

# SEAFARERS LOG

Volume 52, Number 7

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## SIU TO CREW 18 T-AGOS SHIPS

Page



### 'Thank You Congressman Bennett'

Congressman Charles Bennett greets Seafarer Kevin DeSue, who was part of a team of SIU rank-and-file members who joined the union's legislative effort to defeat the giant grain traders' efforts to weaken or eliminate the role of U.S. ships in transporting government-generated food cargoes. The Florida representative assured the visiting SIU members, all of whom reside in his state, of his strong support for a viable U.S.-flag fleet.

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## President's Report

### The Battle Never Ends

The realization that action on the legislative and governmental fronts in this country is vital to the welfare and security of Seafarers has its roots in the early years of this century.



No one during that period understood that better than Andrew Furuseth, the head of the Sailors Union of the Pacific and the old International Seamen's Union.

As a result of his determination to work the Washington political scene, Furuseth scored what ranks as one of the great achievements on behalf of American maritime workers when he single-handedly orchestrated the battle to end the conditions of slavery and second-class citizenship which dominated shipboard life in the early 1900s. Furuseth's long and difficult struggle ended in victory when the Seamen's Act of 1915 was enacted by the Congress and signed by President Wilson, despite overwhelming opposition at every turn from almost every conceivable quarter. Wilson, under enormous pressure to veto this landmark seaman's bill, wavered right up to the very last moment, signing it only after being swayed by Furuseth's eloquent appeal.

### Emancipated Seamen

While the Seamen's Act of 1915 did not accomplish everything that Furuseth set out to achieve, it made some substantial changes in conditions for U.S. seamen. Most notably, it abolished corporal punishment and ended the practice of arrest and imprisonment for "desertion" of American seamen leaving a ship on foreign soil (the only penalty was the forfei-

ture of personal effects left onboard ship and earned wages). The Act gave seamen the right to demand payment on half of their earned wages at ports of cargo loading and discharge. In order to cut down on the crimps and other parasites who sought to live off the seaman's sweat, all wage allotments, except those to close relatives, were prohibited.

For the purpose of improving the safety of the ship, and to cut down on the exploitation of cheap foreign labor, the Act required that 75 percent of the crew in each department had to understand the orders given by the officers—meaning that a working knowledge of the English language was to be necessary. Under the 1915 Act, seamen could no longer be worked in any department other than the one in which they had signed on. The Act called for a minimum of 120 cubic feet of crew space per crewmember, and separate berths were to be limited to two tiers.

### A Tribute to a Man's Determination

The Seamen's Act of 1915 is an everlasting tribute to Furuseth's determination to break the chains which bound American seafarers and ease the conditions of their employment. And it was accomplished against seemingly overwhelming odds: all of the shipowners, American as well as foreign, vigorously opposed the bill; the press screamed its editorials against it; the National Chamber of Commerce, the National Association of Manufacturers, foreign trade groups, bankers, railroads—all the powers of big America—tried to kill the Seamen's Act of 1915.

Aside from what it did in real terms for America's seamen, Furuseth's fight is a reminder that political and legislative action must be a major weapon in our efforts to pro-

tect the interests of Seafarers. Our working and living conditions and our well-being as maritime workers are substantially influenced and affected by what goes on every day in the U.S. Congress and in the many federal agencies which have jurisdiction over the various aspects of shipping.

This fact has never been more obvious than the situation in Washington right now, where we see the giant grain traders (not to be confused with the small producing farmers) engaged in a major campaign to eliminate American-flag ships from participating in the transportation of government-financed grain cargoes.

### Rank and File Lobbying

Our union is fighting on this front inch by inch in the House of Representatives and in the Senate. And in the past couple of weeks our staff people have been aided by rank-and-file SIU members who joined in the visits to the offices of congressmen to urge their support in our fight to defeat the enemies of U.S.-flag shipping. And we're proud of these members and their efforts.

Nothing ever changes. Washington and politics were vital to the welfare of seamen before Furuseth; they were vital during Furuseth's time and have remained so ever since. That's why we have to continue to strengthen our political action apparatus and build its resources. Every serious Seafarer should do his part in the ongoing fight to protect his own security by helping to strengthen the SIU's political apparatus. It is important for all of us to participate if we are to continue to successfully fight all those who are attempting to destroy America's private shipping industry.

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## MSC Pacific Fleet Setting Up To Comply with Pay Award

### Action Is Result of Suit by Seafarers

The Military Sealift Command—Pacific Fleet (MSCPAC) has started posting notices on all its vessels informing the unlicensed crewmembers of the recent labor board decision against that agency which was brought about by a suit filed by four members of the SIU's Government Services Division.

According to Roy "Buck" Mercer, SIU vice president for the Government Services Division, MSCPAC currently is checking the logbooks to determine who stood the watches after 5 p.m. and before 8 a.m. Once this determination has been made, the retroactive checks will be issued.

The Federal Labor Relations Authority (FLRA) had announced the decision earlier this year and directed MSCPAC to notify all crewmembers of the decision by putting up a written notice on every ship.

A decision, reached before the cases went before the FLRA, called on MSCPAC to pay with interest all overtime for watchstanding in port between the hours of 1700 and 0800 the next

day denied since May 1, 1989.

Barry D. Smith, Jinks Rhaney, John Memo Torea and Owen Dale Mooney, who are represented by the SIU's Government Services Division, filed the grievances stating the lack of overtime pay was a violation of the union's contract with MSCPAC. Mercer said the decision in favor of the union could result in thousands of dollars being paid to the affected members.

In the notice, which must remain posted for 60 consecutive days, MSCPAC agreed to not unilaterally implement changes in working conditions for unlicensed mariners without contacting the union, to change the overtime pay changes it implemented last year, to issue back pay to those involved and to negotiate with the union if it wants to change overtime pay practices in the future.

The one drawback seems to center around deck personnel on cable ships. MSC is reluctant to pay the overtime because these ships are operated under "Circular A-76." However, the SIU is continuing to work on this problem.



# 18 T-AGOS Ships Will Be Crewed by SIU

Union-contracted U.S. Marine Management Wins Operating Bid for T-AGOS Vessels

The Military Sealift Command (MSC) has awarded the operation of 18 ocean surveillance ships, known as T-AGOS vessels, to U.S. Marine Management, a company with a collective bargaining agreement with the Seafarers International Union.

Previously the vessels were operated by two SIU-contracted companies and the MSC. In the recent round of bidding for the operation and maintenance of the T-AGOS ships, the MSC added the eight MSC vessels to the package, bringing the total to be managed by a private operator to 18.

Close to a hundred new jobs will be open to SIU members as a result of the eight T-AGOS vessels that will be operated by a private sector company for the first time.

U.S. Marine Management of Norfolk, Va. won a three-year contract to operate and maintain the ships in a competitive bidding process. The contract has two one-year extension options.

## T-AGOS Crews Recognized

In making the announcement, Angus "Red" Campbell, SIU vice president for collective bargaining, said "T-AGOS crews in the

past have been highly commended by the Navy for their performance. These crews deserve a lot of credit."

The change of operators will not affect SIU members working aboard the 10 T-AGOS vessels currently crewed by the union, said Campbell. The first of the eight vessels that will be new to the union will be turned over for operation to U.S. Marine Management in October, and crewing by SIU members will begin shortly thereafter.

## Eight T-AGOS ships had been with MSC.

T-AGOS ships serve as a platform for a passive undersea surveillance system designed to detect submarines. The term "T-AGOS" is derived from the phrase "towed array sensor system ships." According to MSC, the vessels tow a variety of underwater listening devices that gather underwater acoustical data and



Pictured above is the USNS Contender, one of the T-AGOS vessels manned by the SIU.

transmit the information ashore for evaluation. The surveillance work aboard the vessels is done by military personnel, while the ship's operation is in the hands of seamen.

The eight T-AGOS vessels that will be new to SIU members include the USNS Adventurous, USNS Audacious, USNS Bold, USNS Capable, USNS Relentless, USNS Tenacious, USNS Titan and USNS Worthy. Several of these vessels were crewed by the SIU's Government Services

Division during their warranty and shakedown periods.

The other 10 ships already crewed by the SIU are the USNS Assertive, USNS Assurance, USNS Contender, USNS Indomitable, USNS Invincible, USNS Persistent, USNS Prevail, USNS Stalwart, USNS Triumph and USNS Vindicator.

