questioned how purser calculated draw.

CHARLESTON (Apex Marine), June 24 — Chairman Mark Ruhl, Secretary J. Gonzalez, Engine Delegate Carlos Bonfont. Chairman announced payoff would take place in New York and vessel would lay up during July. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: Port Reading, N.J.

GOLDEN ENDEAVOR (American Maritime Transport), June 17 — Chairman Ray E. Todd, Secretary Frank Ross. Chairman noted captain had used obscene language when referring to deck department. Secretary said everything was okay. Deck and steward delegates reported disputed OT. Engine delegate reported no beefs or disputed OT. Crew requested new linens and washing machines.

GROTON (Apex Marine), June 9 — Chairman Neil Matthey, Secretary M.



Payoff Aboard Monarch
Jacksonville Port Agent James B. Koesy, right, meets with members aboard the Golden Monarch. At left is Robin Cotton, QMED/Pumpman.

Deloatch, Educational Director J. Shuler, Deck Delegate George Cruz, Steward Delegate D. Rodriguez. Chairman announced ship to payoff June 16 in Stapleton, N.Y. He said he would ask boarding patrolman about new contract. He noted vessel would be in Baltimore shipyard in August or September. He reminded crew to donate to SPAD. No beefs or disputed OT reported. Steward department thanked for its fine food. Deck department thanked for keeping galley and mess clean at night. Next port: Stapleton.

GROTON (Apex Marine), June 25 — Chairman Neil Matthey, Secretary M. Deloatch, Educational Director J. Shuler, Deck Delegate George Cruz, Engine Delegate Luis A. Malave, Steward Delegate Dimas Rodriguez. Chairman announced ship would payoff June 29 in Stapleton, N.Y. He said he had received text from company that contract not signed. No beefs or disputed OT reported. Crew asked contracts department for status of manning scale on ITB vessels. Crew thanked Steward Marvin Deloatch and Chief Cook Dimas Rodriguez for very good food. Next port: Stapleton.

ITB BALTIMORE (Apex Marine), June 23 — Chairman J. S. Rogers, Secretary Al Holland, Educational Director J. Thompson, Deck Delegate Geoffrey Brecht, Engine Delegate J. Moreno, Steward Delegate G. Hyman. Chairman announced payoff set for June 24 in port of Stapleton, N.Y. No beefs or disputed OT reported. Next port: Stapleton.

ITB PHILADELPHIA (Apex Marine), June 17 — Chairman V. T. Nielsen, Secretary Glenn C. Bamman, Educational Director Tom Herbert, Deck Delegate Richard L. Tomas, Engine Delegate R. Vasquez, Steward Delegate Hazel Johnson. Chairman announced vessel would pay off June 24 in port of New York. Educational director urged members to upgrade at Piney Point. Treasurer reported \$25 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: New York.

LIBERTY SEA (Liberty Marine), June 18 — Chairman W. R. Dawson, Secretary R. DeBoissiere, Educational Director Maurice White, Deck Delegate Jean Savoce, Steward Delegate Norman Taylor. Chairman advised crew to respect local customs while vessel docked in Egypt. He said he expected vessel to return to Norfolk, Va. for payoff by July 9. Educational director reminded members to upgrade at Lundeberg School. Engine delegate reported beef concerning role of DEU. No beefs or disputed OT reported by deck and steward delegates. Crew thanked Steward R. DeBoissiere, Chief Cook Norman Taylor and GSU J. Smith for jobs well done. Crew also thanked deck and engine departments as best in SIU. Next ports: Alexandria, Egypt and Norfolk.

LNG LIBRA (ETC), June 24 — Chairman Willie Mitchell, Secretary M. Ruggiero, Educational Director T. Curtis, Deck Delegate Stephen Hill, Steward Delegate Frank Martin. Chairman announced incinerator had been installed. He said crew must separate tin and glass from items that can be burned. He said crew wiper will handle trash box on starboard side. He reminded crew to keep forward tunnel door closed. Educational director asked crew to be sure to clean rooms when leaving ship. No beefs or

disputed OT reported. Crew noted things were settling down after leaving shipyard. Next port: Arun, Indonesia.

MAYAGUEZ (Puerto Rico Marine), June 10 — Chairman Allan A. Rogers, Secretary Jose Ross, Deck Delegate Ralph C. Taylor. Chairman announced vessel would pay off Wednesday, June 13. No beefs or disputed OT reported.

NEDLLOYD HUDSON (Sea-Land Service), June 17 — Chairman John Neff, Secretary R. G. Connelly, Educational Director Mike Overgaard, Deck Delegate Charles Mann, Engine Delegate Terry Preston, Steward Delegate Robert Arana. Chairman talked with crew about new contract and about not having alcohol on vessel. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew asked contracts department to review increases in pension, cost of living, dental and medi-



Welding in Hawaii

SIU members who sail out of the Honolulu hall are pictured with Lundeberg School instructor Bill Foley (left). The Piney Point instructor worked with (from second on left to right) Charlie Cantor, Brian Ortiz and Wick Lothar on all aspects of welding.

cal care. Crew also asked contracts department to review possibility of permanent members registering at home ports. Next port: Elizabeth, N.J.

OMI CHARGER (OMI Corp.), June 15 — Chairman F. R. Schwarz, Secretary Neville Johnson, Educational Director Wiley Yarber, Deck Delegate R. Cooper. Chairman announced crew was waiting for telegram about new contract. He said vessel will be running coastwise for next five years. Secretary asked members to be less wasteful and to place plastics where they belong. He urged crew to help slow down destruction of environment. Educational director urged members to upgrade at Lundeberg School to provide maritime industry with qualified men. Treasurer reported more than \$400 in ship's fund and more than 800 movies onboard. No beefs or disputed OT reported. Crew asked contracts department to look into allowing permanent members to take emergency leave without loss of job. Crew noted ship needs to be exterminated. Next ports: Texas City, Texas and Port Everglades, Fla.

