

# SEAFARERS LOG

Volume 53, Number 9

September 1991

## 'Worker Tax' Flawed: SIU

Page 3



AP Photo of ABC News Video Image

### 'After Me,' Said the Captain

The world was startled to learn that the captain of the sinking Oceanos was among the first to be evacuated. More than 500 passengers aboard the cruise vessel had to rely on the help of the ship's entertainment staff in the rescue. This photo was taken moments before the ship settled to the bottom of the sea off South Africa's coast. Story on page 3.

### Heavy Shipping Continues in Wake Of Desert Storm

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### Hurricane Batters New Bedford's Fishing Fleet

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### Piney Point Facility Named for Paul Hall

Lundeberg School students and visitors passing through the main gate will note the new sign indicating the Piney Point complex now is named the Paul Hall Center for Maritime Education and Training. A dedication ceremony

attended by hundreds of maritime industry and labor representatives and Seafarers, both active and retired, was held on the anniversary of the birth date of the late president of the SIU. Story on page 3.

## President's Report

### Freedom and Democracy

Last month, in a three-day period, an event of almost incalculable significance took place in the Soviet Union—an event which could easily define the world as we know it for the rest of our lives. Beginning on August 19, for the first time in more than 1000 years, the Russian people conclusively beat back tyranny and have struck an indelible blow in behalf of freedom and democracy.

Now we can look forward to seeing the Russian worker enjoy the freedom that a worker in a democracy has. While this may seem rather inconsequential to the think-tank types and lofty bureaucrats, such rights have monumental consequences.

After all, communism was supposed to create so-called worker states. But any worker could tell you that was a bunch of bunk. In practice, the communist party in the Soviet Union—and elsewhere in the world—kept workers from exercising their rights to get together and act in their own interest.

The hapless gang of hard-liners orchestrating the coup thought they would have the support of workers and the Russian people generally because of the real dissatisfaction which exists throughout the Soviet Union with the condition of the economy. It appears they also assumed that a show of military force would wipe out any thoughts of mounting an opposition.

The Soviet hard-liners made the same mistake most dictators make—they did not correctly judge the depth of a people's desire to be free, a people's desire for self-determination. It seems the Russian people, who for the past five years had glimpses of freedom and who practiced limited democracy, liked what they had and wanted more.

The Russian people understood what Mikhail Gorbachev—who recently was moving closer to the right and attempting to put a lid on many of the political reforms he had originally introduced—did not. For Soviet workers, there was nothing wrong with the new political freedoms, they just did not go far enough. No one, it seems, wants to go back to the past; for Soviet workers, solutions are to be found in the future.

The Russian people also understood a point often missed by this nation's academics and government officials—that freedom and democracy are not abstract theories. In this case, tens of thousands of Russian citizens took to the streets to defend their freedoms, and thousands of workers answered the call of Boris N. Yeltsin, the democratically-elected president of the Russian federated republic, for strikes of "universal, unlimited" proportions. Hours after Yeltsin urged this action, Soviet miners in the Kuzbass coal fields shut down 26 mines, while auto workers in Siberia, Murmansk public transport workers and other groups put strikes into effect.

#### 'Freedom Comes from the Ground'

We in the American labor movement always have believed that, as AFL-CIO President Lane Kirkland notes, "The story of freedom—and what it takes to get it—does not take place in the ministries or counting houses of the elite. Rather, it is the story of ordinary working people courageously rising to their feet and demanding their fundamental rights. Freedom and democracy do not come from the sky, but from the ground."

There is much work to do in the Soviet Union, as well as in the former communist states of Eastern and Central Europe. We in the American labor movement will continue to stand with the workers of those countries. We will continue to stand on the side of their free and independent trade unions.

The events of last month should clear the way for Soviet workers and their independent trade unions to fully participate in decision-making processes both at their work sites and in their government. This ability to participate in a meaningful way will be critical in the days ahead if the former communist states are to build economies of substance—ones in which all people can participate, whether as wage-earners, investors, managers or owners.

#### Our Own Heritage

I think it is fitting at this point to recall the communists' attempt to gain control of the American waterfront, a fierce battle in which this union was deeply involved. Looking back through old issues of the LOG from the 1940s, today's Seafarer can get a sense of how intense the fight really was.

The communists, who maintained a waterfront section, sought to gain control of those industries which they deemed essential to winning control of a nation, and foremost among those sectors of the economy were communications and transportation—in particular, shipping. With this in mind, the communists maintained an apparatus designed to take over maritime labor. Looking over past LOGs reminds us that our people were never duped by the communists. The Seafarers recognized that the commies were not sincerely trying to advance the cause of workers but were, in fact, only interested in advancing the line from Moscow.



Michael Sacco

## Desert Storm Redeployment Keeps Ships on Gulf Run

Bringing military materiel back to the United States from the Persian Gulf should keep most of the Ready Reserve Force (RRF) vessels broken out for Desert Shield and Desert Storm active through the end of this year, estimates the government agency in charge of sealift operations.

The Military Sealift Command reports that more than 100 ships are involved in the redeployment effort. Of those vessels, 49 are from the RRF, three are prepositioning ships and 52 are commercial carriers and seven are fast sealift ships. Of the commercial charters, 28 are U.S.-flag ships and 24 are foreign-flag.

To date, 1.3 million short tons of dry cargo have been redeployed in Operation Desert Sortie, the military name for the Middle East engagement since the war ended.

The redeployment effort is proceeding carefully because much of the equipment being loaded was

damaged by desert conditions and war activities.

#### Plenty of Jobs

For Seafarers, the ongoing Persian Gulf effort has meant that shipping is very high. In addition to manning the RRF ships on the gulf run, Seafarers recently crewed another reserve force vessel—the Pioneer Commander—which was broken out for sea trials. The Pacific Gulf Marine-contracted ship was supplied SIU manpower by the union's Mobile hall.

Only one of the eight fast sealift ships, all of which are manned by the SIU, has been put back into reduced operating status (ROS). The USNS Altair is now on ROS, but the other workhorse ships continue to transport heavy equipment for the military.

Most of the prepositioning fleet has returned to its assigned home base of Diego Garcia or Guam.

### Recalling the '70s Farmworkers' Beefs



Cook Ahmed Sharif (right) and SIU Patrolman Harmando "Sal" Salazar were reunited with Cesar Chavez when the United Farm Workers president was in Seattle to rally support for the union's current grape boycott. Sharif, who currently sails on the Great Land, worked for the Farmworkers in the '70s as an interpreter of Arabic during UFW organizing campaigns. Salazar, at the direction of then SIU President Paul Hall, worked with Chavez in '73 and '74 during an intense UFW beef with California growers.

**Applications Now Are Being Accepted  
For the 1992 Seafarers Scholarship Program.  
Turn to Page 10 for Details**

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# SIU Sees Flaws in CG's 'Worker Tax'

The SIU has charged that the Coast Guard's formula for making seamen pay for their documents and licenses is based on a number of false assumptions and that the agency is not entitled to these fees.

The Seafarers position on the Coast Guard's plan to charge seamen a so-called user fee for costs involved in the issuance of merchant marine documents (or z-cards), licenses and certificates of registry was submitted to the agency in response to a notice on the matter which first appeared in the *Federal Register*. Currently the Coast Guard is reviewing all submissions, and at this point the agency has not assigned a starting date for the program.

In the union's strongly-worded communication, SIU President

Michael Sacco vigorously objected to the entire notion of making American seamen pay for the right to be employed aboard U.S.-flag ships, noting the union believes it amounts to nothing short of a "worker tax." The union's statement recognized, however, that the Coast Guard was simply putting into effect a user fee plan mandated by the Omnibus Budget Reconciliation Act of 1990 enacted last year to address the nation's federal deficit.

The SIU pointed out the following flaws in the agency's plan: the lack of recognition for services provided by Lundeberg School personnel to assist seamen in obtaining their documents and licenses; inadequate disclosure of the methodology used by the Coast

Guard in determining the rates it will charge for documents and licenses; the open-endedness of the scheme which could allow the fees to rise to sky-high levels.

## Misconceived Premise

Additionally, the union noted that the entire scheme did not square with the public interest. Sacco said in the union's communication, "The SIU rejects the notion that merchant seamen are the sole beneficiaries of the Coast Guard's licensing and documentation program."

"In fact, it is the union's assertion that the procedure of tracking the skills of mariners is done in the public interest, for the good of the citizenry as a whole. It is not logical to assume that safe waterways are only for the benefit of those who work on vessels."

"Therefore, it is in the public interest that seamen not be saddled with a fee for a service designed to ensure the nation's waterways remain safe, navigable and environmentally sound."

## No Cap on Fees

Of great concern to Seafarers, noted the SIU, is the fact that there is no sound basis for the high cost of fees proposed by the Coast Guard and no guarantee that the rates would not go up and up. The union's suspicions are based on the fact that the user

fee scheme is simply a way in which funds can be raised to offset the budget crisis facing the U.S. government.

"The SIU concedes the good intentions of the Coast Guard with respect to annual revisions of the fee schedule. However, history will clearly demonstrate that revenue-raising measures rarely, if ever, are reduced. On the contrary, they become fixed in our scheme of raising funds for the nation's treasury and generally are increased. This happens not because the fee is based on a service, but because of the revenue needs of the government. We submit the Coast Guard's user fees will be used in such a fashion," said Sacco in the SIU's comments.

"Absent a fixed fee schedule or a ceiling, a seaman has no guarantee the charges for obtaining documents will not go up in rapid succession and arrive at astronomical proportions."

## Cost Methodology Murky

As presently proposed, the Coast Guard would charge from \$35 for a document without a qualified rating to \$330 for an upper level license. The SIU statement said, "The Coast Guard's mechanisms for selecting fees have not been sufficiently exposed to allow for thorough evaluation; the *Federal*

*Continued on page 6*

# Piney Point Complex Named for Paul Hall



A statue of Paul Hall now is located at the circle on the Piney Point property's main road. Trainees line up in preparation for the ceremony marking the naming of the complex after the late president of the SIU.

The complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md. has been named the Paul Hall Center for Maritime Training and Education as a result of action taken by the institution's board of trustees.

The dedication of the Paul Hall Center was marked with a simple ceremony on August 20, the anniversary date of the birth of the late president of the Seafarers International Union.

In describing the naming of the Piney Point center, Herbert Brand, chairman of the Transportation Institute and master of ceremonies for the event, called it "more than a dedication—it is an act of remembrance" for the man who headed the SIU from 1947 until his death in 1980.

"From its very beginning as a training and upgrading facility, which Paul named for his colorful and formidable predecessor of the Seafarers International Union, Piney Point has been and is Paul Hall," said Brand in opening the ceremony which was attended by

representatives of the maritime industry. Many SIU members, both active and retired, also were on hand for the occasion.

## 'With Us in Spirit'

Brand, who worked closely with Paul Hall for more than three decades, noted that "although it is

## Photos from Ceremony on Pages 14 and 15

now 11 years since Paul has passed away, he continues to be with us in spirit. Hardly a day goes by that somewhere a former associate, a former co-worker does not make some reference to an experience shared with or an experience learned from Paul, from this remarkable leader of men and women.

"No one who worked with Paul and who observed his inspiring leadership qualities and his amazing technical skills could ever forget him," said Brand.

Ran Hettner, president of Maritime Overseas Corp., observed

*Continued on page 24*

# Sinking of Greek Cruise Ship Raises Concerns Over Safety

The actions of the captain and other crewmembers aboard the sinking Greek-flag cruise ship, the *Oceanos*, have brought world attention to the safety conditions of passenger vessels and the training of shipboard personnel. The *Oceanos* incident, which took place off the southeast coast of South Africa on August 4, currently is being investigated by authorities in that nation as well as by Greek officials.

While none of the 571 people aboard lost their lives, serious questions have been raised as to why the captain had himself evacuated before more than a hundred passengers had been rescued and why the ship's entertainment staff had to take charge during the

emergency operation instead of crewmembers—many of whom reportedly abandoned ship at the first sign of trouble.

Witnesses, including a South African Navy diver in charge of the rescue maneuvers, said Captain Yiannis Avranas, the 7,554-ton cruise ship's master, actually forced his way to the front of the rescue line and demanded to be taken off the ship by the first South African Air Force rescue helicopter before the passengers were saved.

## 'Cowardice of the First Order'

Frank O. Braynard, curator of the American Merchant Marine Museum at King's Point, N.Y.,

*Continued on page 12*



One of the 571 *Oceanos* passengers is helped out of the vehicle which brought her to the safety of a hotel. Vacationers aboard the vessel expressed surprise that crewmembers would leave the sinking vessel before passengers.

AP Photo

## Cash Aid, ANWR on Deck When Congress Returns

A conference committee made up of representatives from both the House and Senate will review a foreign aid bill containing a "buy American/ship American" provision when the Congress returns to session this month after a summer recess.

In addition, members of the Senate are expected to debate a national energy policy of which a key component is the exploration of oil in the Arctic National Wildlife Refuge (ANWR) in Alaska.

### Ship American Section

This summer, during a debate on the so-called cash transfer bill, which provides that foreign aid recipients get direct monies from the U.S. government, the buy American/ship American provisions of the legislation remained intact. However, opponents of the U.S.-flag maritime industry mounted an attack on the section, which required that a portion of the goods purchased in the U.S. be carried on American bottoms. In both the House and Senate, the attempt to scuttle U.S. shipping

was defeated.

As the cash transfer bill goes to conference committee, SIU legislative representatives, as well as the American maritime industry in general, will be keeping a close watch on the legislation to ensure that the ship American provision does not get dumped at the last minute.

Seafarers and other elements of the U.S.-flag shipping industry will be active in the push to open up ANWR for oil exploration. The ANWR oil reserve is thought to be one of the largest oil reservoirs in the United States. Those members of Congress favoring the development of the ANWR oil reserve note that only a 1.5 million acre site is sought for the project out of the 19 million acre national reserve.

The transport of Alaska oil to the lower 48 states, a Jones Act run, has been a significant factor in the maintenance of a U.S.-flag tanker fleet. Development of the ANWR oil reserves will ensure a U.S.-flag tanker capacity in the future.

## CG Fishing Vessel Rules Go Into Effect Sept. 15

Regulations designed to improve safety conditions in the fishing industry go into effect on September 15, the U.S. Coast Guard announced in the *Federal Register*.

The Coast Guard rules implement the Commercial Fishing Industry Vessel Safety Act, which was passed by Congress in 1988 in an attempt to reduce casualties in one of the most risky and hazardous of industries.

The regulations require all commercial fishing vessels to obtain and maintain a host of safety-related items—such as fire fighting equipment, life preservers, ring life buoys, backfire flame arresters for gasoline engines, visual distress signals and emergency position indicating radio beacons (EPIRBs).

The Coast Guard also is mandating that fishing vessel personnel be trained in first aid and emergency procedures. Additionally, after September 15 all shipboard injuries requiring medical attention beyond first aid must be reported.

### Factory Ships

For larger vessels, newly-built vessels and ones which operate in cold water or far from shore, even more extensive regulations apply. These vessels must be equipped with life rafts, immersion suits, extensive navigational equipment, high water alarms in unmanned spaces along with bilge pumps for all these areas.

Numerous design specifications have been included such as grab rails, escape routes and launch

hatches for lifeboats for the largest of fishing ships, generally known as "factory ships," or those capable of processing fish while at sea.

The Congress is continuing to hold hearings on safety conditions in the fishing industry. Among the items to be considered by both the House and Senate is the matter of licensing and training of fishing vessel crewmembers.

## Contracts Department Receives Inquiries On Social Security Tax

Seafarers have noted that some companies are posting two separate entries on paycheck stubs for the social security tax. The SIU Contracts Department has been asked why this is occurring.

The Contracts Department reports the practice is based on a rule the Internal Revenue Service implemented in 1991. IRS Circular E from the Employer's Tax Guide states: "Beginning in 1991, the wage bases for the two parts of the social security tax (social security and medicare) are different."