Officers aboard the T-AGOS vessels will be represented by District 2 of the Marine Engineers Beneficial Association—Associated Maritime Officers, AFL-CIO.

# Battle Over Farm Bill Continues in Congress

As debate got under way on the farm bill on the floor of both branches of Congress this month, the House adopted a rule by a vote of 283 to 80 that would prevent the introduction of any amendments directed at eliminating or weakening cargo preference. On the Senate side, the debate was continuing as the LOG went to press.

The farm bill is critical to the maritime industry because government-supported food aid to foreign countries is subject to the nation's cargo preference laws. As a result of a compromise during the last Congressional debate on a food bill, back in 1985, the amount of government-generated agricultural cargoes to be carried on U.S. bottoms was raised to 75 percent from 50 percent and certain Department of Agriculture programs designed to increase food exports were exempted from cargo preference laws. The 1985 compromise allocated a portion of the food aid cargoes to be shipped from Great Lakes ports for a specific period of time, ending in 1989.

A lengthy House floor fight on cargo preference was avoided by adoption of a rule on July 23 that prohibited amendments to the farm bill that concerned cargo preference. Congressman Walter Jones (D-N.C.), who chairs the House Merchant Marine and Fisheries Committee, said the rule was im-

portant because, "the last thing the farm bill needs is a bitter debate over cargo preference."

## Compromise Defended

Representative Jones reminded his colleagues that "the House had to endure such a debate five years ago. You will recall that ultimately there was a historic compromise between agricultural and maritime interests in 1985. Just about everyone would lose if we allowed that historic compromise to be challenged on the House floor," he added.

Congressman James H. Quillen (R-Tenn.), referring to the 1985 compromise on the farm bill, said, "The reason this rule prohibits amendments to that compromise is to prevent opening up the whole issue of cargo preference on this bill."

Representative Quillen, who is the ranking Republican on the House Rules Committee, added, "Preserving cargo preference is important because it means shipping agricultural products by Americans and not opening up the market to the foreign elements that are such great competitors of this nation of ours."

## Senate Debate Under Way

The first stab at weakening cargo preference by supporters of the giant grain interests went down in

a 62 to 34 vote in what promises to be the first Senate vote among many on the issue that will take place as the debate on the 1990 farm bill goes forward.

Late in the day on July 24, the Senate defeated an amendment introduced by Senator Steven D. Symms (R-Idaho) that would have allowed the Secretary of Agriculture to waive cargo preference laws in certain instances.

Opposition to cargo preference was led by Senator Charles Grassley (R-Iowa), who sought to justify the non-usage of American flag ships by bringing out the same tired old argument that Seafarers are too highly paid. Senator Grassley tried to use the new SIU contract in this regard.

Speaking on the floor of the Senate, Senator Grassley said, "The June 1990 edition of the Seafarers LOG reported that Seafarers International Union was able to secure a new contract guaranteeing them a 15 percent increase over the next three years, plus a cost-of-living increase during the second and third year of the contract for anything over five percent inflation."

It bothered the senator that the union was able to retain the same crew sizes and he bemoaned the fact that the operators had not managed to keep the union down to yearly wage increases of 2 percent.

Rebutting the Iowa senator's remarks was Maryland's elected official Barbara A. Mikulski (D-Md.). "I really do not like the tone that is so harsh and so scathing and so critical when it comes to talking about America's merchant marine. I would never want to hear any disparaging remark made about an American farmer, particularly the small farmer who tills the soil so that people in our cities and throughout the world can eat," she said.

## 'Heroes in Dungarees'

Senator Mikulski, who as a Baltimore congresswoman from 1976 to '86 represented a district in which many shipyard employees and dock workers lived, elaborated on the kinds of people that make up the merchant marine. "Let me talk about who these people are. They are people who build the ships, and they are people who sail the ships... Roosevelt called them the heroes in dungarees."

"... why did he call them the heroes in dungarees," continued Senator Mikulski.

"Because during World War II, it



Mikulski

Continued on page 4



# Battle Over Cargo Preference Rages in Congress

Continued from page 3

was the gallant men in our merchant marines that kept our boys overseas fed, clothed, and with enough bullets and tanks to save Western civilization.

"That is who those heroes in dungarees were. They sailed out on the North Atlantic or they sailed across the Pacific to back our Marines and to back our guys in the Army with some modest convoy protection. And many of them lie in the deep today, but they served their country. Nobody called them tools of the union bosses then, when they were trying to back our boys there," Mikulski noted.

After reflecting on the efforts of U.S. shipping during the Korean War and the Vietnam conflict, Mikulski pointed out that America still needs a strong U.S.-flag fleet. "Now we know that in the future if there is any type of military conflict it will not be a big one. It will be like Panama; it will be a regional conflict. And we know with our rapid deployment force, they cannot go another 30 days unless they are backed up by convoys. And guess who we are going to want to man those convoys? The heroes in dungarees; the heroes in dungarees that have been ridiculed and excoriated and so on here. Let me tell you, I am for those heroes in dungarees in peacetime, as I am in wartime."

## U.S. Aid on Communist Ships?

Senator Daniel K. Inouye (D-Hawaii), who serves on the Senate



Inouye

merchant marine subcommittee, pointed out the irony of giving American taxpayers supported aid to foreign nations that is then shipped on foreign-flag vessels. "So we come across the strange sight where grain grown on American soil, paid for by American taxpayers, is carried on a Communist ship and shipped to Africa. So the stevedore unloading this grain looks up at the ship and says, 'Thank you, Communists.'"

Of the 55 nations that export agricultural products, Senator John B. Breaux (D-La.) noted, "52 of them have cargo preference programs for either all of their cargo that they export, or certainly a large percentage of their cargo."

The Louisiana senator, who also serves as chairman of the merchant marine subcommittee, told his colleagues that only 3.2 percent of American food exports are subject to cargo preference laws. He stressed the symbolic importance of an American flag. "I think it says something about the success of this country economically and commercially and says something about our farm economy when an American ship



Breaux

carrying an American flag with an American crew pulls up in that Soviet port and offloads American grain. It makes a statement about the success of this country and I think it is one that we should continue to make."

Senator Thad Cochran (R-Miss.) reminded the Congress that a delicate compromise was at stake in any debate about cargo preference. The agreement reached as part of the 1985 farm bill between maritime and agriculture interests "put at rest some of the controversy that had swirled around the application of the Cargo Preference Act to certain agriculture shipments."



Cochran

The Mississippi senator warned, "I am afraid, if the Senate adopts this amendment, we will begin unraveling that agreement and that compromise and the statutory solution..." Cargo preference, he continued, "has been an issue of some very sharp disagreement and bitter controversy, but I think everybody would agree that during the past four years under the compromise there has been less difficulty and less uncertainty in the departments that have jurisdiction over these laws than ever before."

## Why Tamper with a Good Deal?

"So why go in and start tampering with this section of the bill and try to improve upon an agreement that really is working very well for American agriculture and the U.S. maritime industries and our customers all over the world? We have seen in the last year... U.S. agriculture exports rise to a value of \$40 billion. This is good for our economy, good for our farmers, and good for our shippers and U.S. maritime interests," Senator Cochran concluded.

Senator Paul S. Sarbanes (D-Md.) put his cards on the table, "let us be frank about it... this bill is \$18 billion in farm payments. We are trying to get just a crumb off of that table in order to help sustain the American merchant marine."

"... it is very clear that a number of other major powers in the world recognize the importance of a strong national fleet," Senator Sarbanes said, and they "make efforts to sustain their merchant marine, including using in one form or another a cargo preference approach, the requirement that a certain amount of the tonnage moving in and out of that country be carried in the flag-ships of that country."

Senator Ernest F. (Fritz) Hollings was the last speaker to rise



Hollings

in opposition to the Symm's amendment. "I see no reason to insert into this debate on the farm bill an issue as contentious as that of cargo preference, especially when there is a compromise in place that all parties still ascribe to... I therefore, oppose any change in the current cargo preference requirements and urge that we return to those issues germane to the farm bill," he said.

Shortly thereafter a roll call vote was held. While the Symm's amendment was defeated, opponents of cargo preference said they were going to try again.

Both branches of Congress are scheduled to recess in the month of August. The leadership of the House and Senate have indicated that the farm bill debate will be concluded by the end of this month. Once the bill is adopted in the House and the Senate, a conference committee will meet to iron out the differences. After the compromise bill is accepted by both branches, it will be put on the President's desk for approval.