OMI DYNACHEM (OMI Corp.), June 24 — Chairman Larry L. Kunc, Secretary Donnie W. Collins, Educational Director Paul E. Johnson, Deck Delegate Timothy J. Olvany, Engine Delegate George F. Darney, Steward Delegate Joseph C. Bush. Chairman announced payoff set for July 7 in Long Beach, Calif., then vessel will go into shipyard in Vancouver, Canada with no layoffs expected. He asked crew to keep ship clean by not placing food in ashtrays or leaving dishes in lounge. He reminded crew when they signed on they acknowledged drinking was not permitted onboard. Secretary urged members to read Seafarers LOG and support SPAD. Educational director suggested members upgrade at Piney Point. Treasurer announced \$216 in movie fund. No beefs or disputed OT reported. Members reminded gear locker on crew deck is not trash room. They also were asked to take better care of laundry room. Steward department thanked for job well done. Next port: Long Beach.

OMI HUDSON (OMI Corp.), June 17 — Chairman Carrol Heick, Secretary Bob-

bie Stearns, Deck Delegate Ervin Bronstein, Steward Delegate James E. Lewis. Chairman informed members Piney Point is available for family vacations as well as upgrading. He announced payoff set for June 24. No beefs or disputed OT reported. Crew noted garbage room smells and is unsanitary. Crew reminded to clean up after eating and sort trash into proper containers.

OMI WABASH (OMI Corp.), June 15 — Chairman Joseph Moore, Secretary Thomas M. Wybo, Educational Director Major Smith, Deck Delegate Efstratios Zoubantis, Engine Delegate Jack Hart. Chairman noted some repairs have been completed while other are waiting to be done. He announced payoff in Portsmouth, N.H. Educational director asked company to expedite mail to vessel. He urged members to upgrade at Lundeberg School. Treasurer stated \$175 in ship's fund. No beefs or disputed OT reported. Steward department

thanked for its good food and variety. Next ports: Portsmouth and Philadelphia.

OVERSEAS MARILYN (Maritime Overseas), June 23 — Chairman George Diefenbach, Secretary F. Payton. Chairman said he expected to receive details on new contract at any time. No beefs or disputed OT reported. Crew asked contracts department to review dental benefits. Crew asked company to repair door locks as some do not close properly. Next port: New Orleans.

OVERSEAS OHIO (Maritime Overseas), June 25 — Chairman Richard Wardlaw, Secretary Earl Gray Sr., Educational Director R. Durand, Deck Delegate W. Chestnut, Engine Delegate Robert Santos, Steward Delegate W. Bloodworth. Chairman relayed information from chief mate that after returning from Panama with load of oil, vessel will sit at anchor for few days before getting new orders. No beefs or disputed OT reported. Crew thanked union for Seafarers LOG which members said they enjoyed reading. Steward department thanked for its fine work. Steward Felix Durand thanked galley gang members as being very efficient and cooperative. Crew concerned about details of new contract and still awaiting word on it. Crew asked to have slop sink fixed on B deck. Next port: Houston.

PFC EUGENE A. OBREGON (Waterman Steamship), June 25 — Chairman Jessie D. Foster, Secretary P. D. Helton, Steward Delegate Albert Hendrick. Chairman thanked steward department for high standard of cleanliness and food quality. No beefs or disputed OT reported. Crew asked contracts department to look into increase in pension payments. Next port: Norfolk, Va.

ROVER (Ocean Carriers), June 10 — Chairman William Lewis, Secretary Lori Fencl, Educational Director Robert Bunch, Deck Delegate Solomon Shields, Steward Delegate Kipp Nestle. Chairman reported crew thanked steward department for job well done. He also noted crew's thanks to riding gang for helping to clean ship from shipyard in Italy while performing daily duties. He announced next payoff set for Singapore.

Continued on page 20

Lundeberg School Graduates Seven Classes



Trainee Lifeboat Class 456—Recently graduating from trainee lifeboat class 456 are in the photo at left (front row, left to right) Ivan Stanton, Shane Buckalew, Jamie Robinson, Michael Jackson, Washington Williams Jr., (second row) instructor Sheila Shug, Richard Suleski, Esteban Luke, Jason McGrew, Scott Fitzgerald, Sol Ganim, instructor Jim Moore, (third row) Angel Granado, Clarence Wilmore Jr., Timothy Fogg, Jeffrey Robinson, Marshall Stutes, Velton Lakey, Peter Roy, (back row) Curtis Boleware, Allen Hendricks, Sean Grace, Louis Perreira, Kenneth Joseph and Geral Bowman Jr.



Limited Mates—Graduating members of the limited mates class receive training in celestial navigation, federal regulations and safety training. They are (left to right, seated) Jean-Pierre Visier, Randal P. Yeager, Richard Kirby, instructor K.C. Taylor, (standing) Alejandro Vera-Sanfelli, Michael Wilson, Edward Brooks, William F. Knudson and William B. Travis.



Refrigeration Systems and Operations—Instructor Eric Malzkahn led these five members in classroom and practical shop training of mechanical refrigeration and repair techniques. With Malzkahn, left, are (from the left) Nathan Hollander, Chuck Mispagel, John J. Phillips, Rolon Rosario and Chris Doyle.



Upgraders Lifeboat—Graduates of the upgraders lifeboat class include (left to right, front row) Arlee Morgan, Jose Feliciano, Charles Rogers, Michael LeRoy Brown, Ollie J. Polk III, Toby Jacobsen, Harry Rousseau, Roland M. Lopez, (second row) instructor Ron Raykowski, Silverio Avila, Joe Casalino, Eric Nobles, Ricardo Ramos, Bryan Allen, Rebecca Posgay, Todd W. Wilson, Thomas Foulke, Anthony Warfield, (third row) Thomas Lockett, Greg Agren, Gary Lamb, Nicholas Baker, Lawrence Gilley, (back row) Pete Quinn, Darrell Rivera, Pablo Molina, Steven Rapacki, Michael Rectenwald and Alan Less.