"Employers can no longer combine and report the withholding as a single amount," states the circular. It advises employers they will be required to report the withholding for social security and medicare separately.

The IRS notes the base wage for social security is \$53,400 and the base wage for medicare is \$125,000.

## Liberty Sea Crew Refers to Contract



When there is a beef aboard ship, refer to the contract, notes the crew of the Liberty Sea. With a standard tanker agreement in hand, all beefs were settled and the payoff proceeded smoothly. At the meeting are (from left, front row) Patrolman Steve Judd, AB Charlie Merida, Chief Cook Cathleen Martin, SA Gerardo Lopez, (back row) Patrolman Bobby Milan, Bosun J.R. Colangelo, Chief Steward Helen Mizell, DEU D.R. Halstead and AB J.J. Mole Jr.

## Government Issues Report On Stonewall Jackson Fire

Human error and poor equipment design are the reasons given by a U.S. Coast Guard report for the engineroom fire that killed six mariners, including three Seafarers, aboard the Stonewall Jackson on February 9.

"The proximate cause of this casualty was human error on the part of the licensed engineer on watch as he did not ensure the inboard cap of the turbine generator duplex lube oil strainer was properly secured before changing the lube oil flow from the outboard strainer to the inboard strainer," wrote Commander David Miller, who investigated the disaster for the Coast Guard.

"The ergonomics (working conditions and design) of the duplex lube oil strainer installation is poor," he continued in his report to the commandant's office. "This caused the operating engineers to only use the inboard strainer, except when cleaning the strainer."

Miller recommended all vessels equipped with Delaval turbine generators similar to the one aboard the Jackson "evaluate the need to make the strainer more accessible to the operating engineer" and "install suitable shields around the duplex lube oil strainer to prevent lube oil from spraying on hot piping or turbine surfaces."

The report described the strainer's location to be 54 inches from the deck with the turning lever another three inches higher. The locking bar is five feet above the deck. "An engineer must reach 18 inches horizontally over piping to reach the turning lever and over 24 inches to change the outboard strainer," Miller reported.

Newspaper articles following the accident stated the Navy installs such shields on its vessels with Delaval turbine generators.

Although no autopsies were conducted on the six black-gang members, Miller theorized all of them died of asphyxiation because "the chance for survival... was minimized due to the characteristics of the fire in that it erupted quickly and burned violently."

While the Coast Guard commandant's office agreed with Miller's conclusions and recommendations on these matters, it disagreed with his remarks that the six might have been saved had the engineroom been equipped with emergency escape breathing apparatus (EEBA). Captain Gerald Barton, writing for the commandant's office, noted the fire was so consuming "it is unclear whether there would have been enough time for the four engineers in the storeroom to don EEBA's."

Miller was unable to begin his investigation aboard the Jackson until mid-March when the Waterman Steamship Co. vessel was docked in Singapore. The fire, which claimed the lives of QMED Edmund Clayton, QMED Prince Wescott and Wiper Henry Hyman, occurred while the ship was sailing in the Indian Ocean from Singapore to the Suez Canal. The LASH (lighter aboard ship) vessel was towed first to Sri Lanka where the bodies were removed, then to Singapore.

The Coast Guard investigator based his conclusions on interviews with the surviving crewmembers, affidavits taken by the ship's master and an inspection.

## Special Message to Galley Gang Members from the Seafarers LOG

Send in your holiday recipes by November 8 — to appear in a special feature in the December issue of the LOG.

Send your recipes to the LOG,  
5201 Auth Way  
Camp Springs, MD 20746



# AT&T's Global Link Gets Off to Good Start

SIU members put forth extra effort to make certain the Global Link got off to a safe and productive start this summer, as Seafarers crewed the vessel during its maiden voyage. The Global Link, a Transoceanic Cable ship, sailed from Singapore to Hawaii for its inaugural run.

Bosun **Herb Libby**, who came back from retirement earlier this year to bring out the ship, commended the SIU members for their efforts aboard the Global Link. "They were very good, superior," said Libby, who joined the SIU in 1948 in New York. "The ship was quite dirty when we took it over. We didn't have too big of a crew, but there was a lot of work to do and the guys dug right in and did it."

Libby, 63, also was part of the original crew on the cable ship Long Lines, one of the Global Link's sister vessels. "A maiden voyage is a little different," he said. "You expect different things from a new ship, but nothing bad."

AB **Robert Gettridge**, who graduated from the Lundeberg School last year, reported smooth sailing during the Global Link's initial voyages, which included stops in Panama and Baltimore. "Everyone had a good attitude," said Gettridge, 22. "There were no problems, just open sea and calm weather."

"This job is fun, I love it. I really can't complain."

Chief Steward **Ken Rosiek** noted several well-attended cookouts which took place between Singapore and Hawaii. But there also was "an incredible amount of work done," said the 55-year-old Rosiek, who joined the Marine Cooks and Stewards in 1970, before the union merged with the AGLIWD. "Most people saw a job that had to be done and went right to it. People really worked hard."

Chief Cook **Victor Harper**, 33, said he was excited to be a part of the Link's maiden voyage. "It's different, a challenge to bring it out and get it up to standard," said the galley gang member who joined the SIU 11 years ago in Philadelphia. Also a recertified steward, Harper captured the voyage on videotape — he brought a camera

along for this special trip.

"Everyone put forth a good effort," Harper said. "Nobody turned down overtime and no one complained. We worked hand in hand to get the job done."

He added, "We had a great turnout at the cookouts. We had plenty of diet soda, chicken, ribs, steaks, potato salad and more."

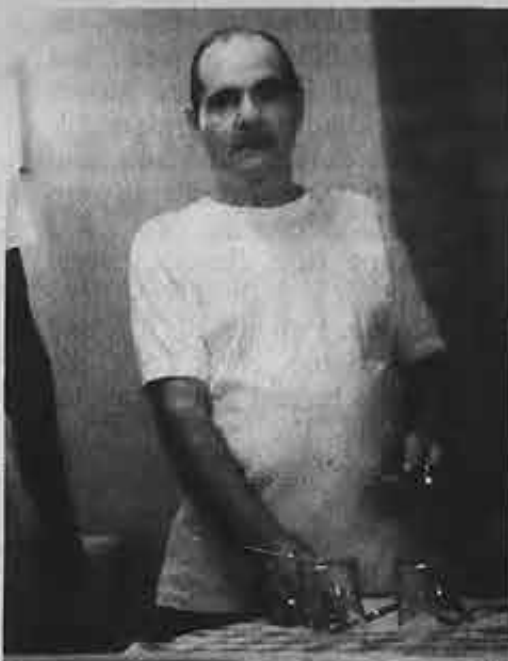
Steward Assistant **A.J. Severe**, sporting a T-shirt with "Maiden Voyage" printed on it, noted the camaraderie among crewmembers. "This is a good group," he said.

Transoceanic Cable is a subsidiary of AT&T. The parent company recently held a reception in Baltimore following the Link's maiden voyage, for union officials and crewmembers.

Besides the Long Lines, the Global Link's other sister ships are the Charles Brown and the Global Sentinel. The Global Sentinel is preparing for her maiden voyage.



Enjoying the AT&T reception are SIU members (from left) A.J. Severe, Aaron Swan, Kamin Ragi and Jim Musker.



Steward Assistant A.J. Severe sets table aboard cable ship Global Link.



Chief Cook Victor Harper tends to galley business aboard ship.



AB Robert Gettridge III checks view from gangway of Global Link.



Chief Steward Ken Rosiek commended the performance of Seafarers.



Steward department member Fernando Valoe tidies up in the galley.

Bosun Herb Libby came out of retirement for Global Link's maiden voyage.



Chief Steward David Merriken relaxes at the AT&T reception in Baltimore.



OS Tony Sivola heads for the reception to celebrate the maiden voyage.



As the newest cable ship in the Transoceanic fleet, the Global Link's maiden voyage took her from Singapore to Honolulu, Hawaii.

# Hurricane Pounds New Bedford Fishing Fleet

Seafarers-contracted fishing boats in the port of New Bedford, Mass. were among those damaged by the 100-mph winds of Hurricane Bob last month, but things could have been much worse. In the town known as one of the nation's most bountiful fishing centers, there was, miraculously, no loss of life and no serious injuries, reported the New Bedford Standard-Times.

Most of the approximately 40 fishing boats (25 percent of the New Bedford fleet) damaged during the mid-August storm sustained only minor harm, although many pleasure crafts suffered more serious damage. Enough warning was provided so the vast majority of fishermen returned to port before the winds struck.

"Most of the damage came from boats banging against each other in port" due to the winds, SIU Port Agent Henri Francois noted. He added none of the boats sank.

The New Bedford harbor is protected by a hurricane gate which closed before Bob hit. But despite

the relatively light damage to fishing boats, Francois said "all of the repair places here are full. Some of [the boats] will be out of commission for at least a month."

An estimate of total fishing boat damage was unavailable at press time, but the SIU-crewed Mayflower was considered one of the worst hit. That boat sustained roughly \$60,000 worth of damage.

## Smaller Craft Hurled

Overall, the New Bedford area sustained millions of dollars in damages. Hundreds of trees and thousands of limbs were blown onto houses and cars. Some smaller boats were hurled onto land, and roughly 300,000 area residents were left without electricity.

Hurricane Bob closed several eastern ports including New Bedford, Boston, Providence, R.I. and Portland, Maine. New York, the east coast's largest port, was unaffected by the storm which dumped less than one inch of rain on most areas.



The SIU-crewed Mayflower sustained the most damage of any of the vessels in the New Bedford fleet when Hurricane Bob hit.



Much of the damage to New Bedford fishing vessels during Hurricane Bob came from boats smashing into each other. Such was the case with the MV Atlantis pictured above.

## Seafarers in Jersey City Parade



Members of the Pilipino-Americans for Progress Association (PAPA) marched with the Seafarers in a Jersey City summer parade. The SIU counts in its ranks many Filipino Americans from the Jersey City area.

## False Assumptions Underlie User Fee Plan, Charges SIU

*Continued from page 3*

Register is devoid of any substantiating of costs."

With so little detail provided on how the agency arrived at its costs, the union asked that detailed information on the matter be provided to all interested parties.

### Lundeberg School Services

Another reason the SIU questions the costs arrived at by the agency is that the user fee "formulation is so vague" and does not take into account a situation like that which exists at the Lundeberg School where the institution's personnel act, in effect, like an adjunct Coast Guard office.

In the case of a seaman enrolled at the Lundeberg School, if he or she paid the user fee the Coast Guard is proposing, that individual would be doing, in part, for the work being done by the privately-endowed Lundeberg School.

The SIU statement pointed out that the Lundeberg School performs many functions which diminish or render unnecessary many of the activities of the Coast Guard in relation to the processing of documents and licenses. "The result is a cost savings for the Coast Guard in the evaluation, examination and issuance expenses incurred when an individual applies for a document, upgrades his rating or sits for a license," said Sacco.

"The SIU believes it is inappropriate for the Coast Guard to charge for services associated with the obtaining of documents and licenses that are conducted by Lundeberg School personnel."

### Exemption for Reserve

The Coast Guard asked the public to comment on who should be exempted from the fees in order to encourage participation in a "merchant marine reserve program."

Sacco said, "The SIU believes it is in the public interest to maintain a qualified pool of manpower available to crew any surge in U.S.-flag shipping which might take

place for reasons of either national defense or economic security." He pointed out that the Lundeberg School is in a position to mobilize seamen immediately in the event of any national emergency.

The union noted the Lundeberg School "can pour hundreds of qualified mariners into an immediate shipping pool," train seamen quickly in the necessary skills specific to any of the equipment used in a mobilization, operate a 24-hour-a-day manpower center which can call up hundreds of seafarers instantly.

Consequently, summarized Sacco in the statement, the "SIU and the Lundeberg School operate what is essentially a merchant marine reserve capable of meeting and sustaining a swift surge in seafaring" and as such, seamen coming out of this privately funded facility should be exempted from the user fee.

### Study of Costs Urged

Sacco advised the Coast Guard of the SIU's desire to work with the agency to study and thoroughly examine the area in which the Lundeberg School's involvement is "the very same process for which its enrolled seamen would be taxed."

He noted that the union believes "the Coast Guard itself may be a victim of the proposed inequity. It has been charged with the responsibility to raise money without an appropriate rationale."

"The SIU is proud of our organization's relationship with the Coast Guard. We believe that it is a model of cooperation and we deeply appreciate the contribution the Coast Guard makes to this working relationship. The bringing of young people into the industry, the upgrading of seamen to higher ratings and licenses, the smooth processing of their paperwork, and the efficient testing procedures of Seafarers is a tribute to the cooperation between the government agency and the Lundeberg School," said Sacco in the statement.



SIU members aboard the Baldomero Lopez gather at payoff for a group photo. They are (front row, from left): Steward Assistant Don Simmons, AB Larry Reiner, Steward/Baker Luis Gonzalez, AB Justin Savage, AB Mark De Palma and AB Vincent Ippolito. Back row: Steward Assistant Mary Lou Lopez, Chief Cook Elston Tensley, SIU official Augie Tellez and QMED Mike Scardina.



Cook/Baker Luis E. Gonzalez serves up some dessert he has just prepared.



Steward Assistant Mary Lou Lopez gets the galley in order after lunch.



AB Larry Reiner (left) presents SIU official Augie Tellez with copy of Reiner's novel, "Minute of Silence."

## Survivors of Seven SCUD Alerts, Lopez Crew Recalls Gulf Mission

Bosun William Johnson is a veteran of three wars, and the longtime SIU member had this to say about Seafarers who crewed the 1st Lt. Baldomero Lopez during the Persian Gulf conflict: "I've never seen any crew that could possibly have conducted themselves any better. The cooperation with the military was exceptional, and [military personnel] were very appreciative."

Johnson, who joined the SIU in 1974 in New York, also sailed during World War II and the Korean War. An experienced seaman who is not given to overstatement, he described SIU members onboard the Lopez as top-notch. "There was always the threat of SCUD attacks and bombs, but the crew behaved perfectly," Johnson recently told a reporter from the Seafarers LOG. "There were never any beefs. Everyone had a lot of hard work to do, and they did it without any complaining," despite long hours and continually hot weather.

The Baldomero Lopez, a prepositioning ship operated by AMSEA, recently paid off in Baltimore after completing a voyage around the world. Crewmembers agreed the most memorable parts of the journey took place during Operation Desert Storm — in all, the vessel endured seven separate SCUD attacks.

"During the first attack it was kind of hard getting organized and putting on the masks," recalled QMED Mike Scardina. "I was definitely scared at first, during the first couple attacks."

"But then we got used to it. We knew where to keep the [protective] suits and what to do. One thing that was rough was sometimes you would get the suit off and then five minutes later another alert would sound. You had to get dressed all over again."

Despite dangers in the gulf, AB Larry Reiner could not wait to sign on the Lopez. He boarded the vessel after a trying ordeal in Tel Aviv.

### 'Contributing to Well-Being'

Brother Reiner went to Tel Aviv in order to help his aunt flee from the endangered city. "Once my mission was accomplished, I had only one thing in mind—to get on a good old SIU ship and be privileged to join my shipmates in contributing to our country's well-being," Reiner noted in a letter to the LOG.

"It never felt so good to climb a gangway," Reiner added. "It's wonderful to belong to a 'brotherhood' such as ours which is one in deed as well as in name."

### Crewmembers' Morale Good

The events in the Middle East were just one part of the Baldomero Lopez's travels. At other times, crewmembers enjoyed normal routines and even occasional cookouts.

"Morale was good," said Chief Cook Elston Tensley, a 1987 graduate of the Lundberg School. "This is a pretty nice vessel. . . . The cookouts were a lot fun. The tough part was not being able to get off the ship in Saudi Arabia."

Steward Assistant Mary Lou Lopez, a union member since 1975, described her shipmates as "real gentlemen. I feel lucky, and I really can't think of anything bad. . . . This job provides a good living."