## Victory-Middleby Employees Choose SIU's Industrial Union

The United Industrial Workers, the SIU's industrial division, scored a landslide win last month over the Teamsters union during an election held to determine which group would represent the employees at Victory-Middleby.

By a vote of 121 to 21 with one vote for neither union, the UIW overcame the challenge of Teamsters local 837 to represent the workers at Victory-Middleby's Cherry Hills, N.J. plant near Philadelphia.

John Spadaro, UIW assistant vice president for the Atlantic region, called it a good win for the union and the employees at Victory-Middleby.

A total of 143 ballots were cast from a possible 200 votes. Of that group, 107 employees are laid off from the plant that produces stainless steel refrigerators and walk-in coolers for such companies as Pizza Hut and Burger King. Fifty of the 200 workers eligible to vote had been employed at the company's recently closed Plymouth Meeting, Pa. plant where they were members of the Teamsters, Spadaro said.

"Of the Teamsters group, many

chose to be represented by the UIW," he said in explaining why the vote was so heavily in favor of the UIW. "Also, some people thought enough of the election to cast a ballot even though they are on layoff status."

Spadaro, a 24-year employee with Victory-Middleby's predecessor company, Hussman Refrigeration, left the company to begin working with the SIU's industrial division.

The election came about as a result of a petition filed by the Teamsters union with the National Labor Relations Board (NLRB) in September of last year. The Teamsters asked that an election be held among the employees of Victory-Middleby to determine which union should represent the employees after the workers at the Plymouth Meeting factory began working at the Cherry Hill plant.

After two hearings on the matter with the AFL-CIO, the national federation of American labor unions, and one with the NLRB, the board ruled on June 14 that an election should be held on June 29.



## On the Greyhound Picketline

Seafarers and other trade unionists surround Rosa Parks at a recent Washington rally supporting striking Greyhound workers. The SIU members include able seamen (kneeling) Anthony Warfield, (left to right behind Mrs. Parks) Jack LaMotta, Erick Nobles and Oscar Lopez. Mrs. Parks led the 1955 boycott of the Montgomery, Ala. bus system to integrate the vehicles.



# Mega Borg Spotlights 'Second Registers'

So-Called 'Norwegian' Ship Is Nothing More than a Flag-of-Convenience Operation

Lurking behind the scenes of the Mega Borg incident, the 15-year-old tanker ravaged by fire 57 miles off the coast of Texas last month, is a story of a once great maritime nation that has abandoned its seafarers and national-flag fleet and thrown in its lot with the runaway registers of the world.

## LOG SPECIAL

The 886-foot tanker that experienced an explosion and fire in the pump room shortly before midnight on June 8 was a "Norwegian" vessel. But it belonged to Norway's so-called second register, known as the Norwegian International Ship Register or NIS, a system that has adopted all of the same kinds of goodies for shipowners—tax havens, lax safety standards, few inspections, cheap labor—that are offered by flag-of-convenience operations.

### The Norwegian Second Register (NIS)

#### A Facade for Covering Up Reductions in Standards

By putting the label of a traditional maritime nation on a register that operates like a flag-of-convenience operation, the public is being duped about the quality and standards of so-called 'Norwegian' ships, like the Mega Borg, that are part of the NIS.

The Norwegian second register, like any other runaway-flag nation, is interested in making shipping cheap, sacrificing stringent safety standards in the process. Here are some of the NIS's bargain basement savings:

- Only the master of an NIS vessel has to be Norwegian, all other positions can be filled by seamen from anywhere in the world. However, the Norwegian Maritime Directorate will easily grant an exemption to the rule that the captain be Norwegian, as was done with the Mega Borg.
- Wage scales are equal to those of flag-of-convenience ships when Filipino and Indian seamen are used. Wages are lower still if the operator hires Indonesian or Pakistani seamen.
- Qualifications of crewmembers can be evaluated and accepted by the ship's master who is advised to take into consideration the position the seaman will have aboard the vessel.
- The owner or owners of the vessel need not be Norwegian.
- Non-Norwegian owners do not have to pay any of that country's taxes.
- Non-Norwegian owners are exempt from the country's currency exchange regulations.
- Regarding safety procedures, the NIS recognizes "international" regulations.
- The Norwegian Maritime Directorate does not conduct vessel inspections of its own. It relies on the inspections of the classification societies which are groups paid by shipowners to review their vessels, usually for purposes of obtaining insurance.

Sources: The Norwegian International Ship Register Rules and Requirements, Norwegian Shipowners' Association, August 1989; The Norwegian International Ship Register—A New Deal for Shipping, Royal Norwegian Ministry of Trade and Shipping; Norwegian Shipping—New Opportunities, Norwegian Shipowners' Association, October 1989.

The Mega Borg was crewed by Indian officers and Filipino unlicensed seamen. Four of the 37 crewmembers were killed as a result of an explosion that blew off the top of the vessel's pump room during a lightering operation in international waters with an Italian-flagged tanker. The cause of the explosion is currently under investigation by the Norwegian government.

On the day following the initial fire in the Mega Borg's pump room, five more explosions racked the vessel, greatly increasing the chances of a major oil spill hitting the coastal areas of Texas and Louisiana. During this time, most of the public and press vigorously condemned the transport of oil by tanker, painting the entire industry with one brush. But the Mega Borg fire has put a spotlight on the inadequacies of runaway flag operations and the dangers such ships pose to the lives of seafarers and to the welfare of coastal communities.

#### Convenience of Foreign Flags

Traditionally runaway-flag registers have represented a marriage between poorer nations anxious to bring in hard currency from tonnage fees and shipowners seeking to dodge the fiscal and social responsibilities of their own countries.

The so-called flag-of-convenience registers have been identified with Liberia, Panama, Honduras, and more recently the Bahamas, Vanuatu, Marshall Islands, Cyprus, Antigua and Barbuda, Bermuda, Gibraltar, Cayman Islands, Lebanon, Malta, Sri Lanka and St. Vincent.

But in the past five years, a few European nations have mimicked the open registers and established second registers designed to provide the same services of a flag-of-convenience operation while adding a veneer of shipping expertise by linking the process to a country that has a maritime tradition.

The nation paving the way for the so-called second register is Norway. NIS was established in 1987 and today boasts 842 vessels. Other countries experimenting with second registers are Denmark (DIS), Federal Republic of Germany (GIS), United Kingdom (Isle of Man), France (Kerguelen) and Portugal (Madeira).

Of these, the NIS operation is the most extensive and allows shipowners the most latitude. An owner need not be Norwegian. The register does not conduct inspections of its own. Instead, NIS relies on the reports of classification societies, businesses paid by shipowners to review their vessels for insurance purposes. Non-Norwegian owners are not taxed. Crewmembers may be from anywhere in the world. The register makes a pretense of requiring a Norwegian master on NIS ships, but exemptions are liberally granted, as was the case with the Mega Borg.

The opportunity to have all the benefits of a runaway-flag deal and still fly a "Norwegian" flag have resulted in hundreds of ships being transferred to the NIS register. NIS ships often use Indian and Filipino seafarers, causing an acute shortage of skilled seamen in those countries. According to the industry publication *Seatrade Week*, the Philippines faces a shortage of skilled seamen. The article quoted a spokesman of a Filipino mariners' group who said, "We are scraping the barrel for qualified personnel." A year after the NIS register was set up, there were 85,913 Filipino seamen, a 28 percent increase from 1987.

The Indian-flag fleet also has been left in the lurch for qualified officers. With so many of its seamen seeking employment on NIS and other flag-of-convenience vessels, Indian shipping companies are finding it hard to recruit qualified citizens to man their vessels.

Ironically, just days after the Mega Borg



In top photo, oil burns on the water some 12 hours after an explosion in the pumproom wracked the Mega Borg, a Norwegian second register ship. The middle photo pictures five boats working to put out the fires on the ship that was anchored 57 miles off the coast of Galveston, Texas. In bottom photo, after five days of fire fighting, the flames and smoke subside.

explosion, representatives of the International Transport Workers' Federation (ITF), the group representing maritime unions throughout the free world, were criticizing safety standards on second registry vessels in International Labor Organization meetings in Geneva.

ITF Assistant General Secretary Ake Selander told the ILO's committee on the application of labor standards that the growth of second registers has resulted in a world-wide lowering of safety standards.