Marine Electronics Technician—These course graduates received a background in analog and digital electronics with emphasis on shipboard circuitry and communications. They are (left to right) instructor Russ Levin, James Musker, Robert Adams, Ida Prange, Tom Elmer and Edward Granderson III.



Able Seamen—Graduating with their able seaman's endorsement are (left to right, front row) Jose Feliciano, Kathleen Moxey, John Mendez, Carlos Olsen, Harry Johns, (second row) Roberto Valentin, Eric Young, Anthony Sabatini, Mikolaus Keydel, Robert Coulter Jr., Anthony Bush, William Viust Bonilla, (third row) David Partkian, Joe Casalino, Eusebio Rodriguez, Michael Dykema, Scott Jones, Eric Nobles, Thomas Foulke Jr., Gilberto Chamorro, Don Spongberg, instructor Ben Cusic, (back row) Damon Eisenbrey, Jack McLaughlin, Todd Bright, Charles Hurst, Anthony Warfield, Oscar Lopez, Jack LaMotta and Rick Barnhart.



Firemen, Oilers, Watertenders—FOWT graduates receive training in engine room equipment and procedures, operating auxiliary equipment, watchstanding as well as firefighting and safety techniques. Those receiving the endorsement include (left to right, kneeling) Juan Smith, Daniel Fowers, Paul A. Barbadiello, Jose Mireles, Saleh Pady, Richard Boleware, Jorge Bonelli, (second row) Chris Clements, Henry Hall, James J. Lloyd, Jeffrey Gelin, Michael Brown, Thomas Flynn, (standing) Karl Leiter, Kevin DeSue, Roger Hammitt, Victor Mull, Demetrius Crump, Louis Mays, Ken Mulderig, Antonio Cubas, Calvin York and instructor Bill Foley.

Ships Digests

Continued from page 18

Treasurer stated ship's fund at \$87. No beefs or disputed OT reported. Crew received Seafarers LOG while in England. Members were urged to upgrade at Piney Point. New ice machine will be installed soon. Crew will receive subsistence as air conditioning not working. Next ports: Kuwait and Singapore.

SAM HOUSTON (Waterman Shipping), June 16 — Chairman **H. O. Leake**, Secretary **C. Rooks**, Educational Director **Russell W. Zeller**. Chairman said crew still awaiting word on new contract. He said crew should use money in ship's fund to acquire new movies and clean VCR. No beefs or disputed OT reported. Steward department thanked for its good food. Next ports: Norfolk, Va. and New Orleans.



East Meets West

Lundeberg School Vice President Ken Conklin, second from left, joins the Hawaii union officials behind the counter. They are, from the left: John J. Arnold, safety director; Conklin; Roy Aldanese, Port Rep, and Tommy Fay, port agent.

SEA-LAND ATLANTIC (Sea-Land Service), June 17 — Chairman **Willoughby C. Byrd**, Secretary **J. Rivera**, Educational Director **Richard Williams**. Chairman reported all was running smoothly and vessel will pay off in Houston on June 25. Educational director reminded members to take advantage of educational opportunities at Lundeberg School. No beefs or disputed OT reported. Crew reported lounge needs two new chairs. Steward department thanked for job well done. Crew thanked for keeping messroom clean. Next ports: Charleston, S.C., Houston and Port Everglades and Jacksonville, Fla.

SEA-LAND CONSUMER (Sea-Land Service), June 4 — Chairman **William Mortier**, Secretary **A. Romero**. Chairman announced new coffee pot had been delivered. Treasurer reported \$300 in ship's fund. No beefs or disputed OT reported. Crew requested new television as old one broken. Steward department thanked for its fine job.

SEA-LAND DISCOVERY (Sea-Land Service), June 10 — Chairman **Harry Fisher**, Secretary **J. R. Collis**, Educational Director **S. Miller**, Deck Delegate **Pedro Torres**, Engine Delegate **Pedro Gago**, Steward Delegate **Roberto Escobar**. Chairman said crew was waiting to hear about new contract. Secretary reported vote of thanks given to steward department. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Ship will pay off upon arrival in Elizabeth, N.J. Next ports: Elizabeth and San Juan.

SEA-LAND ENTERPRISE (Sea-Land Service), June 17 — Chairman **E. Cary Jr.**, Secretary **R. C. Agbulos**, Educational Director **J. Ashley**, Deck Delegate **Thomas Schroeder**, Engine Delegate **Leonardo Papa**, Steward Delegate **E. Nicolas**. Chairman stressed importance of practicing safety and fire prevention onboard ship at all times. He also urged members to take advantage of courses Lundeberg School has to offer. Secretary

reported good crew and good trip. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew asked contracts department for clarification if crew member is off or not working on holiday, is he entitled to one day's pay. Crew thanked steward department for job well done. Next port: Long Beach, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), June 23 — Chairman **L. E. Watson**, Secretary **F. H. Jackson**, Educational Director **G. L. Ackley**. Chairman said he had not received specifics on new contract. Educational director reminded members to upgrade at Piney Point. Treasurer noted \$200 in ship's fund. No beefs or disputed OT reported. Ship's radio has been missing since January when it was taken ashore for repairs. Vote of thanks issued to steward department.