"Everyone I came into contact with stood tall," added Scardina. "Everyone did their jobs professionally. I'm proud to be here, really proud to be on this ship. We have a great sense of pride when a job is well done."



Chief Cook Elston Tensley prepares a snack.



QMED Mike Scardina listens in during the shipboard meeting on the Lopez.



Bosun William Johnson described SIU members aboard Lopez as top-notch.



Galley member Hizam Zokari (left) makes a point to Chief Steward Bruce Barbeau.

## Charles E. Wilson's Versatile Crew Can Handle Any Kind of Load

The SIU crew aboard the Charles E. Wilson is never sure what the vessel will be loading next into its holds.

When a reporter for the Seafarers LOG recently visited the Laker in Ashtabula, Ohio, the Wilson was offloading empire taconite iron ore pellets that would be taken by train to mills in Youngstown, Ohio to produce steel. Bosun Larry Smith and the rest of the deck crew were cleaning the holds because the American Steamship Company vessel would be loading stone on its return journey up the Great Lakes.

"Everything has to be cleaned out," said Smith as he was manning a hose. "We can't allow any of the pellets to mix with the stones."

In fact, the Wilson crew has to make sure a hold is completely

empty of the variety of pellets being carried because there are six to eight different types of the dark round objects, slightly smaller than a marble.

The self-unloader, which was built in 1973, can hold almost 30,000 tons. According to Smith, the vessel can offload its cargo, whether it be taconite, stone or coal, in six hours.

Because the Wilson can be sailing on the Lakes several days between ports, the crewmembers take advantage of the time at the docks to restock the vessel and handle chipping and painting chores on the ship's hull.

During the sailing season, the Wilson can be found on lakes Michigan, Superior, Huron and Erie. The ship is named after a former president of General Motors Corporation.



Built in 1973, the Charles E. Wilson can hold almost 30,000 tons. The ship, named after a former president of General Motors, sails on the Great Lakes.



AB Watchman Ron Bocek, right, updates Bosun Larry Smith on offloading operations aboard ship.



Deckhands Salim Yaya, left, and Abdollah Said work manual crane.



Maintenance team member Harold Walkley guides engine room materials on deck.



Maintenance team member Wayne Bucher oversees loading of equipment aboard the Charles E. Wilson.



Patrolman Andy Goulet, left, answers questions for Conveyorman Cliff Stockman, center, and Porter Roger Flaherty.



QMED Willie Evans exits engine room.



AB Wheelsman Richard Bockert, left, and Deckhand Salim Yaya reel in safety net before raising ladder for departure.

## SIU Gov't Services Members Crew New MSCPAC Ship

SIU Government Services Division members crewed the Military Sealift Command Pacific Fleet's newest oiler for her maiden voyage completed July 31.

The USNS John Ericsson finished its inaugural run around 9:30 a.m. at the Naval Supply Center in Oakland, Calif. after leaving Avondale Shipyards in New Orleans two weeks earlier.

The Ericsson's mission will be transporting bulk petroleum products from shore depots to Navy combatant and support forces, making them independent of shore-based fuel sources. Ericsson and ships of her class also can deliver fleet freight, mail and personnel.

The Ericsson is 677.5 feet long with a beam of 97.5 feet. The ship is powered by two fully automatic diesel engines, twin shafts, and 32,000 shaft horsepower. The fleet oiler can carry 180,000 barrels of ship and aircraft fuel. It is crewed by 96 civilian mariners and 21 Navy communications personnel.

In the deck department are Bosuns Dennis Strain, Dennis Sparrowe, L.S. O'Riley, Kenneth Allen, Gary Frazier, Robert Pierson Jr. and Gregory Green, Carpenter Kirk Fonte, ABs Ray Sewell, Joseph Rogers Jr., Ney G. Vencer Jr., Mack Hudson Jr., Mike LaSota, Michael Roda,

Robert A. Smith, Gerald Martin, Joseph Bates, Kevin Steward, Joe Normand, J.V. Mazares Jr., Clinton Lee, Richard Thompson, Timon Smith, Martha Anthony and David Dove, OSs Patrick Snow, Glenda Wyatt and Robert Thomas Jr.

Among the engine department crewmembers were Chief Electrician Donald Doss, Refrigeration Engineer Charlie Hurt Jr., Deck Engineers Daniel Riveros, Rolando Fernandez and Larry Rasmusson, Junior Engineers Earl Reed, John Clopein and Charles Satchell, Pumpman Alan Bjerkness, Electronics Technician Douglas Pine, Second Electrician Hanson Harris Jr., Wipers David Burkett, Joseph Fabbiano and Alta Seaman.

The galley gang consisted of Chief Steward Levi Jones, Yeomen Storekeepers Walter McGrath, Pedro DeLeon, Larry McInzie and Julia Green, Chief Cook Abrah Senigar Jr., Cook/Baker Rodolfo Carimio, Assistant Cook Danny J. Harvey, Laundryman Bennie Wilson Third Steward Lee Darrington, Cook/Baker Victor De'Arion, SA Danny Harvey, Utilitymen Pablo Catalasan, Saturino Perez, Ferdinand Daliel Jr., Larry Detmer, Wilfredo Layacan, Minnie Thomas, Broderick Gillard,



The newest oiler to join the MSCPAC fleet, the USNS John Ericsson, glides easily under the San Francisco-Oakland Bay Bridge en route to her berth in Oakland.

Leslie Baldwin and Norman Scarbrough.

The Ericsson is under the command of Capt. Gene Cox. The ship's crew will undergo training off Southern California this fall. The vessel is scheduled to head for the Western Pacific in mid-1992.

The new ship is named after John Ericsson (1803-1889), a

Swede who lived in London for 12 years where he invented the steam fire engine and screw propeller. Ericsson emigrated to the U.S. in 1839 and designed power plants for all types of ship engines. He later designed the iron-clad ship USS Monitor of Civil War fame, one of the first vessels with a rotating gun turret.

## USNS Higgins Sets Gulf Record; Logs 385 Straight Days on Run

SIU Government Services Division members who crewed the USNS Higgins were in for the long haul during the Persian Gulf conflict. The Military Sealift Command oiler set the record for longest deployment among all U.S. Navy ships participating in Operation Desert Shield, Desert Storm and Desert Sortie.

The Higgins logged 385 continuous days away from her base at Subic Bay, Republic of the Philippines since just prior to Iraq's invasion of Kuwait more than a year ago. During that time the Higgins replenished 77 different Navy ships, about 17 percent of the total fleet.

The Higgins' busiest day was October 14, when she replenished 11 ships of the amphibious task force led by the USS Nausau while delivering approximately 2.3 million gallons of fuel. On five other occasions, the Higgins replenished nine or more ships per day.

Overall the MSC vessel conducted 379 replenishments at sea and delivered more than 67 million gallons of fuel. The Higgins, which provided fuel and other cargo for virtually every ship in the gulf, also conducted 157 vertical replenishments for cargo, mail and passengers.



A proud 45-year Navy and MSC career—including a key role in the Persian Gulf conflict—comes to an end as the USNS Passumpsic is scheduled for deactivation.

Since 1973, numerous SIU Government Services Division members have served aboard the USNS Passumpsic, one of the first civilian-crewed Navy fleet oilers.

Always popular among Seafarers, the Passumpsic is being deactivated after a distinguished career during which she played a role in every major national conflict the United States has been involved in since World War II.

A Mispillion-class oiler, the Passumpsic was built in Pennsylvania and commissioned in 1946. Then a U.S. Navy vessel, the "Pumpin' P" as she was affectionately called by her crew won nine battle stars during the Korean conflict. During the Vietnam War, the Passumpsic met all scheduled commitments by unreeping 47 million gallons of fuel to 367 ships.

In July 1973, the USS Passumpsic was decommissioned to become the USNS Passumpsic. Operating out of Subic Bay in the Philippines, the ship's perfor-

mance proved a small group of well-trained civilian personnel could operate a fleet auxiliary at production levels equalling or surpassing those of her military counterparts.

The Passumpsic, which earned a plethora of Navy commendations, played a key role in the Persian Gulf conflict. After leaving that area, the ship sailed to Bangladesh to help that nation recover from a cyclone which claimed the lives of more than 100,000 people.

The vessel later rescued a drifting Burmese trading boat, then helped evacuate Air Force dependents after the eruption of Mt. Pinatubo. But the nearly 800 tons of volcanic ash which landed on the ship destroyed the Passumpsic's underway replenishment gear, leading to the deactivation.

The deactivation process is scheduled to be completed by the end of September, when the Passumpsic will be turned over to the U.S. Maritime Administration.



The USNS Higgins logged 385 continuous days away from her forward-deployed home in Subic Bay after spending the past year in the Persian Gulf, North Arabian Sea and Indian Ocean.

Applications now are being accepted for the 1992 Seafarers scholarship program which will award seven grants to three SIU members and four dependents.

The announcement of the 1992 scholarship program was made by the board of trustees of the Seafarers Welfare Plan, the sponsor of the program, which is designed to encourage members and their families to seek higher education opportunities.

All Seafarers and their spouses and children who plan to attend college are encouraged to prepare to apply for a scholarship. The deadline for submission of all required paperwork for the 1992 scholarship program is April 15, 1992.

Nearly 40 years ago, the Seafarers International Union, Atlantic, Gulf, Lakes & Inland Waters District became the first maritime union in America—and one of the first trade unions in general—to establish a scholarship program to help qualified members and their dependents finance college and vocational education.

Since the inception of the program, an impartial committee of professional educators from colleges and universities has awarded 214 scholarships to Seafarers and their spouses and dependent children.

Every year, three scholarships are reserved for SIU members. One is a \$15,000 four-year college scholarship. Each of the others is a \$6,000 two-year scholarship for study at a vocational school or community college. Four scholarships in the amount of \$15,000 each are awarded annually to the spouses and dependent children of Seafarers. Applicants should indicate whether they are applying for a two-year or four-year scholarship.

The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid at the rate of \$3,000 per year.

For most scholarship winners, receiving the cash grant can greatly ease the financial burden associated with attending college. And many former scholarship winners—among them doctors, lawyers, engineers, pharmacists, librarians, teachers, computer specialists and scientists—would never have had the opportunity to pursue their educational interests without the SIU's help.

While the program is open to all eligible Seafarers and their dependents, there is one catch: One must apply in order to be considered for the award.

#### Seafarer Requirements

- Seafarers who are applying for scholarships must:
- Be a graduate of high school or its equivalent.
  - Have credit for a total of 730 days of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employer's behalf prior to the date of application.
  - Have one day of employment on a vessel in the six-month period immediately preceding the date

# Apply Now For 1992 Seafarers Scholarship Program

## Start Collecting Paperwork Now

All required paperwork must be submitted by the April 15 deadline. Interested Seafarers and dependents must consider that it will take some time to gather all the necessary paperwork. For example:

- **Transcripts and Certificates of Graduation**—Schools can be very slow in handling transcript requests. Request copies of transcripts early.
- **ACT and SAT Test Scores**—Take whichever exam is required by the college or trade school being applied to. These exams are given approximately six times a year on specified dates.
- **Obtaining GED Scores**—Check with the Department of Education in the state where the GED exam was taken.
- **Letters of Recommendation**—Request letters from individuals who have knowledge of applicant's character, personality and career goals.

of application.

- Have 120 days of employment on a vessel in the previous calendar year.  
(Pensioners are not eligible to

receive scholarship awards.)

#### Dependent Requirements

Each applicant for a dependent's scholarship must be:  
**Spouse**—Married to an eligible

## APPLICANTS MUST HAVE SUBMISSION IN BY APRIL 15

The scholarship program instruction booklet comes with the necessary forms. It is available at any union hall or by filling out and mailing this form. Send it to: Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

Please send me the 1992 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name \_\_\_\_\_

Book Number \_\_\_\_\_

Address \_\_\_\_\_

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

Telephone Number \_\_\_\_\_

This application is for:

\_\_\_\_\_ (self)  
\_\_\_\_\_ (dependent)

9/91

Seafarer or SIU pensioner.

**Unmarried Children**—All unmarried children of an eligible Seafarer or pensioner (for whom the Seafarer or pensioner has been the sole source of support during the calendar year immediately preceding the date in which a scholarship is made) must:

- Be a graduate of high school or its equivalent (although the application may be made during the senior year of high school).
- Be under the age of 19.  
or
- Be under the age of 25 and a full-time student enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees.
- Be the child of a seafaring parent who has credit for a total of 1,095 days of covered employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application.
- Be the child of a seafaring parent who has one day of employment in the six-month period preceding the date of application and 120 days of employment in the previous calendar year (unless eligible parent is deceased).

It should be noted that dependent children recipients who marry while receiving a scholarship shall not lose their award by reason of such marriage.

#### SAT or ACT Required

The scholarship grants primarily are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT).

The SAT or ACT exam must be taken no later than February 1992 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated.

For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592, Princeton, N.J. 08540 or Box 9025, Berkeley, Calif. 94701, whichever is closest to the applicant's mailing address.

For upcoming ACT test dates and applications, contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Other data will be required to be sent along with each completed application such as transcripts of grades, certificates of graduation, letters of recommendation and college entrance examination results. These all are spelled out in the Scholarship Program booklet, available in each SIU hall or by contacting the Seafarers Welfare Plan at the union's headquarters.

#### Notification

Scholarship winners will be announced in May 1992. At that time the judges also will designate two alternates who will be eligible for the awards in the event that any of the persons selected are unable to

# Benefits Conferences Move to New Orleans, Honolulu

Seafarers, SIU pensioners and family members last month continued learning about their medical plans during benefits conferences in Seattle and Baltimore. The conferences, which this month move to New Orleans and Honolulu, are designed to provide a full review of benefits available through the Seafarers various plans. The sessions explain how Seafarers benefits work and how to get everything to which one is entitled.

The conferences began in May and conclude in early December. They are open to all Seafarers, SIU pensioners and family members. The gatherings coincide with the union's monthly membership meetings.

The conferences consistently have been well-attended, and members have voiced approval for the program. From port to port, members, pensioners and family members noted the sessions are quite informative and worthwhile.

The most recent conferences took place in Baltimore (August 8) and Seattle (July 26).

"I'd say it was very enlightening," said retired QMED John McLaughlin, who attended the Baltimore session. "This really helps us keep up with things."

AB Will Carney expressed appreciation for both the Baltimore benefits conference and the union's affiliation with preferred provider Johns Hopkins Center for Occupational and Environmental Health. Representatives from Johns Hopkins were on hand before and during the benefits session, providing important medical screenings, distributing valuable information packets and also answering members' questions.

"The idea that the SIU can get affiliated with a world-renowned hospital like Johns Hopkins is a major step forward for our membership," Carney said. "Plus the PPO system simplifies hospital paperwork, which is a great idea."

"The conference itself lets people know exactly how to take advantage of our benefits. It's very informative, and it helps keep us up to date on any changes."

Retired QMED Laureano Perez also was enthusiastic about the conference in Baltimore. "It's definitely worth it to come down and listen," said Perez.

## Five More Benefits Talks Scheduled in 1991

Contact the union halls listed below for exact times of each session.

New Orleans	Tuesday, September 10
Honolulu	Friday, September 13
Jacksonville	Thursday, October 10
San Juan	Thursday, November 7
Algonac	Friday, December 6



It is standing room only at the benefits conference held in the Baltimore hall. More than 100 people turned out.



Chief Cook Lori Fencel (right) confers with Seattle Port Agent Bob Hall during the July 26 benefits conference.



Recertified Bosuns John Lundborg (left) and Dana Cella share observations during a break in the Seattle workshop.



Retired QMED'S Hector Duarte (left) and John McLaughlin gather information at the Baltimore benefits conference.



Pensioner Laureano Perez is ready to read up on everything he ever wanted to know about the Seafarers plans.



Chief Cook Greg Keene samples the food provided at the Seattle benefits seminar.