#### NIS Standards Questioned

The world organization of transport unions, to which the SIU is affiliated, also posed the following question to the ILO: How can flag countries really enforce minimum standards on their "second class" ships, particularly where the crew are neither nationals nor residents of the flag state.

The Norwegian government itself has begun to question the safety standards aboard NIS vessels. Earlier this year, the Norwegian Maritime Directorate (NMD) reported concern over the possible poor quality of some of the older vessels being transferred into the NIS. The NMD, the oversight agency for the NIS, called for increased vigilance in examining ships. It also expressed concern about the operating standards on the growing number of NIS ships that were crewed completely by foreign nationals.



## SIU Pacific Division Reaches Agreement with Matson, APL

Three West Coast maritime unions affiliated with the Seafarers International Union of North America have reached tentative agreements with Matson Navigation and American President Lines (APL).

In addition, another SIUNA affiliate, the SIU of Canada, averted a strike when it reached a tentative agreement with its contracted companies.

Negotiating together as the SIU Pacific District, the unions agreed to a six-year deal with Matson and a three-year pact with APL. The unions involved included the Sailors Union of the Pacific, representing the deck department; the Marine Firemen, Oilers, Watertenders and Wipers Association, representing the black gang, and the SIU Atlantic and Gulf District, representing the steward department.

Matson and APL were negotiating separately for the first time instead of under the blanket of the Pacific Maritime Association. The Matson agreement was achieved without the need for an extension when all parties reached agreement the evening of June 15, the date both contracts ran out.

In another break with the past, the union negotiated a six-year deal with Matson to provide added security for its members. The first year of the new contract will bring

a 5 percent raise to the members with 4 percent increases provided in each of the following five years. If the cost of living should increase above 4 percent after the first year, the wage increase will match the inflation rate.

The unions agreed to some crew reductions beginning in 1993. The SUP will take two men off four ships, while the MFOW and SIU A&G will take a member off each of the eight Matson ships.

In concluding the contract with Matson, SUP President Gunnar Lundberg said he believed the worst days of job give-backs were over. "I think we turned the corner on the constant demand for manning reductions," Lundberg said. MFOW President Henry "White-

ly" Disley characterized the contract as "fair and equitable."

Negotiations with APL did not go as smoothly. The unions threatened to break off talks unless the company dropped its demand for permanent crews. APL did so on June 15, and a 30-day extension on the contract was granted in order for the unions and company to create a new package.

The APL contract gives members a 5 percent pay hike in the first year with 4 percent boosts in each of the two subsequent years. Like the Matson agreement, cost of living adjustments will be made after the first year should inflation go above the scheduled pay increase.

The SUP agreed to take four of its deck department members from

APL ships and give them dock assignments. The MFOW will take four members from the APL Pacesetter-class vessels while the SIU A&G also will reduce its overall crewmembers by four.

Although all sides said they were happy with the agreement reached, the SUP early in the negotiations with APL issued a press release saying it was "astounded at the arrogance of APL's proposals."

In Canada, the SIU just announced at press time its settlement with the Canadian Lake Carriers. SIU of Canada President Roman A. Gralewicz said the union did not lose a single job while it secured protection against inflation.

## Oil Spill Bill Conferees Near Final Agreement

House and Senate conferees may present compromise oil spill legislation to the Congress before it takes its summer recess.

The conferees reached agreement on two of the main issues separating the bills passed by the House and Senate earlier this year: rejecting proposals for U.S. participation in an international oil spill fund and the imposition of double-bottoms or double-hulls on tankers.

House conferees finally acceded to the Senate by not demanding that the United States adopt the international protocols governing liability for oil spills. Senate Majority Leader George Mitchell of Maine, one of the conferees, had stated the protocols should be handled as a treaty. This would require the Senate to provide advice and consent before the country could adopt it.

Mitchell noted during debate

among the conferees that the Senate had not passed the protocols for the last five years and has no plans of adopting them now.

Newspaper reports have stated that the conferees will approve a monetary limit on shipper liabilities higher than those established by the protocols, which were negotiated in 1984. However, the compromise bill will allow the individual states to set their own liability limits at levels higher than the federal bill.

Some tanker companies, like foreign-flag Royal Dutch Shell, have announced their vessels will not serve the U.S. should the protocols not be accepted. Others are said to be considering such a move.

The conferees agreed that most vessels should be fitted with double-hulls by the year 2015 and all new tankers being built for service along the American shore must have double hulls.

The compromise, which would become effective in 1995 if passed, involves a complex formula involving the size, age and hull construction for phasing out single hulls over a 20-year period.

In the earlier bill passed by the House, all existing tankers would have to phase in double-hulls or double-bottoms over a 15-year period. The Senate had asked the federal government to issue regulations on tanker construction.

### Old Tankers Will Be Out First

The new language phases out older and larger vessels first. Vessels of less than 5,000 gross tons would be exempt until 2015.

There were a number of exemptions to which the legislators agreed. Vessels of less than 5,000 gross tons would avoid the requirement entirely if they have a double containment system determined by the Department of Transportation to be as effective as double hulls in preventing oil discharges. Slated for exemption until 2015 are vessels lightering more than 60 miles offshore and vessels unloading oil in bulk at licensed deepwater ports.

## WWII Merchant Mariners Sought for Study

A researcher working on her Ph.D. is looking for World War II era merchant mariners to do an ethnography on maritime convoys of that historical period.

Morgiana Halley spent three days last month at the Seafarers Harry Lundberg School of Seamanship interviewing pensioners, listening to the school's recorded history and reviewing documents in the Paul Hall Library and Maritime Museum.

Halley is interested in the overall life of merchant mariners and those associated with them during World War II, including those serving on escort ships as armed guards. "I am looking for information on what the crewmembers did onboard when they were not working, on how the armed guards got along with the sailors, how the unlicensed and licensed members got along and were any foreign nationals onboard," she told the Seafarers LOG.

She wants to hear stories about practical jokes played aboard ship and how people reacted to them. One that has caught her attention was sending a newcomer for a bucket of steam. After several hours, the mariners realized the rookie had not returned. She said the members searched the vessel until they discovered him sitting in the engine room beside an open valve with a bucket underneath it. "His response was the bucket wasn't full so he didn't report back to work," she recalled with a laugh.

Also, the researcher is trying to gather information on any super-

stitions, customs, beliefs or rituals in which mariners participated during the war.

One item that truly interests Halley is the attitude of the American public to merchant mariners. "It is much different compared with the attitudes of the British to their merchant marine," she said. She is seeking reactions as to how mariners were treated when they came back to American shores. She noted some stories she has collected have had the public referring to the seamen as "4-F's" and draft dodgers.

Halley, who has a masters degree in folklore, became interested in the World War II study when she realized almost all work on the sea was very ancient. She wanted to gather information on the World War II era while those veterans are still alive. In fact, she spent two hours with SIU charter member Johnny Johnston while at Piney Point to hear his stories.

Halley, who is working on the ethnography with the Center for English Tradition and Culture at the University of Sheffield in Yorkshire, England, already has presented a few papers and written some sea ballads based on her work.

Her 35-minute performance to students at the Lundberg School was taped by trainee Robert Adams Jr. "Everybody really enjoyed it," he said. "We've already looked at the tape twice." Lundberg School instructor Grace Davis said Halley's performance must have made quite an impres-



Morgiana Halley listens to one of the tapes about being a merchant seaman in World War II on file at the Paul Hall Maritime Museum at the Lundberg School.

sion on the trainees because she has had them singing some of her songs days after the show in the galley.

Halley is interviewing World War II maritime veterans along the northeastern U.S. seaboard at this time. SIU members living in this area interested in talking with her can contact the Seafarers LOG to set up an appointment. Those living in other parts of the country who have written stories and statements may send them to Morgiana Halley in care of Captain Fred A. Steele, 1598 Hillcrest Drive, Arroyo Grande, CA 93420.



## Recertified Stewards Graduate from the Lundeborg School

From ice carving to accounting, from recipe making to pastry baking, 11 more galley gang members have reached the top of their department after graduating from the steward recertification course at the Seafarers Harry Lundeborg School of Seamanship.

The six weeks of instruction ran the SIU veterans through the gamut of what they may face in the steward department when working aboard ship. Not only did the 11 perfect their cooking and baking skills, but they also worked outside the galley to help make their jobs a little easier.