SEA-LAND MARINER (Sea-Land Service), June 29 — Chairman **A. R. McCree**, Secretary **P. P. Lopez**, Educational Director **J. R. Speckman**, Deck Delegate **R. McGonagle**, Engine Delegate **E. F. Gooch**, Steward Delegate **R. Davis**. Chairman reported trip was one of worst he and fellow deck department members had made. Secretary thanked crew for keeping lounge clean. Treasurer announced \$97 in ship's fund for barbecue. No beefs or disputed OT reported. Steward department thanked by crew. Next port: Tacoma, Wash.

SGT. WILLIAM R. BUTTON (Amsea), June 18 — Chairman **F. Rankin**, Secretary **K. White**, Deck Delegate **J. Ray**, Steward Delegate **H. Hollings**. No beefs or disputed OT reported. Crew asked for breakdown of how EPA monies are adjusted and distributed each year. Steward department thanked for a job well done. Next ports: Pearl Harbor, Hawaii and Port Townsend, Wash.

AMERICAN CORMORANT (Pacific Gulf Marine), July 1 — Chairman **Vernon Huelett**, Secretary **Susanne Cake**. Chairman announced new dryer had been received. He told crew standard freightship and tanker agreements had changed, but the one for their company remains intact. Treasurer noted \$65 in ship's fund. No beefs or disputed OT reported. Seafarers LOGs passed out to crewmembers. Bosun asked that more information other than LOG be sent to Diego Garcia. New toaster needed for crew mess. Steward department thanked for fine work. Second deck crew thanked for chipping in to keep it clean.

BROOKS RANGE (IOM), July 2 — Chairman **M. G. Gutierrez**, Secretary **Paul Burke**, Deck Delegate **A. R. Alwaseem**, Engine Delegate **Gebar Ogbe**, Steward Delegate **Elizabeth Killian**. Chairman announced vessel would pay off in Long Beach, Calif. He thanked deck department for keeping ship in good shape and steward department for working in Portland, Ore. shipyard for serving with many extra people aboard.

No beefs or disputed OT reported. Crew asked contracts department to review time needed to acquire vacation and pension. Next port: Long Beach.

INGER (Sealift, Inc.), July 4 — Chairman **Stanley Jandora**, Secretary **Ralph Thomas**, Deck Delegate **Winston Dodson**, Engine Delegate **L. L. Holbert**, Steward Delegate **C. Griffin**. Chairman said crew was waiting to receive specifics of new contract. He reported all going smoothly. He urged members to practice safety first and test tanks for sufficient oxygen before entering. No beefs or disputed OT reported.

LIBERTY SEA (Liberty Marine), July 7 — Chairman **William Dawson**, Secretary **R. DeBosissiere**, Educational Director **John Cooper**, Deck Delegate **Jean Savoce**, Steward Delegate **Norman Taylor**. Chairman asked for clarification of DEU role on vessel. He announced ship would be paying off in Norfolk, Va. Educational director urged members to upgrade at Lundeberg School and contribute to SPAD. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew requested new dryer for crew's laundry. Crew thanked Bosun **William Dawson** and deck department crew as tops in union. Crew also thanked black gang as best in SIU. Special vote of thanks given to Chief Steward **R. DeBosissiere**, Chief Cook **Norman Taylor** and GSU **James Smith** for food and service Waldorf Astoria-style. Next port: Norfolk.

LIBERTY SPIRIT (Liberty Maritime), July 1 — Chairman **G. Guther**, Secretary **Edward Tinsley**. Chairman said he had not received any word from headquarters about contract. He noted steward was sick for seven days. Treasurer announced \$35 in movie fund. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Several crewmembers were getting sick because of cooking old food.

LNG LEO (ETC), July 8 — Chairman **James Garner**, Secretary **R. Adams**, Deck Delegate **John Graham**, Engine Delegate **Mark Freeman**, Steward Delegate **Alex Bonfont**. Educational director reminded members to upgrade at Piney Point. Treasurer noted \$398 in ship's fund. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked steward department for job well done. Next port: Nagoya, Japan.

MAYAGUEZ (Puerto Rico Marine), July 15 — Chairman **Allan Rogers**, Secretary **Jose Ross**, Educational Director **Kenneth L. Hart**, Deck Delegate **Ralph Taylor**, Engine Delegate **Mario Letman**. Chairman announced payoff scheduled for July 18 in New York. No beefs or disputed OT reported. Next port: New York.

MOBILE (Apex Marine), July 1 — Chairman **Antonios Triakoglou**, Secretary **William Robles**, Deck Delegate **Gregorio Ortiz**, Engine Delegate **Patrick McNamara**, Steward Delegate **Frank Tirado**. Chairman announced payoff on July 2. He said everything was running smoothly. No beefs or disputed OT reported. Next port: St. Croix.

NEDLLOYD HOLLAND (Sea-Land Service), July 1 — Chairman **Richard Darville**, Secretary **K. DeWitt**, Deck Delegate **Herbert Thrower**, Engine Delegate **Manuel Rodriguez**, Steward Delegate **Frank DiCarlo Jr.** Chairman reported offensive smell emanating from room drain. Treasurer announced \$43 in ship's fund. No beefs or disputed OT reported. Next port: Jacksonville, Fla.

NEDLLOYD HUDSON (Sea-Land Service), July 15 — Chairman **John Neff**, Secretary **R. G. Connolly**, Educational Director **Mike Overgaard**, Engine Delegate **Terry Preston**, Steward Delegate **Robert Arana**. Chairman talked with crew about drug testing and ban on alcohol onboard. He said ship is

waiting to hear from headquarters. No disputed OT reported. Crew reported continued problems with stack gas causing members to have headaches and irritated eyes and sore throats. Crew thanked galley gang, especially Chief Cook **Robert Arana** and Steward Assistant **E. Verveniotis**.