Pensioner Pat Fox (center) and Bosun James Colson (right) meet with West Coast Vice President George McCartney.



Chief Steward Richard Geiling (left) and Pensioner James Miller look over the many different handouts provided at the Seattle benefits conference. Members, pensioners and family members packed the Seattle hall July 26.

## 'A-Plus' Galley Gang Treats Willamette Crewmembers Right

The crew of the OMI Willamette is enjoying the fine food prepared by the "A-plus" galley gang headed by Chief Steward Robert Scott.

The Mobile, Ala. native recently sent photographs from the tanker to the Seafarers LOG. He praised his hard-working crew of Chief Cook Audry Fleming and GSU Welmer Jack.

"I've been very lucky to have this A-plus team," Scott wrote. "I must say in all the years I've been



GSU Welmer Jack restocks fruit in the ship's galley.



Chief Cook Audry Fleming and Chief Steward Robert Scott prepare a catfish dinner.

in the steward department, these are some of the best men in the union.

"These guys really went out of their way to provide extra things like barbecues and special menus. They took the initiative to get the job done," the steward added.

Scott, a 1989 graduate of the recertified steward program at the

Seafarers Harry Lundeberg School of Seamanship, is particularly proud of his salad bars. With the galley gang, he prepares a variety of salads as well as hot and cold dishes for the crewmembers. He plans his menus so members who might have problems with cholesterol or sodium levels will not have to worry when they sit down to eat.



Crewmembers fill their plates at the Willamette salad bar.



Chief Cook Audry Fleming cooks up some mouth-watering barbecue.

## Sinking Ship's Captain Leaves Before Passengers

Continued from page 3

when asked to comment on the captain's behavior by a *Baltimore Sun* reporter, said, "There's no excuse; it's cowardice of the first order." Braynard, a well-known maritime historian, added, "It's very much an accepted tradition that the captain is responsible for the lives of everyone on board."

A U.S. Coast Guard spokesman told the Seafarers LOG while there is no law or treaty stating a captain must go down with his ship, he is expected to look after the safety of his passengers and crew. The spokesman noted cruise vessels—through international laws and treaties—must provide lifeboat boat drills for their crews and passengers, inform passengers what to do in an emergency and where to locate emergency gear and post a watch bill notifying crewmembers of their stations in case of a problem.

Passengers were incredulous that Avranas abandoned his ship before making sure those aboard were rescued. One survivor said, "We were so angry with the ship's captain we wanted to stone him." Avranas answered his critics during an ABC-TV interview, "I don't care what these people say about me. I am separated from my family, who were rescued by one of the other ships, and I have lost my own ship. What more can they want?"

The master tried to defend himself when he added, "When I order 'abandon ship,' it doesn't matter what time I leave. Abandon is for everybody. If some people like to stay, they can stay."

### Crewmembers Leave First

One passenger remembered crewmembers seizing a motorized lifeboat in the early morning hours

and leaving. Other survivors reported that of the first 16 people rescued by helicopter, 11 were ship's officers, including Captain Avranas and the safety officer. Approximately 160 passengers were gathered on the listing deck awaiting rescue when the choppers arrived.

Survivors praised the work of the ship's entertainment crew for coordinating the rescue. "We had to take over the ship," said Terry Lester, a comedian booked aboard the *Oceanos*. "If it hadn't been for the entertainers, a lot of people would have drowned." Robin Boltman, a magician, was the last person lifted from the deck, only 90 minutes before the ship went under.

### No Alarms

Once ashore, the survivors said no warnings or alarms were given to alert the passengers about the accident, which occurred in the Indian Ocean in an area called the Wild Coast less than 2 miles from the South African coastal village of Coffee Bay. The first sign of trouble for many aboard came when the engineroom crew ran up the gangway in life jackets.

The cause of the accident still is unknown. The *Oceanos* was sailing from East London, South Africa to Durban, South Africa when it ran into gale-force winds and rough seas. Speculation has centered on a broken piston creating a hole in the hull. The ship issued a distress call around dusk

Subway Terror: Robbery Team Stalks A-Train, No. 1 Line

New York  
Newsday

Ship's Passengers:

Captain  
Was  
Chicken  
Of The  
Sea

The August 6 edition of *New York Newsday* captured the public's thoughts on the *Oceanos*' captain's early departure from the sinking ship.

on August 3. It sank 14 hours later. Both Greece and South Africa were holding inquiries into the disaster as the Seafarers LOG went to press.

The *Oceanos* was the third loss for the Greek company that operated the ship. Epirotiki Lines lost its flagship, the *Pegasus*, in June when it was scuttled at a dock in Venice following an explosion and fire. The *Jupiter* sank three years ago after a collision with an Italian freighter in the harbor of Piraeus, Greece. Two lives were lost in that accident.



Bosun Clarence Pryor gets ready for dinner aboard the tanker.



The salad bar not only tastes good, it is decorated with a patriotic centerpiece.



When ashore, be sure to attend the monthly membership meetings. See page 16 for meeting dates and times.

### ATTENTION SEAFARERS

Any seaman bound for Diego Garcia or heading to an MSC ship must carry his or her MSC physical paperwork.

# Non-Stop Work Keeps MV Virginia Sands Humming

The casual observer might think a fisherman's work ends when the day's catch is unloaded.

But the five SIU members who crew the Virginia Sands, from the port of New Bedford, Mass., know differently. Captain Carlos Camarao, engineer Carlos Cova and deckhands Antonio Cravo, Luis da Silva and Antonio Moco put forth much of their efforts after the boat is tied up.

These efforts help the Virginia Sands flourish as a highly productive boat in one of the United States' most fruitful fishing fleets.

Camarao and crewmembers recently demonstrated some of their post-catch chores to a reporter from the Seafarers LOG. Nets invariably need mending, the cork-line requires repairs and the engine demands maintenance.

After returning from a voyage which netted the Sands some

25,000 pounds of fish (including cod, flounder, sole and other flat-fish), the crew began the process anew, preparing the boat for its next trip. In fact, constant maintenance is a key to success in this industry, since all of the equipment is severely strained by conditions at sea.

The net on these "draggers," as boats like the Virginia Sands are aptly named, trails behind the vessel. The catch is hauled aboard with help from giant winches which give these boats a distinctive look.

Naturally such strain leads to torn nets and broken chain links in the cork line after every voyage. Here again, the key word is maintenance.

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



Engineer Carlos Cova makes some repairs for the next voyage.



Crewmember Antonio J. Cravo repairs the net's work line.



Virginia Sands' deckhand Luis da Silva makes repairs to the net, a never-ending process.



SIU Patrolman Eugenio De Sousa discusses union matters with Sands' Captain Carlos Camarao.



Deckhand Antonio J. Moco repairs links in the "sweep" aboard the dragger.

## ITB Mobile Seafarers Work Through Ice Storm



Third Mate Tom Burges chips away ice from rails.

They have long since warmed up, but members aboard the SIU-crewed ITB Mobile got a frosty surprise last February while sailing from St. Croix to New York. The ship sailed through an ice storm which left the vessel thoroughly coated but undamaged.

"No one could go on deck because of the conditions," AB Jose A. Feliciano reported. "The tug and barge were frozen with tons of ice, but we got rid of it and started unloading cargo."

The ITB Mobile then headed for Port Reading, N.J. where the remaining cargo was unloaded.

The accompanying photos, sent to the Seafarers LOG by Feliciano, were taken by ABs Don Donovan, Joe Miller and Feliciano and Third Mate Tom Burges.



AB Joe Miller breaks ice to untie reducer for manifolds.



AB Jose Feliciano takes a swing on the boom to free it of ice buildup.



AB Feliciano on second level of tug stern during high-water storm.



Bosun Fred Jensen helps feed the freezing lines around the winch.



Herbert Brand, chairman, Transportation Institute.



Ran Hettner, president, Maritime Overseas Corp.



Robert B. McMillen (left), president and CEO, TOTE, and Jim Carey II, group vice president, liner services, Crowley Maritime.

## Industry, Labor Attend Dedication of Hall Center

Hundreds of representatives of the maritime industry—from both management and labor, as well as Seafarers—active and retired, attended the dedication ceremony of the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Pictured here are many of those who came to the event, which was held on the anniversary of the birth of the late SIUNA president. Story on page 3.



From the left: Jim McGee, Houston port agent; Dave Heindel, assistant vice president, SIU; and Guy Pulliam, operations manager, Seahawk Management.



Howard Schulman, former general counsel, SIU.



William F. Zenga, vice president, MTD.



Bonnie Jalufka, personnel administrator, Ocean Carriers.



Robert Wellner, president, International Marine Carriers.



Thomas Keenan, vice president, International Marine Carriers.



Gene Rose, president, Bay Tankers.



H. R. Glennon Jr., president, Sea Mobility Inc.



Ed Pulver, vice president, SIUNA.



Kevin McMonagle (left), supervisor, marine personnel, Maersk Lines, and James G. Hannan, crewing manager, Sea-Lift.



Raymond T. McKay, president, District 2 MEBA.



Max Siegel Hall, representing the Hall family.



C.J. Bracco, vice president, Bay Tankers.



Daniel P. Kirby (left), president, Pacific Gulf Marine; Joe Perez (center), New Orleans port agent; Capt. Pete Johnson, CEO, Pacific Gulf Marine.



Michael Swayne, manager, industrial relations, Transoceanic.



From the left: Walter E. Price, manager, marine personnel/payroll, Transoceanic Cable Ship Co.; George McCartney, vice president west coast, SIU; Richard F. Evans, manager, vessel operations, Puerto Rico Marine; H. "Whitey" Disley, president, MFO; and Gunnar Lundberg, president, SUP.



Michael Sacco, president of the SIU, and Rose Siegel Hall, widow of Paul Hall.



Capt. James Hopkins, secretary-treasurer, Masters, Mates & Pilots.



Edmund E. Davis (left), vice president, labor relations, Sea-Land, and Mike DiPrisco, director, labor relations, Crowley.



Capt. Robert Johnston (left), vice president, Maritime Overseas, and Pat Postiglione, manager, labor relations, Maritime Overseas.



From the left: Kendall Chen, vice president, ETC; Angus "Red" Campbell, vice president collective bargaining, SIU; Gordon M. Ward, chairman, licensed division, District 1—MEBA/NMU; and Joel E. Bem, vice chairman, licensed division, District 1—MEBA/NMU.



Margo Hall O'Kane, Paul Hall's daughter, and her husband, Raymond.



Jack Goldstein, president, OMI Corp.



Brent Stienecker (left), group vice president, contract transportation services, Crowley Maritime, and Jack Caffey, vice president Atlantic coast, SIU.



Capt. Joseph B. Cecire, executive vice president, Seahawk Management.



Joe Huber, UIW assistant vice president (left) and Bill Dobbins, UIW vice president.



Bill Pennella, senior VP, human resources and labor relations, Crowley.



Piney Point trainees from class numbers 478-484.



Ed Mooney, retired assistant secretary-treasurer, SIU.



Lindsey Williams, retired vice president, SIU.



John Dwyer, retired SIU member.



William Drew, retired SIU member.



Scotty Aubusson, retired SIU port agent.



Cal James (left) and Roland "Snake" Williams, SIU bosuns.



Johnny Johnston, retired SIU member.

# **October & November Membership Meetings; Deep Sea, Lakes, Inland Waters**

<b>Piney Point</b>
Monday, October 7
Monday, November 4
<b>New York</b>
Tuesday, October 8
Tuesday, November 5
<b>Philadelphia</b>
Wednesday, October 9
Wednesday, November 6
<b>Baltimore</b>
Thursday, October 10
Thursday, November 7
<b>Norfolk</b>
Thursday, October 10
Thursday, November 7
<b>Jacksonville</b>
Thursday, October 10
Thursday, November 7
<b>Algonac</b>
Friday, October 11
Friday, November 8
<b>Houston</b>
Monday, October 14
Tuesday, November 12
<b>New Orleans</b>
Tuesday, October 15
Tuesday, November 12
<b>Mobile</b>
Wednesday, October 16
Wednesday, November 13
<b>San Francisco</b>
Thursday, October 17
Thursday, November 14
<b>Wilmington</b>
Monday, October 21
Monday, November 18
<b>Seattle</b>
Friday, October 25
Friday, November 22
<b>San Juan</b>
Thursday, October 10
Thursday, November 7
<b>St. Louis</b>
Friday, October 18
Friday, November 15
<b>Honolulu</b>
Friday, October 18
Friday, November 15
<b>Duluth</b>
Wednesday, October 16
Wednesday, November 13
<b>Jersey City</b>
Wednesday, October 23
Wednesday, November 20
<b>New Bedford</b>
Tuesday, October 22
Tuesday, November 19

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

## **NOTICE**

The following members should contact the port of Jacksonville concerning checks being held in the hall.

Benaia Berberena  
William Cachola  
Jose Berdiel  
Tibby Clotter  
Wilson Garcia  
William Marino  
Raul Rivera  
Jose Ross  
Efrain Sierra  
Edwin Sempritt

## **Personals**

### **CHUCK CURLEY**

Please get in touch with your mother at 533 Hannibal St., Virginia Beach, Va. 23452.

# **Dispatchers' Report for Deep Sea** JULY 16-AUGUST 15, 1991

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
New York	43	18	18	26	9	12	8	62	16	16
Philadelphia	2	7	7	0	5	5	0	2	4	4
Baltimore	6	9	5	4	8	6	3	8	5	0
Norfolk	17	13	9	12	11	7	2	18	7	7
Mobile	15	10	16	12	11	13	2	17	4	11
New Orleans	30	16	24	17	10	21	5	34	10	16
Jacksonville	24	10	19	28	11	18	4	41	10	9
San Francisco	43	19	12	28	13	14	4	58	23	14
Wilmington	18	8	17	10	5	14	5	28	6	8
Seattle	28	5	13	23	7	13	1	48	7	3
Puerto Rico	9	3	2	5	0	1	1	17	4	2
Honolulu	3	6	5	3	6	2	2	7	8	9
Houston	33	14	13	35	15	16	4	36	12	11
St. Louis	0	3	1	0	2	1	0	0	3	0
Piney Point	0	5	4	0	3	4	2	0	4	3
Algonac	0	0	3	1	0	4	0	0	0	0
Totals	271	146	168	204	116	151	43	376	123	113
Port	ENGINE DEPARTMENT									
New York	20	13	8	16	8	5	3	33	9	4
Philadelphia	2	4	0	3	1	0	1	4	6	0
Baltimore	11	9	5	3	7	4	2	9	4	1
Norfolk	6	10	3	5	7	4	3	5	6	1
Mobile	10	7	5	11	4	3	3	12	7	6
New Orleans	24	12	9	16	8	11	2	22	10	6
Jacksonville	11	3	11	12	1	7	5	14	4	5
San Francisco	15	13	8	8	10	8	14	25	12	6
Wilmington	10	11	12	2	8	11	3	14	8	3
Seattle	13	8	9	11	5	9	8	21	7	3
Puerto Rico	6	2	0	4	2	0	0	6	0	0
Honolulu	2	9	5	3	6	5	2	1	8	4
Houston	11	8	6	11	4	7	0	19	6	2
St. Louis	1	0	0	1	0	0	2	1	0	0
Piney Point	4	18	4	1	12	3	2	6	9	1
Algonac	0	0	1	0	0	1	0	0	0	0
Totals	146	127	86	107	83	78	50	192	96	42
Port	STEWARD DEPARTMENT									
New York	11	4	3	15	5	9	11	21	7	1
Philadelphia	0	3	2	0	3	0	0	2	1	2
Baltimore	3	1	0	2	0	0	0	4	3	0
Norfolk	3	1	6	4	2	4	1	3	0	7
Mobile	4	4	5	3	3	2	1	11	3	4
New Orleans	8	8	4	7	5	2	1	11	8	2
Jacksonville	10	3	4	12	2	2	1	14	5	4
San Francisco	43	12	13	25	6	3	4	86	14	22
Wilmington	7	4	2	7	3	0	3	13	3	4
Seattle	27	11	1	15	6	1	4	35	10	2
Puerto Rico	2	0	0	2	0	0	1	6	0	0
Honolulu	6	12	12	11	6	7	26	6	25	24
Houston	16	2	1	11	2	1	5	18	4	1
St. Louis	0	0	0	0	0	0	1	0	0	1
Piney Point	2	14	4	0	6	4	1	4	14	2
Algonac	0	0	0	1	0	1	1	0	0	0
Totals	142	79	57	115	49	36	61	234	97	76
Port	ENTRY DEPARTMENT									
New York	10	17	66	5	12	32	0	26	32	73
Philadelphia	3	2	4	1	1	1	0	2	2	7
Baltimore	0	5	10	1	3	8	0	2	4	3
Norfolk	4	9	17	2	4	8	0	6	12	10
Mobile	1	10	11	2	8	1	0	3	15	17
New Orleans	7	19	27	7	19	11	0	10	22	55
Jacksonville	2	22	14	0	13	8	0	2	23	26
San Francisco	23	33	35	12	16	13	0	43	39	68
Wilmington	5	9	19	5	7	8	0	7	11	36
Seattle	11	5	11	5	5	7	0	19	5	12
Puerto Rico	3	10	1	1	3	0	0	7	13	1
Honolulu	2	25	151	0	23	113	0	5	39	174
Houston	5	24	17	4	14	7	0	10	27	33
St. Louis	0	2	1	0	2	1	0	0	2	0
Piney Point	0	79	0	0	51	3	0	0	48	0
Algonac	0	4	0	0	3	0	0	0	2	2
Totals	76	275	384	45	184	221	0	142	296	517
Totals All Departments	635	627	695	471	432	486	154	944	612	748

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

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

A total of 1,543 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,543 jobs shipped, 471 jobs or about 31 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From July 16 to August 15, a total of 154 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 14,550 jobs have been shipped.