In fact most of the training does take place over a desk rather than a stove. The stewards learn how to work with computers to plan for meals, take inventory and handle their union chores. Instructors give them skills in handling other crewmembers and the problems they might encounter on a vessel. Being able to do the necessary math to convert recipes to feed the large number of people working aboard ship is not lost on the school or the stewards.



1 The recertified steward class includes (kneeling) Albert Coale Jr., Robert Maddox, Yen Mow Huey, (second row) Edward Uyehara, Linda Schell, Phillip Lau, (back row) Jerome Jordan, Victor Harper, Emilio Cordova, Roscoe D. Williams and Gerald Shirley. 2 Albert Coale whips up a cake. 3 Phillip Lau tackles a tough math problem. 4 While Phillip Lau (left) and Yen Mow Huey discuss a finished cake, Robert Maddox checks his in the oven. 5 Gerald Shirley handles a computer assignment.



6 Sea-Land Port Steward Jimmy Mann (left) works with the recertified steward class. 7 Roscoe Williams (left) and Albert Coale figure the answer to a math question. 8 Phillip Lau decorates a cake. 9 Upgrader Peter Schmitt (left) reviews the ice carving of Jerome Jordan and Albert Coale. 10 Instructor Sandy White looks over the shoulder of Linda Schell. 11 Flanked by SIU President Michael Sacco and Executive Vice President Joseph Sacco, Roscoe Williams thanks the staff at the school. 12 The happy graduates pose with SIU officials.



While he was thanking all the people involved in the creation of the course, Roscoe Williams took time to remember the director of the adult education courses. "I want to thank Ms. Sandy White for helping us with our mathematics," Williams told the members gathered for the July union meeting at Piney Point.

Williams, who ships out of San Francisco, went on to tell the trainees in the audience that the experienced members of the crew on ships are willing to work with the new members. "We'll be serving food to you; we'll be receiving you the first time on ship. All we ask is you lend a helping hand," Williams said.

Like many of the others, Linda Schell thanked the whole Lundeborg School staff. "I'd like to thank the instructors and staff that take care of us," the Seattle steward said. "The people at the front desk, the admissions office, those who take care of the grounds and who feed us and take care of our rooms—they all seem to do it with a smile."

Jerome Jordan of Jacksonville let the membership know how he felt about his union. "Who is number 1?" he shouted at the au-

dience. "The SIU!" Jordan noted it took almost nine years for him to reach the top spot in his department and he looked forward to continuing his work.

Victor Harper of Philadelphia thanked the union for all it has done for his family and him. Albert Coale of Mobile told the group that after seven years of work he was "not going to just sing, but he was going to jam" to celebrate his graduation.

Emilio Cordova of New York and Yen Mow Huey of San Francisco both thanked the union and its staff for giving them the opportunity to upgrade and continue learning.

When Gerald Shirley spoke, he talked, like many of the others, about the leader of the SIU, Michael Sacco. "It's good to know there is someone that cares about us and who is always watching our backs in Washington," the Jacksonville steward said.

Sacco congratulated the group on their achievements. "Your leadership qualities are showing," Sacco told them. "You are leaving with a good impression at the school. You make us real proud."





# SIU Gov't Division Tanker Is Home After 15 Years

The USNS Navasota came home to the United States after almost 15 years overseas.

The 44-year-old tanker is part of the Military Sealift Command—Pacific Fleet (MSCPAC) whose unlicensed division is crewed by the SIU's Government Services Division. She had been deployed in the western Pacific since late 1975.

Before tying up at her home port at the Oakland (Calif.) Naval Supply Center, the Navasota delivered an A-6 jet to the Alameda Naval Air Station. The vessel next sailed to a repair facility in Portland, Ore. where she is undergoing a lengthy overhaul, then will sail for San Diego to become part of the fleet training group.

SIU crewmembers who helped bring her home included from the deck department Bosun Albert Marshall; AB/Tankermen John White, David Jackson, Vincent Chiolo, Charles Delamar, Herbert Blake and Michael Stein; Ordinary Seamen Walter Huntington and Jerry Tackett and Bosun/Mate Gary Osborn.

Sailing in the engine department were Chief Electrician James George; Unlicensed Junior Engineers David Stinson, William Wheat and Gary Baird; Pumpman Bennie Fields; Engine Utility Richard Tietge; Oilers Douglas Kerr and Douglas Marvelias; FWT Francisco Suela and Charles Lewis and Wipers Pedero

Marques and Michael Arnett.

Galley gang members aboard the Navasota included Chief Steward Apollo Beltran; Chief Cook Tomas Pinault; Second Cook Romeo Calindas; Assistant Cook Simie Dollano and Steward Utilities Virgil Benitez, Felipe Cavinta, Zachary Webb, Ireneo Romualdo, Richardo Casmiro, Romualdo Vellanueva and Jose Bebo. Other SIU members on-board were Purser Ronald Wolschon and Yeoman-Storekeepers Norflis McCullough and Angelico Nacanaynay.

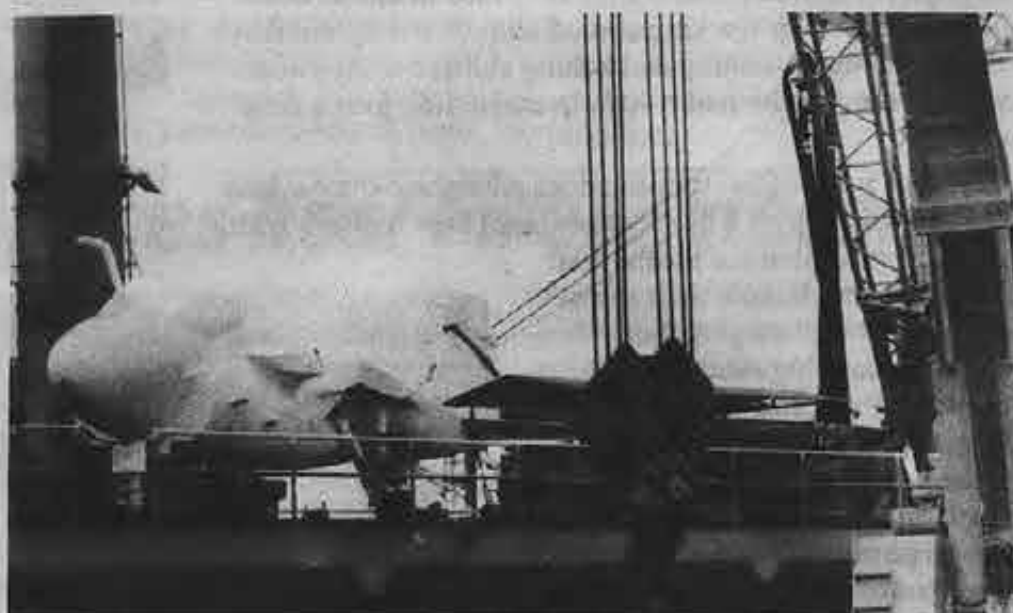
The 644-foot tanker was built by Sun Shipbuilding in Chester, Pa. as the USS Navasota. The ship supported Allied troops at the Inchon, Korea landings and several Army battle groups throughout the Vietnam conflict. She was decommissioned from the Navy in August 1975 and became the USNS Navasota, a part of MSCPAC fleet.

The Navasota had been serving with the U.S. Seventh Fleet in the Indian Ocean and in North Arabian Sea. In 1985 she was deployed to the Mediterranean during tensions with Libya. Earlier this year her crew rescued the seamen of a sinking fishing boat in the South China Sea.

The Navasota is able to refuel and supply two other ships at sea while sailing at speeds of up to 15 knots.



The USNS Navasota returns to San Francisco Bay. This is the first time in 15 years the tanker reached the U.S. mainland.



The Navasota delivers an A-6 aircraft which she carried across the Pacific.

## Addicott Named Head of MSCPAC

Captain Raymond W. Addicott is the new commander of the Military Sealift Command—Pacific Fleet (MSCPAC). Addicott relieves Captain J. A. Peschka Jr., who has returned to MSC Command in Washington, D.C. after serving three months at MSCPAC.

Addicott had served with MSCPAC for 18 months as operations chief and chief of staff before he assumed command of the USS Fox in January 1988.

As commander of MSCPAC,

the Bellingham, Wash. native will be in charge of a fleet of 26 government-owned, civilian-crewed vessels which operate from the eastern Pacific Ocean to the Indian Ocean and Arabian Sea. The unlicensed division aboard the vessels is supplied by the SIU's Government Services Division.