OMI COLUMBIA (OMI Corp.), July 9 — Chairman **Ernest Duhon**, Secretary **C. R. Moss**, Educational Director **Steven D. Bower**, Deck Delegate **Josefino Casugay**, Engine Delegate **Vernon Edwards**, Steward Delegate **Isidro Santiago**. Chairman announced new standard agreement was posted. He said patrolman visiting ship on July 13 payoff would answer any questions. Secretary reported all was going smoothly. Educational director encouraged members to upgrade at Lundeberg School. Treasurer noted more than \$1,000 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew wanted to know if they can have coffee break on tank watch. Crew reminded to return tools after using them. Members offered vote of thanks for new contract.

OMI MISSOURI (OMI Corp.), July 10 — Chairman **William Cronan**, Secretary **C. M. Davalie**, Deck Delegate **Jimmie Dufore**, Steward Delegate **Malcolm Thompson**. Chairman stressed importance of SPAD donations in interest of job security. He urged members to upgrade at Piney Point. No beefs or disputed OT reported. Next port: New Orleans.

OVERSEAS BOSTON (Maritime Overseas), July 8 — Chairman **Paul Grepo**, Secretary **Lincoln Pinn**, Engine Delegate **O. E. Hines**, Steward Delegate **G. R. Lee**. Chairman announced payoff set for Long Beach, Calif. where members can ask patrolman about new contract. Secretary asked crew to put food items away when finished eating. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reminded to keep doors and portholes closed when air conditioning is on. Members asked if mail could be forwarded from port to port rather than receiving it monthly. Galley gang thanked for good service and food. Next port: Long Beach.

OVERSEAS HARRIETTE (Maritime Overseas), July 8 — Chairman **J. J. Williams**, Secretary **V. Sanchez Jr.**, Engine Delegate **Wilbert Miller Jr.**, Steward Delegate **Curtis Brodnax**. Chairman said he still had no word where ship would payoff. He said everyone got along well and hoped the next crew also would. No beefs or disputed OT reported. Steward delegate asked company to supply launch service to comply with galley working hours. Crew thanked steward department for job well done.

OVERSEAS VALDEZ (Maritime Overseas), July 8 — Chairman **Peter Platania**, Secretary **V. Pierre**, Educa-

Continued on page 21



A Familiar Face

Rob Reiner, left, an upgrader and graduate of the Lundeberg School, gets a warm greeting from the school's vice president, Ken Conklin, when he was out in Hawaii.

Ships Digests

Continued from page 20

tional Director M. Scinto, Engine Delegate Greg Linkous, Steward Delegate Gualberto Mirado. Chairman said new washers and dryer had been promised on three different occasions, but nothing has been done. He stated no dryer is working and washers are breaking down constantly. He said new mattresses also needed in certain rooms and steward would order new ones or trade with those in extra rooms. He announced two new ice machines were ordered and should be installed when ship pays off July 11 in San Diego. He advised departing crewmembers to clean their rooms. He added repair list had been completed and given to captain. No beefs or disputed OT reported. Captain announced more than \$300 available for new video cassettes. Next port: San Diego.

PONCE (Puerto Rico Marine), July 1 — Chairman Donald Wagner, Secretary Joseph Kundrat, Secretary E. Frederickson, Deck Delegate William Carney, Engine Delegate Valentin Martinez. Chairman reminded crew of captain's order that no women are permitted on vessel. He said ship will be on 28-day pay schedule. No beefs or disputed OT reported. Crew reported patrolman visited ship to explain new contract. Crew complained tiling of deck had not been accomplished as promised. Members asked to keep pantry and recreation rooms clean and to separate garbage. Next ports: San Juan and Jacksonville, Fla.

SEA FOX (Crowley Maritime), July 1 — Chairman Theodore Wallace, Secretary Walter Mosley, Deck Delegate H. Charles, Steward Delegate S. Anthoni. Secretary noted he had not received key to movie locker nor did he know how much money was in movie fund. Deck delegate reported beef about watches and work rules. No beefs or disputed OT reported by engine and steward delegates. Members reminded they need drug card to ship.

SEA-LAND CONSUMER (Sea-Land Service), July 2 — Chairman B. Mortier, Secretary A. Romero. Chairman stated crew television still being repaired. Treasurer announced \$163 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew voted in favor of new contract, saying they were very happy with it.

SEA-LAND DISCOVERY (Sea-Land Service), July 8 — Chairman Harry Fisher, Secretary Jose Collis, Educational Director S. Miller, Deck Delegate Pedro Torres, Engine Delegate Sima Padilla, Steward Delegate Roberto Escobar. Chairman said he would talk with patrolman before payoff because captain will not make new pay scale retroactive. Secretary offered vote of thanks to all union officials, especially President Michael Sacco, for best contract in years. Educational director announced black gang as happy with new contract as others on vessel. No beefs or disputed OT reported. Crew thanked steward department for fine work. Next ports: Elizabeth, N.J. and San Juan.

SEA-LAND FREEDOM (Sea-Land Service), July 7 — Chairman Garry D. Walker, Secretary Clare Crane, Educational Director D. Compeau. Chairman advised crew of payoff on July 8 and Coast Guard inspection next day. He asked contracts department to look into sending letters to crewmembers when time is up. No beefs or disputed OT reported. Crew asked company for smoke detectors in rooms and extension of fuel oil tank vents for health and safety reasons. Crew offered its best to Chief Electrician Danny Compeau who is retiring after this trip. Vote of thanks given to steward department for great barbecues. Next port: Tacoma, Wash.

SEA-LAND INTEGRITY (Sea-Land Service), July 8 — Chairman C. James, Secretary John Samuel, Engine Delegate Joseph Spell, Steward Delegate Charles Hall. Chairman asked those members with problems to bring them up during meeting. No beefs or disputed OT reported. Crew asked enough linens be placed onboard to take care of 35-day voyage. Crew asked contracts department to review increase in maintenance and cure. Steward department thanked for job well done.