# 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.

**SEA-LAND FREEDOM** (Sea-Land Service), April 30 — Chairman William Jones, Secretary S. Call, Deck Delegate P. Bean, Engine Delegate L. Papa, Steward Delegate B. Peoples. Treasurer reported \$134 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Next port: Long Beach, Calif.

**LAKE (AMSEA)**, May 7 — Chairman Kevin Merckx, Secretary Thomas Wybo, Deck Delegate Dave Waxman, Steward Delegate Judi Chester. Chairman urged members to upgrade at Lundeborg School. He said ship was not receiving any mail or issues of Seafarers LOG. Treasurer reported \$50 in movie fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

**SEA-LAND INTEGRITY** (Sea-Land Service), May 26 — Chairman Domingo Leon, Secretary Pedro Laboy, Engine Delegate Todd Smith. No beefs or disputed OT reported. Crew thanked steward department for good work and noted smooth, safe trip. Crewmembers bid fond farewell to retiring Brother Joseph Bidzilya, who shipped in the deck department.

**AMERICAN CORMORANT** (Pacific Gulf Marine), June 2 — Chairman Vernon W. Huelett, Secretary Walter S. Harris, Engine Delegate William P. Behan, Steward Delegate Dante Slack. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Crew received information about benefits conferences. Crew discussed ship's cleanliness and cooperation among members.

**CAPE BON** (IOM), June 23 — Chairman Albert J. Sacco, Secretary Waymond H. Watson III, Educational Director Frank Tymczyszyn, Deck Delegate M.M. Moore Jr., Engine Delegate Robert Duncan, Steward Delegate J. McCree Jr. Cape Bon was on third voyage since coming out of dry dock. Chairman said union should be informed about high turnover in deck department. Also raised issue of getting replacements. He noted long wait for captain to provide list of discharged crewmembers. Secretary noted it took war to get govern-

ment to realize importance of merchant marine. He and educational director urged members to upgrade. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Steward ordered new mattresses. One washer and one dryer need repair. Crew asked for clarifications from contracts department on draw, room search and restriction-to-ship procedures.

**CAPE CARTHAGE** (AMSEA), June 30 — Chairman Abdula A. Moshin, Secretary Rolly Saguisin, Educational Director Steven Johnson, Deck Delegate Richard Hilbert, Engine Delegate David Lantz, Steward Delegate Harry Celkos. Chairman announced approximate payoff date. No beefs or disputed OT reported. Next port: Concord, Calif.

**CAPE CLEAR** (OMI Corp.), June 24 — Chairman L. Jones, Secretary N. Evans, Educational Director B.J. Ball, Deck Delegate E. Schaffauser, Engine Delegate R.L. Rodger, Steward Delegate J.S. Mendoza. Chairman discussed rules and regulations with new union members. He stressed importance of SPAD. He announced upcoming payoff. Treasurer reported \$328 in movie fund. No beefs or disputed OT reported. Crew thanked galley gang for wonderful food and pleasant trip. Next port: Beaumont, Texas.

**CAPE DUCATO** (IOM), June 23 — Chairman A. Trioklou, Secretary F. Bishop, Educational Director Kenneth Hart, Deck Delegate John Adams, Engine Delegate Fred Stover, Steward Delegate Mohammed Elalikhider. Chairman thanked deck department for safe trip. He discussed proper procedures for forklift operation. Educational director urged members to upgrade at Lundeborg School. Treasurer reported \$180 in ship's fund. No beefs or disputed OT reported. New dryer is needed and on order. Repair list was posted. Crew thanked steward department for good work. Crew observed one minute of silence in memory of departed brothers and sisters.

**CAPE HENRY** (IMC), June 16 — Chairman William E. Hampson, Secretary R. Thomas, Educational Director Virgil Bolton, Deck Delegate M.R. Hollis, Steward Delegate Gordon Wheeler. No beefs or disputed OT reported. Steward delegate requested welfare plan look into giving all retirees a pension increase.

**GOLDEN ENDEAVOR** (American Maritime Transport), June 23 — Chairman Luke Wells, Secretary Oscar Johnson, Educational Director Alton Hickman, Deck Delegate Mark W. Carpenter, Engine Delegate Ron Lukacs, Steward Delegate Donald J. Meder. Chairman announced upcoming payoff. Educational director noted importance of upgrading at Lundeborg School. No beefs or disputed OT reported. Crew was asked to conserve water. Crew thanked galley gang for good work.

**GUAYAMA** (Puerto Rico Marine), June 17 — Chairman G. Richard Kidd, Secretary Jonny Cruz, Educational Director G.T. Payne, Deck Delegate Joe Korchak, Engine Delegate Ramon Collazo, Steward Delegate Teddie Quammie. Chairman said everything running smoothly. He announced upcoming payoff. Secretary gave information about benefits conferences. He urged members who could not attend to get information

at union hall. Educational director reminded members to wear hard hats during fire and boat drills. No beefs or disputed OT reported. Crew reviewed June issue of Seafarers LOG and discussed how SIU members should be proud of role in Operation Desert Storm. Crew thanked steward department for fine job. Next port: Elizabeth, N.J.

**HUMACAO** (Puerto Rico Marine), June 12 — Chairman Lancelot Rodrigues, Secretary Castle B. Carter Jr., Steward Delegate M. Robles. Chairman announced payoff site. Secretary reminded crew to separate all plastic from other trash, as plastic cannot be thrown overboard. No beefs or disputed OT reported. Crew reported problems with air conditioning and running water. Crew wants to get combination lock put on rec room door to keep stivedores out. Next port: Elizabeth, N.J.

**ILE DE FRANCE** (Sea-Land Service), June 2 — Chairman John Green, Secretary M. McDermott, Educational Director E. Bain, Deck Delegate T. Kilbride, Engine Delegate D. Demarco, Steward Delegate R. Hairston. Chairman reported captain submitted all

fund and noted company is not providing movies. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew said menu had remained unchanged for some time. Crew needs new TV antenna.

**ITB BALTIMORE** (Sheridan Transportation), June 30 — Chairman J.S. Rogers, Secretary Robert Outlaw, Educational Director P. Honeycutt. Chairman announced payoff, noted good trip. Treasurer reported \$180 in ship's fund. No beefs or disputed OT reported.

**ITB NEW YORK** (Sheridan Transportation), June 2 — Chairman Art Harrington, Secretary Dan Brown, Educational Director Dee Walker. Chairman noted ship received Seafarers LOG, patrolman boarding at payoff. Secretary said crew list is posted. Educational director advised members to attend benefits conferences and utilize facilities at Piney Point. Treasurer reported \$27 in movie fund. No beefs or disputed OT reported. Crew extended special vote of thanks to Chief Cook Ed Lewis for continuous excellent work. Crew also thanked pumpman Dee Brown for repairing broken sinks and thanked deck department for hard work.

## All Questions Answered Aboard American Heritage



Bosun Clyde Smith (left) reviews the Patrolman's Report with Port Agent Angel Hernandez (right) during a recent payoff aboard the American Heritage. With them are DEU Luis Morales and GSTU Alonzo Belcher.

crewmembers for commendations for valiant efforts in putting out shipboard fire as ship departed Portsmouth, Va. Secretary noted bosun retiring after this voyage, crew wishes him long and happy retirement and hopes he wins lottery. Educational director urged members to stay in touch with union affairs by reading Seafarers LOG. He said SPAD spells jobs. Deck delegate reported dispute regarding time off. No beefs or disputed OT reported by engine or steward delegates. Ice cream freezers were running too cold, and toaster was on fritz. Next port: Boston.

**ILE DE FRANCE** (Sea-Land Service), June 30 — Chairman Allan A. Rogers, Secretary M. McDermott, Educational Director E. Bain, Deck Delegate A. Barnett, Engine Delegate Dan Dimarco, Steward Delegate W. Muniz. Chairman discussed patrolman's comments concerning day off on weekend in port. He announced upcoming arrival and payoff dates. Educational director hammered home importance of upgrading at Lundeborg School and SPAD. No beefs or disputed OT reported. Crew asked company to make sailing board more accurate. Crew lounge chairs are in bad shape, replacements are on order. Next port: Boston.

**INDIAN OCEAN** (IMC), June 30 — Chairman Thomas F. Dowdell, Secretary F. Winkler, Educational Director R. McDonald, Engine Delegate Jerome Smith, Steward Delegate G. Lackey. Chairman announced upcoming payoff. Educational director told members ship is going to Piney Point, so members should apply for any classes they wish to attend. Treasurer reported \$122 in ship's

fund and noted company is not providing movies. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew said menu had remained unchanged for some time. Crew needs new TV antenna.

**ITB PHILADELPHIA** (Sheridan Transportation), June 6 — Chairman Vagn T. Nielsen, Secretary W. Manuel Jr., Educational Director Alvin Markowitz, Deck Delegate Hans Gottschlich. Chairman reported vessel going to shipyard in August. No beefs or disputed OT reported. Next port: New York.

**ITB PHILADELPHIA** (Sheridan Transportation), June 30 — Chairman Vagn T. Nielsen, Secretary J.P. Emidy, Educational Director M. Kovach, Deck Delegate Hans Gottschlich, Engine Delegate Steve Hoffman, Steward Delegate Alexander Banki III. Chairman reported everything running smoothly. Educational director encouraged upgrading at Lundeborg School. No beefs or disputed OT reported. Crew thanked steward department for excellent meals and fine service. Steward expressed appreciation for fact everyone is helping keep ship clean and orderly. Next port: New York.

**LAKE (AMSEA)**, June 2 — Chairman Kevin Merckx, Secretary Thomas Wybo, Deck Delegate D. Waxman, Steward Delegate Judi Chester. Deck, engine and steward delegates reported disputed OT. Crew wants larger food portions. Bosun thanked steward department for improved food and cleaner house. Next port: Tacoma, Wash.

**LIBERTY STAR** (Liberty Maritime), June 12 — Chairman Robert Saylor, Secretary Mari Shorek, Educational Di-

Continued on page 22

## Indy Comes to Portland



Brian Francis Gilligan, engine storekeeper on the Independence, poses in front of the dry-docked ship in Portland, Ore.

# Dispatchers' Report for Great Lakes

CL—Company/Lakes L—Lakes NP—Non Priority

JULY 16–AUG. 15, 1991 \*TOTAL REGISTERED

TOTAL SHIPPED

\*\*REGISTERED ON BEACH

All Groups  
Class CL Class L Class NPAll Groups  
Class CL Class L Class NPAll Groups  
Class CL Class L Class NP

Port

DECK DEPARTMENT

Algonac

0

16

1

0

3

0

0

33

3

Port

ENGINE DEPARTMENT

Algonac

0

12

1

0

7

0

0

22

2

Port

STEWARD DEPARTMENT

Algonac

0

1

0

0

0

0

0

15

0

Port

ENTRY DEPARTMENT

Algonac

0

34

4

0

0

0

0

23

12

Totals All Departments

0

63

6

0

10

0

0

93

17

\*\*"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 16–AUGUST 15, 1991

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

Port

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

14

0

0

3

0

0

60

97

4

Mobile

0

0

0

0

0

0

0

0

0

New Orleans

2

0

2

1

0

2

3

0

2

Jacksonville

1

2

3

0

0

1

3

3

17

San Francisco

0

0

0

0

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0

0

Wilmington

0

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0

0

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0

0

2

5

Seattle

0

0

0

0

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0

0

0

0

Puerto Rico

0

0

0

0

0

0

0

0

0

Houston

0

0

1

0

0

2

1

1

7

Algonac

6

3

0

0

0

0

71

36

0

St. Louis

0

0

0

0

0

0

0

0

0

Piney Point

0

1

0

0

0

0

0

0

0

Totals

23

6

6

4

0

5

138

139

35

Port

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

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0

0

Norfolk

3

0

0

2

0

0

2

0

0

Mobile

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New Orleans

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Jacksonville

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San Francisco

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Wilmington

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Seattle

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0

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Puerto Rico

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0

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0

0

0

0

0

0

Houston

1

0

0

0

0

0

1

0

0

Algonac

6

3

0

0

0

0

42

37

0

St. Louis

0

0

0

0

0

0

0

0

0

Piney Point

1

0

0

0

0

0

0

0

0

Totals

The Seafarers Pension Plan announces the retirement of 23 members this month. Sixteen of those signing off sailed in the deep sea division, while seven sailed in the inland division.

Deck department member Joseph Touart has been a member longer than any of the others who are retiring. Brother Touart joined the Seafarers in 1943. At 76, he also is the oldest of the new pensioners.

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

### DEEP SEA



**SOFRONIO L. AMPER**, 66, joined the Seafarers in 1969 in the port of San Francisco. A native of the Philippine Islands, he sailed in the steward department and in 1985 upgraded at the Lundeberg School. Brother Amper served in the Navy from 1946 to 1951. He has retired to California.

**LUIS BONAFONT**, 50, joined the SIU in 1963 in the port of New York. Born in Puerto Rico, he shipped in the deck department and in 1987 upgraded at the Lundeberg School. Brother Bonafont resides in Yabucoa, Puerto Rico.

**CHARLES A. BORTZ**, 66, joined the union in 1952 in the port of Baltimore. The Allentown, Pa. native sailed in the deck department. Brother Bortz also served in the Army from 1943 to 1945. He lives in Hellertown, Pa.

**JACKSON FONG**, 66, joined the Seafarers in 1953 in the port of his native New York. Brother Fong sailed as a member of the galley gang. He still calls New York home.



**CLAUDE H. GILLIAM**, 65, joined the SIU in 1951 in the port of Baltimore. Born in Tennessee, he shipped in the steward department. Brother Gilliam served in the Army from 1944 until 1947. He has retired to Waveland, Miss.

**JOSEPH L. GRAY**, 65, joined the SIU in 1968 in the port of New York. A native of Philadelphia, he sailed in the galley gang and upgraded often at the Lundeberg School. Brother Gray served in the Navy from 1943 to 1945. He resides in East Elmhurst, N.Y.