Addicott received his commission in 1962 after graduating from the University of Washington. Besides the Fox, he has commanded the USS Madera County and the USS Rathburne.



Captain J.A. Peschka Jr. (left) relinquishes MSCPAC command to Captain Raymond W. Addicott during ceremonies in Oakland, Calif.

## Keep Eyes Peeled for Fake Flag

Any ship flying the flag of Belize is operating under fake registry, announced the International Transport Workers Federation (ITF), an organization representing maritime, rail and airline unions in the free world. The ITF, to which the Seafarers International Union is affiliated, asked all maritime workers to be on the lookout for ships flying the flag of Belize, a small Central American country bordering the Caribbean Sea.

The ITF first became aware of the fake registry when the group's inspectors, working out of the port of Hamburg, West Germany, came across a Belizean-flagged dry cargo vessel called the Bosun. The German police and the ITF contacted the Belizean High Commis-

sion in London and found out that the country does not operate a shipping registry of any kind.

The German police arrested the British master of the vessel and the German owner of the ship, charging them with flying a false flag and forging Belizean government documents.

While the Belize government is considering the establishment of a shipping registry, at this time that country's government has not authorized the use of its flag to any vessel. However, Lloyds Register, a well-known company that tracks the maritime industry, lists several "Belizean" ships in its computer database. Any seafarer who sights a Belizean-flagged vessel should advise the SIU.



## An Exchange of Greetings

SIU President Michael Sacco talks with Nelson Mandela during his meeting at the AFL-CIO, the national federation of American unions. The South African civil rights leader, who was recently released after 27 years in jail, thanked American trade unionists for their support of the struggle to end apartheid in his nation.



## Surprise Catch by SIU Fishermen Yields 260-Pound Halibut

With guts and gills, the enormous fish caught by SIU fisherman Jack Cravo and his dragger's crew weighed more than 260 pounds. "It was our first catch" on a run last month, the New Bedford-based fisherman said. "What a job to put that giant down the side of the fish hold," he exclaimed. "It took three guys to pull it through the flood house—what a mess—and we had to move everything."

First mate and owner of the Navegante Jack Cravo was joined by fellow crewmembers Joao Cravo, who sailed as captain; Cook Ventura Marques; Engineer John Cravo and Deckhand Domingo Campos. The crew hauled in the giant halibut southeast of Nantucket on the day that a deep water area was first opened this year to commercial fishermen. The crew had been searching for crabs, cod and yellow tail, a kind of flounder.

The Atlantic halibut, part of the flounder family, can reach up to 700 pounds and can live for more than 30 years. "That fish had the biggest liver and stomach I've ever seen in my life," said Cravo. "It's been over 15 years since we've caught one this big," he added.

### Halibut Scarce These Days

Known to scientists as *Hippoglossus hippoglossus*, halibut is caught only on occasion these days. The flatfish, which is native to the northwest and western Atlantic, was commercially fished from the late 1800s until the 1940s, explained Dan Weaver, a reporting specialist for the National Marine Fisheries Service of the National Oceanographic and Atmospheric Association.

"During that time it was not unusual for the long liners and otter trawls to catch halibut averaging between 50 to 200 pounds," said Weaver, "although there are isolated cases of halibut caught that weighed 600, 500 or 400 pounds in that period."

Halibut catches decreased significantly in the '40s when stocks were depleted from over-fishing. Today, the average halibut caught in the northwestern Atlantic is between three and five pounds, making the larger ones very rare. When caught, it is usually part of a bycatch or a surprise catch, said Weaver.

The female halibut is capable of reproducing only after reaching the age of nine or 10, sometimes older, while the male begins sexual activity at age six or seven, said Weaver. Few halibut live long enough to spawn. This, combined with over-fishing in the early decades of this century, has made the flatfish a rare catch.

### The Fish Was a Fighter

For the crew of the Navegante, hauling in the seven-foot halibut from nets down about 80 fathoms, or 480 feet, was tough. "That fish was very strong," Cravo explained. The halibut spun so many times in the net that it sealed it off, creating a pouch and prevented other fish from entering. Weaver said the



SIU fisherman Jack Cravo (second from right) and two employees of Bergie's Seafoods use all their strength to hoist a giant 260-pound, seven-foot-long halibut caught by the crew of the Navegante.

halibut is "extremely strong" and a "good fighting fish."

The crew of the Navegante got their first view of the giant when they saw its white belly gleaming in the net. "It was a real beautiful

animal," Cravo said in appreciation.

When he opened the giant halibut's stomach, Cravo discovered large bones. "No human bones," he quipped, "but that

sucker was eating big fish." Among the contents in the halibut's stomach were bones of monk fish and skate, two kinds of bottom fish.

Bergie's Seafoods in New Bedford purchased the fish for "about \$2.00 a pound," Cravo reported. The animal's 25-pound head was destined to "make nice chowder," the first mate noted.

Fisheries agents took the halibut's otoliths, or "ear stones" as fishermen call them. This free-standing bone found in the ear of the fish is used to determine the animal's age. Although results from the tests of the otoliths were not available at press time, Weaver told a representative of the Seafarers LOG that the fish was probably older than 25 years.

More rapidly-growing than most flatfish, the halibut migrates to shallow water in the summer and to deeper areas in the winter in search of warmth, said Weaver. Both of the halibut's eyes are on the right side, allowing the fish to skim the ocean floor in search of food and to lie flat or bury itself in the sand to avoid detection.



## Louisiana WWII Mariners Soon to Be Eligible For Special 'U.S. Veteran' Car License Plates

Thanks to the efforts of Louis W. Ivon and Kenneth L. Odinet, two state representatives from Louisiana districts 100 and 103 respectively, seamen who saw action in World War II soon will be eligible for special state license plates that previously were reserved for veterans of the armed services.

Representatives Ivon and Odinet introduced a bill in the Louisiana legislature that allows the state's Department of Motor Vehicles to issue special "U.S. Veteran" prestige license plates to merchant mariners who have a military discharge, known as form DD 214, or a certificate issued by the War Shipping Administration back in the '40s. (The War Shipping Administration's certificates were a result of Public Law 87, 78th Congress.)

The man who raised the idea with Ivon and Odinet was Buck Stevens, a WWII veteran mariner and a long-time member of the SIU. "It just made sense to me, if

other branches of the service get a special license plate, why shouldn't WWII seafarers have the same benefit?" Stevens reasoned.

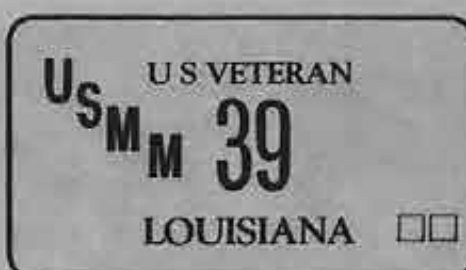
"After all, although it took 43 years for the government to officially recognize our role in WWII, we are now full-fledged veterans and we should be eligible for all the benefits received by other branches of the service on both a national and state level," he added.

Stevens said all merchant mariners should be proud of Ivon and Odinet. "These guys really went to bat for us," noted Stevens.

The license plate will bear the words "U.S. veteran" and "USMM" (for United States Merchant Marine) and can be used on cars, pickup trucks and vans. The exact details of the design still are being worked out, reports Debbie Gremillion of the Office of Motor Vehicles of the Louisiana Department of Public Safety and Corrections.

The cost of the special license plate is "the same fee as a regular car plate or regular truck plate," said Ms. Gremillion. The fee is based on the value of the vehicle.

Any individual desiring more information on the special license plate for WWII merchant seamen may contact the Office of Motor Vehicles at (504) 925-6364 or write to the Office of Motor Vehicles at P.O. Box 64886, Baton Rouge, La. 70896-4886.



Pictured above is the special prestige license plate that will be available to WWII merchant mariners living in the state of Louisiana later this year. The design may change somewhat, but the elements will be the same.