SEA-LAND NAVIGATOR (Sea-Land Service), July 1 — Chairman Salvatore Sbriglio, Secretary John J. Alamar, Educational Director Kassem Abdulla. Chairman stated ship has had no communication about new contract and pay raises. Secretary thanked members for keeping recreation room and crew areas clean. He announced the ship's fund needs money for gas for barbecues. Educational director urged members to take classes available to members at Lun-

deberg School. Treasurer reported 12 new movies onboard and \$21 left in movie fund. No beefs or disputed OT reported. Crew requested new television, book cases and curtains for crew quarters. Next ports: Oakland, Calif., Honolulu and Guam.

SEA-LAND VOYAGER (Sea-Land Service), July 8 — Chairman J. A. Lewis, Secretary C. Gibson, Educational Director R. Risbeck, Deck Delegate Frank Timmons, Engine Delegate Ronald Koski, Steward Delegate Mike Bubaker. Chairman announced everything running smoothly. He thanked the galley gang for good work and reminded members to clean their rooms when they leave vessel. Treasurer noted \$100 in movie fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Steward delegate asked contracts department to review OT for three-man crew. Crew thanked steward department for fine food. Next port: Tacoma, Wash.

SUGAR ISLANDER (Pacific Gulf Marine), July 10 — Chairman W. Davis, Secretary L. Frazier, Educational Director C. Hall. Chairman thanked steward department for great service and all officers for clean operations. Secretary thanked Chief Cook Isaac Gordon for his fine food. Deck delegate urged members to be careful and report safety violations. No beefs or disputed OT reported. Galley gang thanked crew for helping keep ship clean.

Know Your Rights

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

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

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

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

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

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

EDITORIAL POLICY—THE SEAFARERS LOG. The Seafarers LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It 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 or her of any constitutional right or obligation by any methods such as

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

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex 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 of 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.



The SIU has created a new t-shirt design which is available to all our members on a first-come, first-served basis. The shirts feature the SIU logo in full color on the front and "Politics is Porkchops" cartoon in blue on the back. They are American-made.

Please fill out the application below and mail it to:

Joseph DiGiorgio,
Secretary-Treasurer
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

NAME _____
ADDRESS _____
CITY, STATE, ZIP _____
S. S. # _____
BOOK # _____ RATING _____
PHONE # _____
T-SHIRT SIZE (circle one)
S M L XL

Final Departures

DEEP SEA

MICHAEL A. BORIS

Michael A. Boris, 74, passed away June 9. A native of United, Pa., he served in the Navy from 1935 to 1945. Brother Boris joined the Seafarers in April 1946 in the port of Baltimore. He sailed in the steward department until he retired in June 1986.

LLOYD CALLAWAY

Lloyd Callaway, 73, died July 3. Brother Callaway was a charter member of the SIU, having joined in October 1938 in his native Mobile, Ala. He sailed in the deck department before he started drawing his pension in May 1982.

JOSE DEHESA



Jose Dehesa, 88, passed away June 12. Born in the Philippines, he joined the union in December 1944 in the port of New York. The galley gang member was part of the crew of the SS Steel Architect to be given a safety award for keeping the vessel accident free in the first half of 1960. Brother Dehesa began receiving his pension in July 1968.

MARK FITZPATRICK



Mark Fitzpatrick, 68, died June 23. He was born in New Jersey and served in the Navy from 1942 to 1945. Brother Fitzpatrick joined the Seafarers in August 1947 in the port of New York. He sailed in the engine department before retiring in December 1986.

JUAN GONZALEZ



Juan Gonzalez, 87, passed away July 8. A native of Havana, Cuba, he joined the SIU in June 1950 in the port of New Orleans. Brother Gonzalez shipped in the steward department. He started drawing his pension in July 1968.

WILLIAM H. HARRELL



William H. Harrell, 79, died June 17. He was born in Windsor, N.C. and joined the union in May

1946 in the port of Norfolk, Va. Brother Harrell was a member of the black gang. He started collecting his pension in December 1975.

LOWELL E. HARRIS

Lowell E. Harris, 78, passed away July 13. The North Carolina native joined the Seafarers in June 1947 in the port of Norfolk, Va. Brother Harris sailed in the steward department before retiring in June 1972.

DOMINGO JARTIN



Domingo Jartin, 88, died July 8. Born in Spain, he joined the SIU in June 1943 in the port of Boston. Brother Jartin sailed in the engine department. He started collecting his pension in December 1968.

HOWARD LOVELLETTE



Howard Lovellette, 58, passed away July 3. He was born in Corpus Christi, Texas and served in the Air Force in 1951. Brother Lovellette joined the union in October 1955 in the port of New Orleans. His early years as a galley gang member were spent sailing on Cities Service tankers. He started drawing his pension in September 1989.

ODD JAN OLSEN

Odd Jan Olsen, 67, died October 27, 1989. A native of Harstad, Norway, he joined the Seafarers in January 1962 in the port of New York. Brother Olsen shipped in the engine department and retired in October 1980.

FRANK A. RADZVILA



Frank A. Radzvila, 76, passed away July 2. The Pennsylvania native was a charter member of the SIU. He joined in December 1938 in the port of New York. Brother Radzvila sailed in the steward department before he started receiving his pension in February 1983.

GEORGE A. ROSHOLT



George A. Rosholt, 74, died July 19. Born in New York, he served in the Army from 1945 to 1956. Brother Rosholt joined the union in February 1976 in the port of Jacksonville, Fla. He sailed in

the galley gang and retired in January 1981.

FRANCIS J. SYLVIA

Francis J. Sylvia, 66, passed away July 5. Brother Sylvia was born in Taunton, Mass. He joined the Seafarers in February 1946 in the port of New York. He sailed as a QMED until he started collecting his pension in July 1985.