## 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.*



**EDDIE L. JACKSON**, 57, joined the union in 1965 in his hometown of Mobile, Ala. He shipped in the steward department. Brother Jackson served in the Army from 1951 to 1955. He lives in Houston.

**FRANKIE KITTCHNER**, 65, joined the SIU in 1952 in the port of New York. Born in New Orleans, he sailed in the deck department. Brother Kittchner served in the Navy from 1944 until 1946. He resides in Carrollton, Ga.



**PORFIRIO MALDONADO**, 63, joined the Seafarers in 1953 in the port of New Orleans. A native of Texas, he shipped in the engine department. Brother Maldonado served in the Army from 1950 to 1952. He has retired to Galveston, Texas.



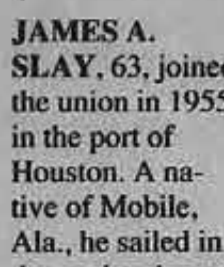
**NICK PALOUMBIS**, 65, joined the union in 1968 in the port of New York. He sailed in the black-gang and upgraded frequently at the Lundeberg School. Brother Paloumbis lives in his native Greece.



**NORMAN PIVA**, 63, joined the SIU in 1982 in the port of New York. He was born in Massachusetts and sailed in the deck department. Brother Piva resides in Alstead, N.H.



**NELSON ROJAS**, 55, joined the Seafarers in 1955 in the port of New Orleans. Born in Chile, he shipped in the galley gang. He has retired to Metairie, La.



**JAMES A. SLAY**, 63, joined the union in 1955 in the port of Houston. A native of Mobile, Ala., he sailed in the engine department and upgraded frequently at the Lundeberg School. Brother Slay still calls Mobile home.



**PETER A. THOMPSON**, 65, joined the SIU in 1961 in the port of his native New York. He shipped in the deck department. Brother Thompson served in the Navy from 1943 to 1946. He has retired to New York City.

**JOSEPH TOUART**, 76, joined the Seafarers in 1943 in the port of New Orleans. Born in Louisiana, he sailed in the deck department. Brother Touart resides in San Francisco.



**ELBERT WILSON**, 65, joined the union in 1947 in the port of Mobile, Ala. The Alabama native shipped in the steward department and deck department. Brother Wilson also served in the Navy from 1943 until 1945. He lives in Moscow, Texas.

### INLAND

**ALFRED DOHERTY**, 62, joined the union in 1961 in the port of Houston. A native of Texas, he sailed in the deck department and in 1973 upgraded at the Lundeberg School. Boatman Doherty served in the Army from 1955 to 1956. He has retired to Tarpon, Fla.

**MORRIS FORREST**, 67, joined the Seafarers in 1966 in the port of Norfolk, Va. He was born in Mathews, Va. and sailed in the deck department. Boatman Forrest



served in the Army from 1943 until 1956. He resides in Norfolk.

**WILLIAM S. GRAY**, 56, joined the union in 1968 in the port of Detroit. The Michigan native shipped in the deck department. Boatman Gray has retired to Frankfort, Mich.



**ETRID HENNING**, 62, joined the Seafarers in 1972 in the port of Port Arthur, Texas. Born in the West Indies, he shipped as a tankerman. Boatman Henning served in the Army for 20 years (1951-71). He lives in Grovetown, Ga.

**LINDSEY W. WEST**, 62,

joined the union in 1969 in the port of Norfolk, Va. A native of North Carolina, he sailed in the deck department. Boatman West served in the Navy from 1948 to 1951. He has retired to Chesapeake, Va.



**FRED V. THOMAS JR.**, 64, joined the union in 1960 in the port of Houston. He sailed as a captain. Boatman Thomas resides in Houston.



**AARON M. WILBURN**, 62, joined the Seafarers in 1960 in the port of Houston. Born in Missouri, he shipped as a captain. Boatman Wilburn served in the Army from 1946 until 1949. He resides in Cleveland, Texas.



### The Billy Smith Family



The family of Pensioner Billy Smith was incorrectly identified in the August issue of the Seafarers LOG, page 15. Attending the benefits conference at the Philadelphia hall were Smith (standing, center), his step-son, Marino Vivas, and his daughter-in-law, Jo Smith. Jo is the wife of Billy Smith's son, John, who sails as a QMED on an LNG vessel. John and Jo Smith's twin sons, Joseph and Alan, also are pictured.

## Inquiring Seafarer

### Question: Why did you become a Seafarer?

(Asked of SIU members at the union hall in Baltimore.)

**Calvin Stevens, Able Bodied Seaman** — I started back in '65. I used to work for the state of Maryland ferries for five years, but a bridge went in and put me out of work. It was tough on the shore. I already had my seaman's papers, and someone said to me, "Why don't you get your butt up to the union hall?" I got a job with a ship going to Yugoslavia, and I haven't gotten out of the union since.



**Ray Lavoine, Retired Bosun** — I got my first seaman's papers in 1937. I made one trip with NMU, then decided to go into the Navy. I did two hitches there, then came out and stayed ashore for two years. Finally I dug my old papers out, went to the union hall and that was it. I sailed for 27 years with SIU (until 1978).



**Dennis Uschic, Third Cook** — For the money. Plus I always liked the water, and wanted to go different places.



**Hector Duarte, Retired QMED** — I came to this country in 1946 and learned of a company that needed merchant seamen. I came to the union hall in Baltimore, then went to the Coast Guard to get my papers. I started sailing on the old, old boats.



**Ray Wezik, Able Bodied Seaman** — Money and travel. I joined in 1984. I had just gotten married, and we needed money to build a house.



**Elize Kitchen, Retired Chief Cook** — When I got in (1948), things were kind of tough. I talked with a few friends, and they said,

"Why not go to sea?" It's a pretty good life. It has its ups and downs, like anything else.

**Willie Albert, Retired Chief Cook** — I just wanted adventure. I joined in 1946 and retired in '85. I just wanted to get away, I guess. I was working steel and didn't like that.



**Hose N. McBride, Retired Chief Steward** — I was working for Bethlehem Steel, and they owned 14 ships. The money was in shipping, so I started that in 1945.



**Chris Maye, Able Bodied Seaman** — I was in the Navy and I met a merchant marine in Korea. He had long hair and a beard, and said he made good money. He had a lot more freedom. In '87 I got out of the Navy, went to the Coast Guard and got my Z-card. My first job was out of Jacksonville.



**Bruce Peters, Ordinary Seaman** — I just got back into it. It was a neighborhood thing in northeast Baltimore back in the '70s. I went to Piney Point... When I came back (from sea) I was laying brick, but business is no good and there's no union. I figured I would renew.



**Vince Cala, Ordinary Seaman** — My older brother sailed with the union for 12 years, that's the reason I went in. I joined in 1978, when I was 17. The money was good, and I first sailed with Crowley. It was good relief from reality! I got out for a while, but business got bad ashore.



**Peter J. Mistretta, Retired Able Bodied Seaman** — I got out of the service in 1945, and there was no work. In '46 I went with the SIU, and I didn't retire until 1986. I liked it. I liked the travel.



### Twenty-Five Years of Dedicated Service Acknowledged



Adolf ("Ski") Strawinski (center) is presented with a plaque from Sea-Land Service, acknowledging his 25 years of dedicated service on the Sea-Land Service shoregang, Elizabeth, N.J. Joining the celebration are (from left) John Natoli, bosun; Tom Soresi, chief bosun; Ed Martin, port steward; Ed Doruth, bosun; Strawinski; Donald Pressly, AB/carpenter; Mike Manekas, assistant bosun; Capt. Dick Posthumus, port captain and John Parr, vessel manager.

### Seafarer's Son Gets Early Union Education



QMED Demyron Walker brings his son, Vincent, to the Mobile, Ala. hall to get the youngster acquainted with the union. Vincent and his twin sister, Vivian, were born November 10. Their mother, Tanya, also sails with the SIU in the steward department.

## Letters to the Editor

### Riding the Mule Ships

I have written to you in the past and you printed an article about my Russian Golden Jubilee Medal and about my push for veterans status in the late '80s. We succeeded finally!

I am now writing my memoirs about my sea-going days from 1942-1966. I sailed everything except a ship carrying mules. Many Liberty ships and perhaps other types of ships carried mules to Poland, Italy, France, etc. I have met seamen who were aboard such ships.

I would like to hear from seamen who sailed aboard "mule ships." I am especially interested in the loading ports, the dates of voyages, destinations, number of mules carried, number of mule deaths during the voyages, types of food fed to the mules, as well as any other pertinent information.

Editor's note: Anyone wishing to help Brother Bouchie may write him at 518A Shade Crest St., Oneonta, Ala. 35121.

### Credit Given Where Due

First, I want to give credit and a vote of thanks to the officials of the SIU for their leadership and vision in predicting the future of things to come.

The first was the closing of the USPH Service Hospitals. The union stepped in and picked up the slack—a very costly venture...

The second was to Waterman Steamship Corp. for not signing a contract with Lykes Bros. It most likely would have been the end of an era for seamen's unions...

[Regarding veterans benefits], we WWII seamen were happy and thought we would reap some of the benefits of being honorably discharged, but as it turned out so far, we are too old. We'll get \$150 to help with the funeral and a flag—nothing else. I hope that the union tries to lean on the government to let some of that "kinder" and "gentler" rub off on the old-time seamen... who stepped forward in all of our crises...

Keep up the good work.  
Eloris B. Tart  
Mobile, Ala.

# Attention QMED's

Classes are available at the Seafarers Harry Lundeberg School of Seamanship to upgrade your classification. Per the shipping rules, a QMED can be registered only in his current classification for one calendar year, then must apply for and pass courses designated by the Lundeberg School to reach the next classification until the member becomes a QMED 1. The school has divided the courses into required and elective. An upgrader must take one required and one elective each year to move up one classification.

## REQUIRED SPECIALTY COURSES



**Marine Electrical Maintenance—**Classroom and shop training in the theory of electricity, circuits, motors and controllers.



**Pumproom Operations and Maintenance—**Training in cargo properties and emergency procedures, tanker development and construction and valve and pump operation.



**Refrigeration Systems Maintenance and Operations—**Classroom and shop training in the theory of mechanical refrigeration, major systems components, troubleshooting and maintenance.

## ELECTIVE SPECIALTY COURSES



**Automation—**Classroom and practical training in operation and control of boiler equipment and components in steam and water cycles.



**Diesel Engine Technology—**Instruction for diesel engine theory, construction and repair.



**Marine Electronics Technician—**Principles of analog and digital electronics with emphasis on shipboard circuitry.



**Hydraulics—**Classroom and practical training in fluids, actuators, control devices, pumps, reservoirs and symbols.



**Variable Speed DC Drives—**Electronic control of direct current drive systems found in cranes, mooring winches, deck machinery.



**Welding—**Classroom and on-the-job training in electric arc welding, brazing, welding and cutting.



**Refrigerated Containers Advanced Maintenance—**Training in all phases of refrigerated container operations and maintenance.



**Electro-Hydraulics—**Principles of electrical control of hydraulic systems (winches, cranes, steering, ramps).

## Brother Butts, 63, Is Buried at Sea

Pensioner Herman Burnell Butts, an active SIU member for more than 40 years, succumbed to cancer June 22. He was 63 years old.

Brother Butts was a recertified bosun and also worked as an SIU patrolman. He retired in October 1988.

"He was a good bosun, a good sailor who was very supportive of the union," said SIU Executive Vice President Joseph Sacco, who worked with Brother Butts in the port of Mobile, Ala. and at the Seafarers Harry Lundeberg School of Seamanship.

Brother Butts was born in Mississippi and joined the Seafarers in 1944 in the port of Baltimore. He first sailed on the Governor John Lind.

During his SIU career, Brother Butts served on the five-man committee which designed the recertified bosun curriculum. Eventually he graduated from that program. He also helped with the construction of the Lundeberg School.

Brother Butts spent his last five years as an active Seafarer sailing aboard the USNS Bellatrix. During the Persian Gulf conflict, he came out of retirement and shipped on the OMI Wabash for two-and-a-half months.

A veteran of the Navy (1943-44), Brother Butts wished to be buried at sea. His wish was honored June 30 in the Gulf of Mexico, during a morning ceremony on-board the OMI Charger.



A memorial wreath is tossed from the stern of the OMI Charger during the burial service for Brother Butts.

OMI Charger Captain Arthur J. Weis reported the burial service took place while the vessel was en route from Tampa to Texas City, Texas. Bosun Alvie Rushing was assisted in the final disposition of Brother Butts' ashes by ABs Reginald Watkins and Lawrence Zepeda.

Although the weather that morning had been cloudy and rainy, the sun shined brightly as the anchor wreath went over the stern and slowly disappeared over the horizon, Weis noted.

Brother Butts is survived by his wife, Nina; sons Herman B. Butts Jr. and Steven Ray Butts; daughters Rhonda Fay Davis and Lisa Eileen Smith; and brother Bobby Joe Butts.

## SPAD t-shirts

The SIU's ever-popular SPAD t-shirts once again are available to our members on a first-come, first-served basis.

### FREE

The t-shirts feature the SIU logo in full color on the front and "Politics is Porkchops" in blue on the back. They are 100 percent American-made.

If you have not already taken advantage of this free offer, please fill out the application below and mail it to:



John Fay, Secretary-Treasurer  
Seafarers International Union  
5201 Auth Way  
Camp Springs, MD 20746

Please send the SPAD t-shirt to:

9/91

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
SOCIAL SECURITY # \_\_\_\_\_ BOOK \_\_\_\_\_  
PHONE # \_\_\_\_\_ RATING \_\_\_\_\_  
T-SHIRT SIZE (circle one) S M L XL \_\_\_\_\_

## Payoff Aboard the Robert E. Lee



The crewmembers above posed for their picture during a recent payoff in New Orleans aboard the Robert E. Lee. They are (from left) AB Domingo Contreras, Bosun Bill Penny, Patrolman Bobby Milan, AB Carlos Rodriguez and AB George Osorio.

## Ships' Digests

Continued from page 17

rector J. Hipolito, Deck Delegate Willie Chestnut, Steward Delegate Donavon Osborne. Chairman called attention to separation of plastics. He noted good voyage and great crew. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew extended hearty vote of thanks to galley gang.

**NEDLOYD HUDSON** (Sea-Land Service), June 16 — Chairman Norberto Prats, Secretary Brian Gross, Educational Director Mike Scinto, Deck Delegate George Mazzoca, Engine Delegate Thomas McArdle, Steward Delegate Jose Santiago. No beefs or disputed OT reported. Crew thanked steward department. Bosun thanked deck department for hard work.

**OMI CHAMPION** (OMI Corp.), June 30 — Chairman Bernard Saberon, Secretary Paul Burke, Educational Director D. Beeman, Engine Delegate Kenneth Hallman. Secretary thanked the union's officials and staff for doing a great job. Educational director urged members to upgrade at Lundeborg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department for clarification regarding second pumpman position. Next port: Manila.

**PFC EUGENE OBREGON** (Waterman Steamship), June 23 — Chairman Henry Bouganin, Secretary Heath Bryan, Educational Director Robert L. Wilson, Deck Delegate Ed Gerena, Engine Delegate Robert Rester. Ship paid off in Oakland, Calif. and was awaiting word on war bonus. Secretary noted vote of thanks to galley gang from crew, officers and Navy personnel. No beefs or disputed OT reported. Next port: Rota, Spain.

**RALEIGH BAY** (Sea-Land Service), June 16 — Chairman Carlton Hall, Secretary J.P. Speller, Educational Director Doug Greiner. Chairman encouraged members to upgrade at Lundeborg School and make SPAD donations. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang.

**SEA-LAND ATLANTIC** (Sea-Land Service), June 10 — Chairman J.L. Bass, Secretary R.K. Ward, Educational Director A.O. Cuevas, Deck Delegate Francisco Rivera, Engine Delegate Juan Rodriguez, Steward Delegate P.R. Mena. Chairman thanked steward department for good work. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Next port: Charleston, S.C.