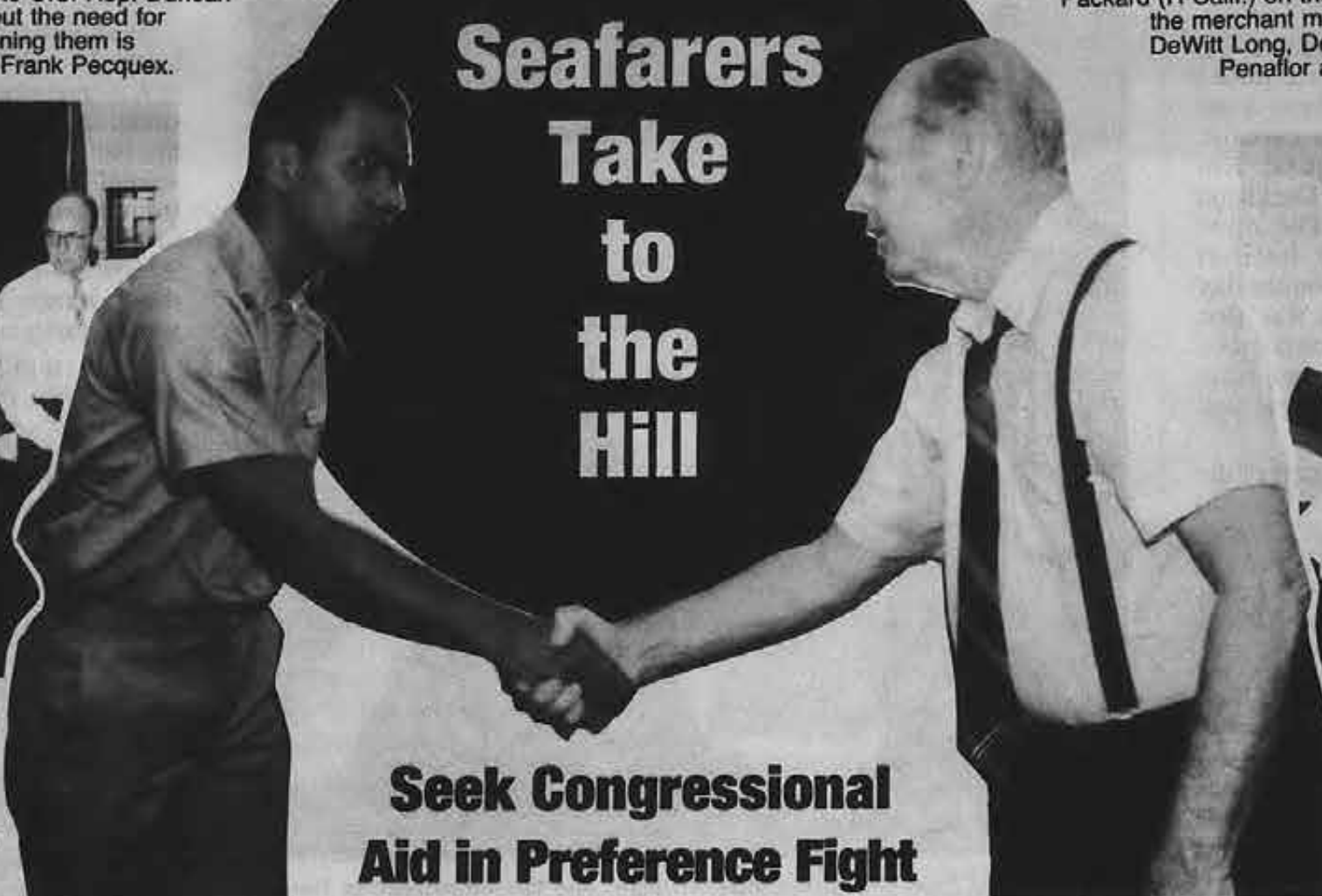
Demetrius Crump (second from right) and Damon Eisenbrey (right) inform Eric Yoder (left), legislative aide to U.S. Rep. Duncan Hunter (R-Calif.), about the need for cargo preference. Joining them is MTD Representative Frank Pecquex.



Eric Claeys (left) takes notes for U.S. Rep. Ron Packard (R-Calif.) on the 1990 farm bill's role on the merchant marine from SIU members DeWitt Long, Demetrius Crump and Neil Penafior and MTD Representative Frank Pecquex.



Kevin Harvey, Rep. Craig James' (R-Fla.) legislative assistant, takes notes while constituent James Lloyd (left) discusses why the congressman should support cargo preference.



## Seafarers Take to the Hill

### Seek Congressional Aid in Preference Fight



AB upgrader Jack LaMotta (left) discusses the 1990 farm bill with DeLisa Harmon, legislative assistant to Representative Earl Hutto (D-Fla.).

**R**ank-and-file Seafarers lobbying Congress for cargo preference legislation in the 1990 farm bill received warm receptions from Charles Bennett (D-Fla.) and Glenn Anderson (D-Calif.), two of the maritime industry's staunchest supporters.

The members, who are residents of Florida and California, also discussed how the provision would affect the U.S.-flag merchant marine with aides to Congressmen Ron Dellums (D-Calif.), Duncan Hunter (R-Calif.), Ron Packard (R-Calif.), Craig James (R-Fla.), Earl Hutto (D-Fla.) and David Bonior (D-Mich.).

One Seafarer who has experienced the impact of legislation on his job is AB upgrader Anthony Sabatini who used the lobbying effort to full advantage. Sabatini, who sails from the port of Wilmington, Calif., used to work on U.S.-flag tuna boats that docked in Southern California. Because of a lack of work, he had to become a merchant seaman.

"I have seen how the laws affected one industry," Sabatini said to a Seafarers LOG reporter between visits to California congressional offices. "I don't want to have to start another career."

Sabatini was able to plead his case to Anderson and aides from three other offices. He asked aides in all the offices he visited why change a program that works and benefits all involved. Anderson

Congressman Glenn Anderson (D-Calif.) welcomes Californian Neil Penafior to his Capitol Hill office.

#### RIGHT

A delegation of Florida SIU members meets with U.S. Representative Charles Bennett. From the left are (front row) Michael Dykema, Bennett, Jack LaMotta, MTD National Field Representative Frank Pecquex, (back row) Steve Tepper, Kevin DeSue, James Lloyd and Kenneth Mulderig.



noted he represents the district in which the Wilmington hall is located so he was very much aware of the plight of the merchant marine. He said he would continue his fight for cargo preference and a strong U.S.-flag fleet.

The Florida group received the same strong favorable reply from Bennett when they got to his office.

"We shouldn't take cargo preference for granted," said Bennett, who represents the Jacksonville hall's district. "I'm glad you came to see me. You've got my support."

Responding to a question from FOWT upgrader Kevin DeSue of Jacksonville, Bennett said the last several presidents have "paid lip service" to the

merchant marine. "What it will take (to make the merchant marine stronger) is a man who runs for president who will do something," the former AB added. "There has been a great indifference on the part of the previous administration toward the little people and, in some ways, in Congress."

Although this was the first lobbying effort for all 11 Seafarers, and the first trip ever to Washington for some, DeSue was the only member of the group to have some lobbying experience. His grandfather was a minister in Jacksonville. "My grandfather would take me to political meetings with him. I got to meet several of the politicians around Jacksonville and Florida. You can tell the paper pushers from the workers."



Sarah Dufendach (on desk), administrative assistant to U.S. Representative David Bonior (D-Mich.), listens to James Lloyd, Frank Pecquex, Kevin DeSue, Kenneth Mulderig, Jack LaMotta and Michael Dykema discuss the needs within the U.S.-flag fleet.



Brian Mitchell and Julie Hadnot (center with papers), aides to Congressman Ron Dellums (D-Calif.), listen to the needs of American-flag shipping from Seafarers Anthony Sabatini, Demetrius Crump, DeWitt Long, Neil Penafior and Damon Eisenbrey.



## Retirees Restore Manitou to Former Glory



William Drew (in white cap) and Phil Maguire assist Johnny Johnston descend after an inspection of the Manitou's mainmast.

### USCG To Honor Firefighting Credit From 1978 to 1989

The U.S. Coast Guard is honoring the certificates of Seafarers who graduated from the Freehold, N.J. firefighting facility while attending the Lundeberg School of Seamanship as satisfying the requirements for advanced firefighting.

The firefighting training must have been completed between June 5, 1978 and December 1, 1989. Seafarers must show proof of successfully completing the course to receive credit from the USCG.

The Coast Guard stated that those members who have completed the course between June 5, 1978 and December 1, 1989 will not need to attend any further firefighting training.

The USCG recently announced new regulations requiring advanced firefighting for those men and women upgrading or renewing their maritime licenses.