INLAND

MICHAEL L. COLLINS



Michael L. Collins, 32, died June 15. The Aurora, Colo. native graduated from the Lundeberg School in February 1978. Boatman Collins upgraded his engine department ratings at Piney Point in 1979, 1981 and 1983. He was an active member at the time of his death.

KEVIN HOUSLEY

Kevin Housley, 30, passed away June 17. A native of Carbonale, Ill., he graduated from the Lundeberg School in December 1979. He was noted in his class records as being "the type of student that gives the school a good name." Boatman Housley was an active member at the time of his death.

JOHN NICHOLSON



John Nicholson, 75, died June 21. Born in England, he joined the Seafarers in June 1957 in the port of Baltimore. Boatman Nicholson worked in the engine department for Curtis Bay Towing. His wife, Mariel, survives him.

GREAT LAKES

EDWARD KWIATKOWSKI



Edward Kwiatkowski, 65, passed away June 5. A native of Michigan, he joined the SIU during 1957 in the port of Duluth, Minn. Brother Kwiatkowski sailed in the engine department. He retired shortly before his death.

DARRELL L. WELLS

Darrell L. Wells, 84, died June 30. He was born in Illinois and joined the union in June 1960 in the port of Detroit. Brother Wells sailed in the deck department. He started drawing his pension in August 1970.

ATLANTIC FISHERMEN

ANTHONY PALAZOLA

Anthony Palazola, 70, passed away June 10. After serving in the Army Air Force from 1942 to 1945, Brother Palazola joined the Seafarers in December 1961 in his native Gloucester, Mass. He retired in November 1983.

RAILROAD MARINE

JAMES EATON SR.



James Eaton Sr., 77, died July 7. The Illinois native joined the Seafarers in July 1960 in the port of Baltimore. Brother Eaton worked as a bargeman for the Baltimore & Ohio Railroad before he retired in May 1975.



One hand
for you
One hand
for the
Ship

"Look, Ma, no hands!" is cute when a child shows off, but not when an adult does it. Having both hands free may sound like a great idea to get work done faster. But all it takes is one fall from a ladder or down a flight of steps and no work will get done. Handrails are located where they are for a purpose: your safety. Use them. Leave the balancing acts for the acrobats.



AN SIU SHIP IS A SAFE SHIP
Lots keep it that way!

Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

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

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

To obtain more information about this program, Seafarers may call the membership services office at:

1-800-CLAIMS-4 (1-800-252-4674)

or may write to:

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

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

1990 UPGRADING COURSE SCHEDULE

All Programs Are Geared to Improve Job Skills of SIU Members
And to Promote the American Maritime Industry

September-December 1990

The following is the current course schedule for September-December 1990 at the Seafarers Harry Lundeberg School of Seamanship.

The course schedule may change to reflect the membership's and industry's needs.

PLEASE NOTE: All members are required to take firefighting when attending the Lundeberg School.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 17	October 26
	November 12	December 21

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

Lifeboatman	September 3	September 14
	October 1	October 12
	October 29	November 9
	November 26	December 7
Ship Handling	December 24	January 4
	October 8	October 19
Radar Observer Unlimited	December 3	December 14
	October 1	October 5
Limited License	November 26	November 30
	September 17	November 23

Upon completion the Sealift Operations course must be taken.

Steward Upgrading Courses

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

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

Oil Spill Course

Oil Spill Prevention & Containment (1 week)	September 3	September 7
	October 1	October 5
	October 29	November 2
	December 10	December 14

Upon completion the Sealift Operations course must be taken.

SHLSS College Program Schedule for 1990

FULL 8-week Sessions
August 6 through September 28 October 15 through December 7

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 24	November 5

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	September 17	December 7
Fireman/Watertender and Oiler	October 29	December 7

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

Pumproom Maintenance & Operations	October 29	December 7
Marine Electrical Maintenance	October 1	November 23
Diesel Engine Technology	October 1	October 26
Hydraulics	October 1	October 26

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

1990 Adult Education Schedule

The Adult Education courses listed are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	October 29	December 8
Adult Basic Education (ABE)	October 29	December 7
English as a Second Language (ESL)	September 10	October 19
	October 29	December 7

Developmental Studies September 10 September 14

ABE/ESL Lifeboat Preparation Course October 8 October 16

Lundeberg School Self Study Courses

Take advantage of the opportunity to increase your knowledge through the Lundeberg School's self study courses. The materials are prepared in a straight-forward, easy-to-understand manner.

Please send the materials checked below:

MATH	<input type="checkbox"/>	SOCIAL STUDIES	<input type="checkbox"/>	STUDY SKILLS	<input type="checkbox"/>
Fractions	<input type="checkbox"/>	Geography	<input type="checkbox"/>	Listening Skills	<input type="checkbox"/>
Decimals	<input type="checkbox"/>	U.S. History	<input type="checkbox"/>	How To Improve Your Memory	<input type="checkbox"/>
Percents	<input type="checkbox"/>	Economics	<input type="checkbox"/>	How To Use Textbooks	<input type="checkbox"/>
Algebra	<input type="checkbox"/>	ENGLISH: Writing Skills	<input type="checkbox"/>	Study Habits	<input type="checkbox"/>
Geometry	<input type="checkbox"/>	Grammar Books	<input type="checkbox"/>	Test Anxiety	<input type="checkbox"/>
Trigonometry (Plane)	<input type="checkbox"/>	Writing Business Letters	<input type="checkbox"/>	Test Taking Tactics	<input type="checkbox"/>
(Spherical)	<input type="checkbox"/>			Stress Management	<input type="checkbox"/>
				Notetaking Know-How	<input type="checkbox"/>
				COMMUNICATIONS SKILLS	<input type="checkbox"/>

Name _____
Address _____
Telephone (____) _____
Social Security # _____

Cut out this coupon and mail to:

Adult Education Department; Seafarers Harry Lundeberg School of Seamanship;
Piney Point, Maryland 20674

UPGRADING APPLICATION

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

Address _____
(Street)

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

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program: Yes No

If yes, which program: From _____ to _____

Last grade of school completed _____ (dates attended)

Have you attended any SHLSS Upgrading Courses: Yes No

If yes, course(s) Taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date Available for training _____

Primary Language Spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I Am interested in the Following Course(s) Checked Below or Indicated Here if Not Listed

DECK

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

ENGINE

- FOWT
- QMED-Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)

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

STEWARD

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

ALL DEPARTMENTS

- Welding
- Lifeboatman (Must be taken with another course)

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course.
RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundeberg Upgrading Center, Piney Point, MD. 20674

From Oklahoma City to Piney Point

Seafarer Pedals Across the Country To Upgrade at Union Training School



The St. Louis Arch—symbol of the Gateway to the West—provides a beautiful backdrop for the traveling Terry McKee and his bicycle.

When Terry McKee rolled through the entrance gate of the Seafarers Harry Lundeberg School of Seamanship, he did not realize the commotion he would create.

McKee was the first person to pedal a bicycle from Oklahoma City to Piney Point in order to upgrade his able bodied seaman's rating at the school. "The word was out the day after I arrived," McKee recently told a reporter for the Seafarers LOG. "My roommate at the school asked me how I came in. I told him on my bike. He couldn't believe it and the next morning told everyone he talked with."

Although he lives in Phoenix, Ariz., McKee started this journey in the Sooner State because his sister was getting married there. He flew with his specially equipped mountain bike, which is a low-riding, multi-gear two wheeler with thick knobby tires, to Oklahoma City and proceeded along the old U.S. Route 66 toward Cincinnati.

McKee noted most of the highway made famous by song and television has been destroyed but parts of it still exist as a historical monument. In Missouri, the road disappeared altogether. "I like to travel the backroads when I can.

Biking is great because you can see what you want to see and travel at your own pace."

When he reached Cincinnati where he planned to stay a few nights, he called the school to discover his classes were delayed one month. Because of foul weather, he spent some extra days in Cincinnati, then took off east along the Ohio River.

"I started reading the historical markers and discovered a lot of Civil War history. I never was interested in it before, but I had the time so I followed them." He spent a couple of days in Lewisburg, W.Va. while it played host to a Civil War reenactment, the first McKee had witnessed. "The people involved live, eat and dress just as the people did back then. It was fascinating."

He pedaled across the Appalachian Mountains, following the old Chesapeake and Ohio Canal to Harpers Ferry, W.Va. He also biked down the Blue Ridge Parkway and Skyline Drive in the Virginias to the Washington, D.C. area where he arrived Memorial Day weekend.

In the nation's capital, McKee camped with the Rolling Thunder Motorcycle Club during their an-

nual tribute to Vietnam veterans, POWs and MIAs at the memorial wall. The merchant mariner had the only non-motorized bike in the group. They made him an honorary member, dubbing him "Quiet Thunder." Finally, he made his way to Piney Point.

The lengthy trip is nothing new for McKee. "I've always liked to travel. I've ridden off and on all my life. In high school, I had a car but I rode my bike to school." McKee claimed he is "a lazy person" because the only exercise he gets is riding his bike. He does not do any special routines when he is on a ship. "When I get home, I get the bike out and start riding. In a few days, I'm in shape to travel."

McKee said each trip he takes is his favorite. Among his journeys have been trips up the Pacific coast into Canada, across the Rocky Mountains and through Florida and some Gulf states. He said he likes to visit zoos and museums because of all the things he can learn.

His bike weighs about 100 pounds with the clothes, camping gear and water he takes. He travels between 50 and 100 miles a day. Last year, he logged more than 6,000 miles.

He has been in several accidents where cars did not pay attention to his having the right of way, including one in downtown Fort Lauderdale, Fla. where he hit the highway so hard it cracked his helmet and knocked him out. He is a firm believer in using helmets on bicycles and motorcycles.

McKee's goal is to bike around the world. Thanks to his jobs through the SIU, he already has travelled in Europe and Japan. He does not take his wheels with him when he ships. "It's easier to buy a used one over there," he said. "Then I'll sell it. If I can't, I'll give it to some kid who would like it."

His interest in travel led him to the sea in 1973. "Where else can you see the world, get your food and lodging free and get paid for it. I love it!"



Applications Available For Union's 1991 Scholarship Program

Applications are now available at union halls around the country for the 1991 Seafarers Scholarship Program. Sons and daughters of Seafarers, as well as interested SIU members, may apply.

Four scholarships of \$15,000 paid in four installments are open to dependents of SIU members. Seafarers can apply for two scholarships of \$6,000 and one of \$15,000, also to be paid in yearly increments.

Completed applications are due by April 15, 1991.



Pick up scholarship application materials at any union hall or by requesting a copy from:

**Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746**

In requesting the materials, give the name of Seafarer involved and his or her book number.

Also indicate whether the application is for self or dependent, and provide address and telephone number.

Help Locate This Missing Child



Stephanie Smith

The National Center for Missing and Exploited Children is seeking the help of Seafarers in locating 17-year-old Stephanie Smith.

Smith disappeared May 31, 1989 from Cincinnati, Ohio. She stood 5 feet, 8 inches tall, had hazel eyes and curly brown hair and weighed 113 pounds when she was last seen. She is believed to be in the company of a 25-year-old male companion.

Anyone with information about the young woman should contact the National Center for Missing and Exploited Children at (800)843-5678 or the Sharonville (Ohio) Police Department at (513)563-1147.

For more than a year, the Seafarers LOG has published photographs of young people who are reported as missing by the National Center.