## Good Mates



Both Bosun Stanley Jandora and Third Mate Laurie Frandino sail aboard the Inger. But they have something else in common—the SIU. Sister Frandino keeps up her SIU book although she now sails as an officer.

**SEA-LAND EXPEDITION** (Sea-Land Service), June 3 — Chairman Jim Hassan, Secretary E. Vazquez, Educational Director Charles Clausen. Chairman noted crew put in OT while restricted to vessel in San Juan port. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**SEA-LAND INTEGRITY** (Sea-Land Service), June 23 — Chairman Domingo Leon Jr., Secretary Pedro

Baker, Secretary James Tucker, Deck Delegate B.J. Hutcherson, Engine Delegate Ambrose Gabriel Jr., Steward Delegate Steve Venus. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew requested company install garbage disposal for galley and pantry. Next port: Jacksonville, Fla.

**THOMPSON PASS** (IOM), June 16 — Chairman Mark W. Davis, Secretary

## Practice Makes Perfect



SIU crewmembers man one of the lifeboats of the 1st Lt. Jack Lummus, a military prepositioning ship, during a routine fire and safety drill.

Laboy, Educational Director R.C. Miller, Engine Delegate Todd Smith, Steward Delegate M. Hammock. No beefs or disputed OT reported. Crew thanked steward department and noted smooth, safe trip. Next port: Boston.

**SEA-LAND QUALITY** (Sea-Land Service), June 16 — Chairman B.R. Hobbs, Secretary Joseph Bennett, Educational Director J. Fonville, Deck Delegate Donald Hood, Engine Delegate James Cumbs, Steward Delegate Bert Winfield. Treasurer reported \$120 in ship's fund, being held by captain. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew encouraged more members to attend meetings.

**SEA-LAND RELIANCE** (Sea-Land Service), June 15 — Chairman Robert McGonagle, Secretary Warren Lombard, Educational Director Sam Hardin, Deck Delegate R. Figueroa, Steward Delegate Troy Pope. Chairman said captain ordered radio for crew lounge, everything running smoothly. Treasurer listed \$10 in ship's fund. No beefs or disputed OT reported. Crew extended vote of thanks to steward department. Next port: Oakland, Calif.

**SEA-LAND TACOMA** (Sea-Land Service), June 26 — Chairman Ray Ramirez, Secretary David Boone, Educational Director Gene Speckman, Deck Delegate Alan Lautermilch, Engine Delegate George Ackley, Steward Delegate Martin McHale. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew thanked galley gang for good work. Next port: Tacoma, Wash.

**SEA-LAND TRADER** (Sea-Land Service), June 26 — Chairman Michael J. Willis, Secretary L. Ware, Educational Director F.L. Hall, Deck Delegate Mark Lance, Engine Delegate Evans Gatewood, Steward Delegate James Boss. Chairman announced upcoming payoff. Treasurer reported \$50 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested two new washing machines and dryer. Crew asked contracts department to get company to improve quality of mattresses and quilts. Crew thanked steward department for good meals and menu. Next port: Oakland, Calif.

**SPIRIT OF TEXAS** (Seahawk Management), June 2 — Chairman William

G.F. Thomas, Educational Director J. Walker, Steward Delegate Curtis Phillips Jr. Chairman reported on the benefits conferences at different halls. Secretary noted everything going well. Educational director urged everyone to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew discussed possible improvement of schedule for shore launch in El Segundo, Calif. Next port: Puerto Armuelles, Panama.

**ULTRASEA** (American Maritime Transport), June 30 — Chairman Cesar Gutierrez, Secretary Rudolph Xatruch, Educational Director H. Bergeron, Steward Delegate Joseph Brooks. Chairman reminded crewmembers to notify master and ask for relief at completion of their time onboard. Treasurer reported \$125 in ship's fund. No beefs or disputed OT reported. All delegates reported things running smoothly. Crew thanked steward department, with special thanks to Rudolph Xatruch for salad bar.

**USNS WILKES** (Mar Ship Operators), June 20 — Chairman John Sokolik, Secretary Kevin Dougherty, Educational Director Mike Thomas, Deck Delegate Jeff Sousa, Engine Delegate A. Rene Aragonese, Steward Delegate Abdel Mohamed. Crew noted problems with stores and supplies were rectified after call to contracts department. Educational director announced upgrading forms available. Treasurer reported \$139 in ship's fund. No beefs or disputed OT reported. Crew asked for and received clarification from contracts department regarding premium for weekend OT. Crew noted slow mail service.

**USNS WYMAN** (Mar Ship Operators), June 30 — Chairman Larry Winstead, Secretary Joseph J. Gallo Jr., Educational Director Cliff McCoy, Engine Delegate Kenneth Langfield. Crew expressed dismay regarding previous chairman's failure to submit ship's minutes to headquarters. Educational director provided members with medical forms and upgrading applications. Deck, engine and steward delegates reported disputed OT. Deck delegate asked contracts department to explain premium OT rate. Crew asked company to either repair or replace VCR. Crew requested compensation for lack of water for period longer than 12 hours. Crewmembers extended concern and best wishes to Brother Richard Scott, who flew to Philippines to attend to personal matters affected by volcanic eruption.

**AMBASSADOR** (Crowley Caribbean Transport), July 18 — Chairman Dave Newman, Secretary Gwendolyn Shinholster, Educational Director M.K. Overgaard, Deck Delegate A.J. Fabre, Engine Delegate John Jourdan, Steward Delegate A.C. Fleming. Chairman noted upcoming payoff. No beefs or disputed OT reported. Crew thanked galley gang for good work. Next port: Port Everglades, Fla.

**BOSTON** (Maritime Overseas), July 7 — Chairman S.R. Garay, Secretary L. McElroy, Educational Director Wendell L. Parrish Jr., Deck Delegate Jeff H. Kass, Engine Delegate Glen Henderson, Steward Delegate Josh M. Tucker. Crew noted problems with ice machine and air conditioning. All delegates reported disputed OT. Crew noted deck department catching fresh fish in Alaska, steward department adjusting menus to keep fresh fish served daily.

**BROOKS RANGE** (IOM), July 6 — Chairman M.G. Gutierrez, Educational Director Timothy Kroneck. Chairman announced upcoming payoff, reminded crew to separate plastic and styrofoam from trash. Educational director noted hours to be worked on tankers. No beefs or disputed OT reported. Crew thanked steward department for daily fresh bread.

**CAPE BON** (IOM), July 18 — Chairman Albert J. Sacco, Secretary Waymond H. Watson III, Educational Director Frank Tymczyszyn, Deck Delegate M.M. Moore Jr., Engine Delegate R.G. Duncan, Steward Delegate J. McCree. Chairman noted new mattresses would be delivered on arrival. He announced upcoming payoff and relief schedule. Secretary reminded members to leave rooms clean. Educational director stressed importance of upgrading. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew requested top-loading washer be exchanged for front-loading washer. Crew noted need for new movies and VCR cleaner. Steward department was given party and thanked for fine meals and cookout. Next port: Sunny Point, N.C.

**CAPE HORN** (IOM), July 7 — Chairman Paul Dornes, Secretary D.L. Huffman, Deck Delegate Stephen Joseph Deal, Engine Delegate Robert Baptister. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate.

**CAPE MENDOCINO** (OMI Corp.), July 21 — Chairman Orla Ipsen, Secretary Steven R. Hamilton Sr., Educational Director J. McCranie, Deck Delegate George W. Dean, Engine Delegate Jimmie Coombs, Steward Delegate John Collins. Chairman announced upcoming payoff. Secretary reminded everyone to keep doors locked while in port, noted good trip. Educational director urged members to upgrade at Lundeborg School. Deck and engine delegates reported beefs and disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked steward department for fine meals. Next port: New Orleans.

**CHARLES L. BROWN** (Transoceanic Cable), July 1 — Chairman Jeremiah J. Harrington, Secretary Delvin Wilson. Chairman announced payoff. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew noted drains backing up, discussed importance of safety. Next port: Honolulu.

**CHARLES L. BROWN** (Transoceanic Cable), July 31 — Chairman Jeremiah J. Harrington, Secretary Delvin Wilson, Deck Delegate William Rackley, Engine Delegate Wesley Wise, Steward Delegate Brenda Kamiya. Crew was reminded not to put shoes in washer or dryer. Chairman thanked crew for flowers given after death of family member. He apologized for clutter in laundry while storerooms being painted. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.



Cook Clora Doom prepares delicious meals for the Enterprise Star's crew.



Satisfying the crew's hunger on the Tom Talbert is Cook Marilyn Hinklin.

## Mississippi Low Water Restricts Orgulf Tugboats

Extremely low water on the Mississippi River is forcing SIU crewed Orgulf tugboats like the Enterprise Star and Tom Talbert to implement voluntary load restrictions.

"The boats cannot push loads that are as wide, deep and long as normal," said Tony Sacco, SIU assistant vice president based in St. Louis. "The really hot weather and lack of rain in the area have slowed traffic on the river."

Petty Officer Robin Ressler, a U.S. Coast Guard spokesman at the marine safety and navigation office in St. Louis, noted the river "is lower than last year and the same as 1989" when mandatory restrictions on river traffic last were implemented.

With weather forecasts predict-

ing no relief in sight, barges and tugboats are being asked to create drafts of no more than seven feet, rather than the standard nine feet. "There are many places along the river shallower than nine feet," Ressler reported.

The Enterprise Star and Tom Talbert are feeling the effects of the low water, according to Sacco. Both tugs have cut back on the number of barges they push along the Mississippi.

The Enterprise Star is in its second season with Orgulf. The tugboat operates on both the upper and lower portions of the river.

The Tom Talbert is one of the oldest members of the Orgulf fleet. It mainly sails along the upper half of the Mississippi.



Deckhand Adam Shacknai catches up on his paperwork aboard the Enterprise Star.



Lead Deckhand Barry Allen is ready for lunch aboard the Tom Talbert.



Deckhand John Thomas enjoys a soda before returning to work on the Talbert.



Deckhand Jeremy Carle of the Enterprise Star secures a line to a barge.



Lead Deckhand Tom Guidry operates a winch aboard the Enterprise Star.



Enterprise Star Deckhand David Pitchford is ready for ship's departure.



Tom Talbert Deckhand Mike Brogan carries stores into the galley.

## Flattery Returns Home

The Cape Flattery was one of the first RRF ships activated for the Persian Gulf. Originally crewed in Mobile, Ala., the vessel is now back in its original port of engagement.

Before heading out on her next run, the Cape Flattery is laying up for two weeks in Mobile's Atlantic Marine shipyard for some needed repairs. Photographs of some of her crew of 23 are shown here.



Oilers Ed Rynberg (left) and Richard H. Yorac aboard the Flattery.



It was another memorable meal prepared and served by members of the Cape Flattery's steward department. They are (from left) Steward Assistant Magih Zookari, Steward Assistant Ben Stanley, Steward/Baker Al Holland and Chief Cook Mike Gramer.



Flattery crewmembers include (from left, front row) Bosun Robert Dennis, OS Kim Anderson, OS Ron Brown, (back row) AB Walter Kaulback, AB Mike Williams, OS Granville Reader, OS Duke Norwood and ABG Bennie Spencer.

# Piney Point Complex Named for Paul Hall

Continued from page 3

that direct memories of Hall should be "articulated in some formal way before they pale out in second-hand retellings and then are lost in the indistinct flickerings of history. The reason is that he was in fact not merely a striking personality—there are striking personalities in every sphere of action—but, I believe, a significant figure in the development of American shipping."

Hettena, who worked jointly with Hall on many matters of interest to the maritime industry, said, "I hope that in these days, when executive policy more or less plainly regards an American merchant marine as superfluous, the bravura skill, force and broad vision of a Paul Hall will continue to inspire Mike Sacco and his successors and animate the shipping industry as a whole in the struggles that may lie ahead."

Helen Delich Bentley, congresswoman from Maryland's second district, who was detained from attending the meeting in person by congressional redistricting meetings in the state capitol, reminisced about Paul Hall and her association with him.

The former head of the Federal Maritime Commission, who had to attend the redistricting meeting to defend the boundaries of her congressional seat, said in a communication read at the ceremony that she regretted not being there in person "because there is nobody to whom I would rather pay tribute than Paul Hall, who was both my ally and opponent on different occasions."

She recalled "the seamen's strike of 1963 between the SIU and the NMU, when the negotiations at the Edison Hotel... were very bitter. The next day they were moved to the Federal Building, and the streets were lined with striking, shouting seamen."

"Joseph Curran, the president of the NMU, arrived with a bodyguard of 20 members of his union. Ten minutes later a car pulled up and out stepped Paul Hall, alone and unescorted. He walked by himself through that mob—that was Paul Hall."

## Believer in Education

Raymond McKay, president of District 2 Marine Engineers Beneficial Association, who was involved with Paul virtually from his infancy, called Hall "an educator" who "liked to see his people educated and he liked to see his

people in a position to move up in the industry that he loved."

He recalled the educational programs instituted by the SIU and District 2 to enable a seaman to advance his shipboard position. "Paul really loved it because it meant that his guys, when they got through being a bosun or pumpman, were not frozen any more." McKay noted that the program gave seamen the ability to go from the bottom of the hawsepipe to captain or the chief engineer's job.

In his remarks, Max Hall, Paul Hall's son, noted how his father "had an uncanny ability to pinpoint national trends and to understand how they would affect the maritime industry. I remember him saying that things never stay the same, that the American-flag merchant marine had to adapt to new conditions or go under. He chose to adapt."

## A Friend to Seamen

Max Hall said, "Outsiders knew my father as a dynamic speaker, a forceful and compelling presence. He was that, but much more. Opponents knew him as a fierce and unrelenting fighter. Officials of the SIU knew him as a stern but loving taskmaster. Seamen knew him as a friend."

As his son, Max Hall saw his father away from the limelight. "In his private life, my father was a quiet, unpretentious man. He did not much care for material possessions. But give him a bowl of chili, a clean fo'c's'le, and stimulating conversation and he was more than happy."

Max Hall also paid tribute to his mother, Rose Siegel Hall, noting the support she gave her husband and family. "My father often said that there would never have been an SIU had it not been for this woman."

Howard Schulman, former general counsel of the Seafarers, who spent innumerable hours with Paul Hall, said he appreciated "his fortitude, his brilliance, his refusal to



Travelling along Maryland Route 249, Piney Point visitors will see a new sign.

accept no, his understanding of issues." Hall, he said, "was as eloquent as any man you have ever heard and as rational as any person."

At the core of Hall's concerns, said Schulman, "was what he called his seafarers family. It was the people who went to sea, no matter if they were licensed officers or unlicensed. They were seamen to him. And he wanted recognition for seamen."

## Visionary Programs

William F. Zenga, business manager of the International Union of Operating Engineers Local 25, which represents marine dredging workers, said Paul Hall was "always developing new approaches to handling old problems. Oftentimes his ideas seemed like pipe dreams when he advanced them, but to Paul they were merely one more step on the road to success."

"Twenty-five years ago, few people would have thought that the site on which we are standing would house the best maritime training school in the country."

In closing remarks, SIU President Michael Sacco said, "It is a tribute to the remarkable man we honor today that all elements of our industry are brought together by his memory." Sacco, who be-

gan his sailing and union career under Paul Hall, pointed out that those in attendance included trainees, upgraders, unions representing both licensed and unlicensed crewmembers, shipowners from the deep sea, Great Lakes and inland waters sectors.

## Foundation for Future

The SIU president pointed to the future of the American merchant marine. "Today is an exciting moment, it represents the ability of the industry to come together, it represents all kinds of potential for the maritime sector. With what we have here today we can move mountains, we can take up seemingly impossible challenges."

"It is going to be a hard fight, but if Paul Hall serves as our inspiration, a tougher challenge will not deter us. It just might require tougher work, more unusual and creative tactics."

Sacco ended his comments with a special word to the seamen in the audience. Paul Hall "loved to talk with Seafarers. He took great pride in every step of personal advancement any SIU member took. Paul wanted each and every one of us to do our personal best for this industry. He wanted us to constantly refine and upgrade our skills."



Hundreds of maritime industry representatives and Seafarers, both active and retired, attend the dedication ceremony.



Trainees form an honor guard around statue of Paul Hall during the ceremony held to mark the naming of the Piney Point complex after the late SIUNA president.

# Lundeberg School Graduates Eight Classes



**Trainee Lifeboat Class 478**—Graduating from trainee lifeboat class 478 are (from left, kneeling) Shawn Hurst, Alex Fera, Jorge Chiclana, Patrick Carroll, Aimee Barrentine, David Johnston, Joseph Koch, Richard Aversa, (second row) Roy Grubb, Christy Lewis, Marcus Theodore, Patrick Healey, Brad Haines, James World, (third row) Charles DiGristine, Eric Viars, Jim Sheffield, Rubin Rose, Peter Zeschke, Stephen Papuchis and Matt Carroll.



**Celestial Navigation**—Completing the five-week curriculum are (from left, first row) Gary Smith, Michael Wilson, Tom Grose, (second row) Melvin Santos, Jim Brown (instructor), Mike Lydick, S.K. Thompson and Ted Dodson.



**Fireman, Oiler, Watertender**—Working their way up the engine department ratings are (from left, kneeling) Samuel Grant, Gustavo Ossario, George Demetropoulos, Dennis Hillman, Michael MacCraken, Erik Bradshaw, James Ball, Gregory Brandane, (second row) Rick Kamantigue, Lee Hebert, Anthony Bonin, Luis Torres, Alice Hines, Derrick Young, James Smalls, Efrain Diaz, Michael Hermanson, William Scott, (third row) Ronald MacNeill, Kevin Earhart, R. Arment, Ed Krebs, G.F. Daley, Shawn Murphy, Brian Allred, Jeff Bull and J.C. Wiegman.



**Advanced Refrigeration Class**—Receiving their certificates of course completion are (from left, kneeling) San Anthony Negron, Val Carpi, (second row) Mike Wells, D. Rush Ingram, Walter Chancey, (third row) Eric Malzkun (instructor), John Cronan, Devin Bertel, Mike Las Dulce, Phil Parent and Kelly Davis.



**Trainee Lifeboat Class 479**—Recently graduating from trainee lifeboat class 479 are (from left, kneeling) Timothy Null, Janet Baird, Paul Staib, Michael Simmons, Mark Nason, David White, John Dupart, Paul Szalus, (second row) Jake Karaczynski (instructor), Alex Fera, Raury LeFave, Eric Reyer, Timothy DuVal, Kenneth McCann, Francisco Rodriguez, Joseph Ritter, Robert Dargan, (third row) Mayfield Cousins, Brian Mooney, David Motto, Gene Wheelis, Raymond Leak, (fourth row) Brian Goudy, Donald Pears and James Lawrence.



**Upgraders Lifeboat**—Receiving their lifeboat training certificates from the Lundeberg School on July 16 are (from left) Jake Karaczynski (instructor), M.T. St. George, Tim Nugent, Ekow Doffoh and John Kelly.



**Upgraders Lifeboat**—Certificates of training were received by the July 25 class of upgraders. They are (from left) Ronald MacNeill, Rufus Hairston, Frank Watkins, Tye Smalls, Samuel Grant and Jim Moore (instructor).



**QMED**—Upgrading members of the engine department completing the QMED course are (from left, kneeling) Anthony Wiley, Dan Fowers, Mark Dumas, Charlie Hampton, Paul Barbadillo, Linda Halderman, (second row) Ken Mulderig, James Banigan, Skipper Bucella, Tom Dunn, Art Wadsworth, Paul Bentson, Darrell McDonald, Taylor Clear, (third row) Howard Bland (MFOV), Steve Willis (MSC) Robert Gaglioti, Tom Barry, Mike Whytock, David Williams and Thom Kreutzer.

# Final Departures

## DEEP SEA

### THOMAS P. ANDERSON

Thomas P. Anderson, 47, passed away Feb. 2. He joined the union in 1964 in his native New York. A member of the deck department, Brother Anderson last shipped in 1978.

### LOUIS L. ARENA



Pensioner Louis L. Arena, 68, died June 12 as a result of lung cancer. He joined

the SIU in 1941 in his native New Orleans. Brother Arena completed the bosun recertification program in 1976. He also served in the Army from 1942 until 1945. He began receiving his pension in August 1982.

### THEODORE D. BLADES



Pensioner Theodore D. Blades, 90, passed away July 17. Born in

Pennsylvania, he joined the Seafarers in 1950 in the port of Boston. Brother Blades shipped as a bosun. He retired in September 1976.

### WILLIAM B. BLANKINSHIP



Pensioner William B. Blankinship, 64, died June 24. A native of North

Carolina, he joined the union in 1947 in the port of Baltimore. Brother Blankinship sailed in the engine department and also served in the Army from 1951 to 1953. He retired in February 1981.

### RAYMOND W. BLETHEN

Pensioner Raymond W. Blethen, 61, passed away July 8. He was born in Connecticut and joined the SIU in 1959 in the port of Wilmington, Calif. Brother Blethen shipped in the black-gang and upgraded frequently at the Lundeberg School. He began receiving his pension in March 1987.

### CALMAN BOGGS

Pensioner Calman Boggs, 80, died July 9. The native of Newfoundland joined the SIU in 1942 in the port of Mobile, Ala. Brother Boggs shipped in the deck department. He retired in December 1978.

### NICHOLS KOMINOS

Nichols Kominos, 56, passed away July 8. Born in Greece, he joined the Seafarers in 1966 in the port of New York. Brother Kominos was a member of the engine department. He was an active member at the time of his death.

### JAMES MICHAEL



Pensioner James Michael, 83, died July 27. He was born in Georgia and joined the

union in 1950 in the port of Wilmington, Calif. Brother Michael shipped as a chief cook. He retired in February 1973.

### JAMES MORAN



Pensioner James Moran, 60, passed away July 22. A native of Massa-

chusetts, he joined the SIU in 1966 in the port of Boston. Brother Moran shipped in the deck department and in 1975 upgraded at the Lundeberg School. He also served in the Coast Guard from 1948 until 1952. Brother Moran began receiving his pension in May 1987.

### HARRY R. SINGLETON

Pensioner Harry R. Singleton, 75, died July 27. Born in New York, he joined the SIU as a charter member in 1939 in the port of Baltimore. Brother Singleton sailed in the engine department. He retired in October 1982.

### WOODRUFF STANLEY JR.

Pensioner Woodruff Stanley, Jr., 69, passed away June 19. He was born in Texas and joined the Marine Cooks and Stewards in 1966 in the port of San Francisco before the union merged with the AGLIWD. Brother Stanley retired in October 1985.

### KEITH J. THOMPSON

Keith J. Thompson, 35, died July 12. The native of Louisiana graduated from the Lundeberg School in 1971. Brother Thompson shipped in the deck department. He was an active member at the time of his death.

### JAMES TONG



Pensioner James Tong, 87, passed away July 8. Born in China, he joined the

union in 1956 in the port of Baltimore. Brother Tong sailed in the galley gang. He retired in June 1976.

## INLAND

### RUSSELL HASTINGS



Pensioner Russell Hastings, 78, passed away June 29. A native of Mary-

land, he joined the Seafarers in 1960 in the port of Philadelphia. Boatman Hastings was a member of the steward department, and he served in the Army from 1945 to 1946. He began receiving his pension in August 1976.

### STUART STEVENS

Pensioner Stuart Stevens, 62, died June 16. He was born in Florida and joined the union in 1972 in the port of New Orleans. Boatman Stevens sailed as a tankerman, and he also served in the Navy from 1947

to 1951. He retired in January 1991.

### JOSEPH R. SUAREZ



Pensioner Joseph R. Suarez, 78, passed away July 8. Born in Puerto

Rico, he joined the Seafarers in 1963 in the port of Port Arthur, Texas. Boatman Suarez

shipped in the engine department. He retired in June 1975.

### JESSE WILKINSON



Pensioner Jesse Wilkinson, 76, died June 13. He was born in Colorado and

joined the union in 1964 in the port of St. Louis. Boatman Wilkinson sailed in the black-gang. He began receiving his pension in July 1981.

## Know Your Rights

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

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

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

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

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

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

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

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

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

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

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



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

# 1991-92 UPGRADING COURSE SCHEDULE

The following is the current course schedule for October 1991-March 1992 at the Seafarers Harry Lundeberg School of Seamanship. All programs are geared to improve job skills of STU members and to promote the American maritime industry.

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

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	October 28 January 20 March 16	December 6 February 28 April 24

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

Lifeboatman	October 14	October 25
	October 28	November 8
	November 11	November 22
	November 25	December 6
	December 9	December 20
	January 6	January 17
	January 20	January 31
	February 3	February 14
	February 17	February 28
	March 2	March 13
Ship Handling	March 16	March 27
	March 30	April 10
	October 14	October 25
	December 2	December 13
	January 27	February 7
Radar Observer Unlimited	March 2	March 13
	October 28	November 1
	December 16	December 20
Celestial Navigation	January 20	January 24
	March 16	March 20
	November 4	November 29
Third Mate Limited Mates License	February 10	March 6
	January 6	April 17
Tankerman	January 27	March 3
	November 11	December 6
	March 16	April 10

Upon completion, the Sealift Operations course must be taken.

## Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	October 28 March 2	November 1 March 6

Upon completion, the Sealift Operations course must be taken.

# SHLSS College Program Schedule for 1991

FULL 8-week Sessions

October 21

December 13

## Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 23	May 4
Steward Recertification	January 27	March 2

## Steward Upgrading Courses

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

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

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	January 6	March 27
Fireman/Watertender and Oiler	November 11 January 20 March 16	December 20 February 28 April 24

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

Pumproom Maintenance & Operations	January 6	February 14
Marine Electrical Maintenance	October 14	December 6
	January 6	February 21
	March 16	May 8
Marine Electronics Technician	January 6	May 29
Deep Sea/Inland Engineers	October 7	December 13
Assistant Engineer (Deep Sea & Inland)	October 4	December 13
	March 2	May 8
Refrigeration Maintenance & Operations	January 6	February 14

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

## 1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	October 28	December 6
Adult Basic Education (ABE)	October 28	December 6
English as a Second Language (ESL)	October 28	December 6

## UPGRADING APPLICATION

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

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

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐ Pacific ☐

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

Social Security # Book #

Seniority Department

U.S. Citizen: ☐ Yes ☐ No Home Port

Endorsement(s) or License(s) now held

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

If yes, which program: from to

Last grade of school completed (dates attended)

Have you attended any SHLSS upgrading courses? ☐ Yes ☐ No

If yes, course(s) taken

Have you taken any SHLSS Sealift Operations courses? ☐ Yes ☐ No

If yes, how many weeks have you completed?

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

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

Date available for training

Primary language spoken

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

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

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

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

## 1991 Benefits Conferences

There are five benefits conferences remaining—scheduled from September through the end of the year.

See page 11 for dates of upcoming sessions.

## USNS Hess Crew Befriends Stranded Soviet Seafarers

SIU members aboard the USNS Hess celebrated Independence Day with an act of generosity toward their Soviet counterparts aboard the Narvaskaya Zasadava, a disabled trawler.

During a stop in Halifax, Nova

Scotia, the Seafarers learned of the plight of the Russian seamen in the area. The Soviet ship had been undergoing engine repairs for months, and its crew had not been paid since mid-May.

A Canadian newspaper reported

the Soviet situation, noting the crewmembers were short of many supplies and cash. The Soviets es-

misfortune of breaking down before it caught anything, thereby leaving the crew at the mercy of its

## Bosun Gutierrez Reports Smooth Sailing on Ultrasea

Bosun Cesar A. Gutierrez reported smooth sailing on the Ultrasea, which recently completed a voyage that included stops in Alexandria and Dumyat, Egypt.

After an 18-day trip from the United States, SIU members onboard the Ultrasea celebrated Independence Day in Dumyat. Crewmembers noted the excellent salad bar and special dishes prepared by Steward/Baker Rudy Xatruch.

The Ultrasea, an American Maritime Transport vessel, paid off July 25 in Norfolk, Va. SIU members who crewed the Ultrasea during this voyage are Gutierrez,

Xatruch, ABs Robert Van Brunt, Eddie Hall, Edward Haney, Jim Bishop, Mato Anzulovich and Arthur Machado, DEUs Carlos Milla and Abraham Carbajal, QMED H. Bergeron, Pumpman Al Thomas, Jr., OMUs J. Rodriguez, Gary Danos and Harold Nassans, Steward/Baker Conrado Martinez and Chief Cook Joseph Brooks.

The Ultrasea was built in 1974. The vessel carries 86,000 deadweight tons, and usually ships grain from the United States to various ports around the world. Recently the Ultrasea has been making steady voyages to Egypt.



The Rev. David Craig (center) delivered the donations from Bosun Earl Henson (left), Steward Assistant Gamel Saleh and the rest of the Hess crew.

entially were confined to their ship and were unable to afford any sort of recreation.

On July 4 Bosun Earl Henson made his fellow SIU members aware of this, and the Seafarers responded by raising cash, stores and other sundries for the Soviets. They gave the goods to the Rev. David Craig of the Missions to Seamen, who delivered the donations to the Soviet ship on July 5.

"It was a moving experience and I witnessed a look of hope and gratitude on [the Soviet] faces, along with a tear of happiness," the Rev. Craig reported to the bosun. "The Russians are pleased."

The SIU's gracious gesture may have started a lucky streak for the Soviets. After the Russians received the Seafarers' donations, they finally got a portion of pay from the ship's owner.

The Soviets did not know how much longer engine repairs would take. An agent for the ship's owner, based in Leningrad, told a Canadian newspaper the fishing ship had the

owner who would decide whether pay would be advanced.

The USNS Hess is an oceanographic research ship operated for the Navy's Sealift Command by MarShip Operators of Rockville, Md. SIU members onboard the Hess during these events were: Henson, ABs William Sempritt, Richard Hayes, Lozzie Jones, Theodore Doi and Richard J. Petersen, OSs Bruce Kane, Ahmed Mohamed and Joseph Rubin Jr.

Also aboard were QMEDs Marvin Wells, Ronald Chastang and Robert Coppock, OMUs John Morgan, Tommy Gibbs and Warren Redick and GUDE Michael A. Wilkerson.

Chief Steward Beverly Briley, Chief Cook Ahmed Qoraish, Cook/Baker Michael Douglas, ACU Samuel Garrett and SAs Jules Carracci, Paul Laborde, Arthur Holley, Gamel Saleh, Ronald Coley, Chad Griffin, James Francis and Ada Severin made up the galley crew.



After an 18-day voyage, crewmembers aboard the Ultrasea are ready for some shoretime in Dumyat, Egypt. They are (from left) DMUs Ed Haney and Robert Van Brunt, DEU Carlos Milla, DMU Eddy Hall and Bosun Cesar Gutierrez.



In the photo above The Ultrasea's deck gang at work in port of Damyat, Egypt. Below: DMU Robert Van Brunt at ship's stern. At left, Bosun Cesar Gutierrez stands guard under Old Glory.



## Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the SIU to help locate Ashley Taija-Ray Dixon.

The 3-year-old child was abducted by her non-custodial father, Jethro Dixon, September 29, 1989 from her home in Newark, N.J. She has black hair, brown eyes and a slightly "lazy" left eye. At the time of her abduction, she was 2 ft. tall and weighed 25 lbs.

A felony warrant for parental kidnapping has been issued for the 25-year-old man. He is 5 ft. 6. in., 145 lbs., with black hair and brown eyes.

Anyone having information

should contact The National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Person's Unit of the Essex County Sheriff's Office (N.J.) at (201) 621-4177.



Ashley Taija-Ray Dixon