As of December 2, 1989, the USCG is mandating that mariners must complete a course that has the agency's approval for both basic and advanced firefighting. The Lundeberg School became the first union training facility to offer both earlier this year.

The Lundeberg School is offering advanced firefighting courses August 13 through 17 and October 29 through November 2. To register, members must have taken basic firefighting within the last five years at a USCG-approved location and present proof of completion.

All Lundeberg School trainees and upgraders must complete the basic firefighting course.

While upgraders and trainees have been busy studying in classrooms around the Seafarers Harry Lundeberg School of Seamanship this summer, two oldtimers are just as busy at the end of the docks on St. Georges Creek.

Retirees **Johnny Johnston** and **William Drew** are refurbishing the Manitou, the former racing yawl once skippered by President John F. Kennedy.

"We've been working on her for the last two months," said Johnston, a charter member of the SIU who retired in 1974. "Both Bill and I had looked at her and she was in pretty bad shape. We talked with Ken Conklin (Lundeberg School vice president) and Joe DiGiorgio (SIU secretary-treasurer) and they told us to fix her up. They have been pretty good in approving what we need. Either Bill or I or both of us have been out here every day."

Johnston sailed in the deck department and has occupied himself with getting the topside in shape. Drew, who retired as a QMED in 1970, has kept himself busy down below by working on the engine and wiring.

"Every time I look at that wiring, I wonder who put it in," Drew said as he shook his head in disbelief. "It seems that when someone added a light, a phone or a socket, a new wire was run. I asked an electrician to look at it for me. He let out a blood-curdling scream and that was the last we saw of him."

However, the pair has persevered with the help of some trainees, upgraders and Phil Maguire, the dockkeeper. Drew said the engine, which was replaced in 1962, was in pretty good shape so little



Pensioners William Drew (left) and Johnny Johnston have been working hard this summer to get the Manitou into top sailing form at the Lundeberg School.

work had to be done on it. Johnston noted the hull and cabin were not too bad for wear. Chipping and scraping has been a continual operation on the 62-foot sailboat which has received two coats of primer on her hull. In September, the pair plans to sail her to her birthplace, Solomons Island, Md., in the nearby Patuxent River for a final overhaul and paint job.

So far this summer, Johnston, Drew and Maguire twice have sailed the Manitou to St. Mary's City where she was warmly received. The fact that leaves both Johnston and Drew sad, however, is her age. At 53 years old, the Manitou's 81-foot wooden mainmast is not capable of holding her sails in a strong wind. "She was inspected several years ago and we were told the mast would snap in a gale force wind," Johnston noted. "We can put a full sail on it for a calm day," Drew continued, "but for sailing purposes, those days are gone."

Johnston said he and Drew will continue to work on the Manitou through the winter. "There is

enough work on her to keep us busy. We don't want to see her run down again." They also plan to sail her as often as possible.

The Manitou was built as a racing vessel in 1937 at the M. M. Davis and Sons yard at Solomons Island. She was named for the passage in northeastern Lake Michigan where she often passed in winning several Chicago to Mackinac races in the '30s and '40s. The vessel changed hands several times before being donated to the Coast Guard Academy in 1955.

Kennedy began using the Manitou late in his presidency. After she was refitted with the new engine and White House communications gear, the president and his family began enjoying the vessel during the summer of 1963. After his death that November she was returned to the academy to resume her career as a training vessel.

In 1968, the Lundeberg School purchased the Manitou from the Defense Department Surplus Sales Agency in a closed bid. The Manitou has been a part of the school's floating museum since.

## Lundeberg School Offers 'Flashing Light' Self-Study Curriculum for All Upgraders

The Visual Communications course, one of the newer classes available at the Lundeberg School of Seamanship, teaches SIU members how to use light flashes to transmit the Morse code.

The curriculum was approved by the Coast Guard in January and **Michael Manion** became the first graduate last month. Jim Brown, one of three Lundeberg instructors qualified to teach the course, said students must be self-motivated to successfully complete the subject.

"It is a self-study course," Brown told the Seafarers LOG. "The students use a book and tapes. There is some classroom work to learn codes."

Brown wrote the USCG last fall after outlining the course for the school. He worked with other Lundeberg instructors to create the manual used by the students.

Upgraders have to be able to read at least six words a minute to receive USCG certification. Rather than trying to learn all the letters

and symbols at once, they are taught in groups, thus making it easier for students to perfect them, then they move on to the next group. Upgraders are given practice quizzes to test their abilities on a gradual basis before sitting down to take the Coast Guard exam.

Brown noted students previously had to attend a school in Tidewater, Va. to take a flashing light course. As Manion pointed out, Seafarers now can get ship-handling, radar certification, firefighting, first aid and CPR and flashing light all in one location. "It's a great savings for us," he said.

Because it is a self-study course, students learn at their own rate. Those taking it have incorporated the class into their overall lesson schedules.

Besides Brown, the other course instructors are Ron Raykowski and Jake Karaczynski. Seafarers who would like more information on the Visual Communications course can contact the admissions office at the Lundeberg School.



Michael Manion (left) receives from instructor Ron Raykowski his Lundeberg School certificate of achievement for being the first SIU member to successfully complete the new Visual Communications course.



## Falcon Princess Crew Praised for Teamwork

### Captain Acclaims Entire SIU Crew for Professional Job



Cecil Edwards



Eugene Finley

The captain of the Falcon Princess acclaimed the whole unlicensed crew of that vessel for "the exceptional job they did" on a recent voyage to Tunisia.

Kevin C. Voight, master of the tanker, sent his thanks in a letter to the SIU through Guy Pulliam, operations manager for Seahawk Management, which operates the ship. The vessel carried a load of sorghum and corn to Sfax, Tunisia. The crew had less than two days to clean the tanks and get them ready to load with gasoline.

"The entire crew rose to the task," Voight said in his May 31 letter. "First the deck gang washed and mucked cargo tanks as they were emptied so that by the time cargo discharging was completed, only three of the 18 tanks remained to be cleaned. At the completion, all crewmembers assisted in securing the vacuators and the vessel was secured for seas. The vessel was tendered for the gasoline cargo and all cargo tanks passed upon arrival at the load berth.

"Anyone who has seen the deck of a tanker discharging grain can appreciate the enormously frustrating job it is to try and clean cargo tanks with tank cleaning machines and hoses," Voight wrote in his letter also signed by Chief Engineer Michael Aversano and Chief Mate Michael Honcharik. "The crew

took on this job uncomplainingly and professionally," he added.

Besides his overall praise for the deck department members, Voight noted the engine and steward crews assisted the deck in cleaning the tanks. He pointed out the galley gang had the additional burden of quartering and feeding 26 extra men three meals a day for 10 days while the ship was in Sfax. The black gang was praised "for the way they worked as a team to accomplish engine room maintenance professionally and quickly."

"I hope that our paths will professionally cross again in the future," Voight summarized. "They have all done a commendable job which is greatly appreciated by myself and all the officers."

SIU crewmembers praised by the officers of the Falcon Princess included Bosun **Ralph Moore**; Able Seamen **Eugene Finley**, **Mark Wain**, **Stephond Jackson**, **Ricardo Sanchez** and **Eddie Hall**; DEU **Cecil Edwards**; QMEDs **Felipe Torres**, **Prince Wescott** and **Randy McKinzie**; Steward **Cornell Bocage**; Chief Cook **Philip Lambis** and GSU **Carmelo Murphy**.

Photos of all the crewmembers, except two, surround this story. The Seafarers LOG was unable to locate photographs of Chief Steward **Cornell Bocage** and QMED **Felipe Torres**.



Prince Wescott



Mark Wain



Eddie Hall



Stephond Jackson



Philip Lambis



Randy McKinzie



Ralph Moore



Carmelo Murphy



Ricardo Sanchez

## SIU Members Now Can Use Home Ports To Register For Jobs on Laid-Up Vessels or for Permanent Positions

The Seafarers Appeals Board (SAB) has approved changes in the Shipping Rules designed to make it easier for crewmembers to reclaim their jobs if their vessel lays up or if they hold permanent positions by removing the mandatory port of registration.

Crewmembers now may register at their home ports rather than the port of layup effective immediately, according to Angus "Red" Campbell, vice president for collective bargaining. They also can be shipped to return to the vessel through their home ports. However, transportation back to the vessel after a layup if crewmembers are registered at a port other than the port of layup is the responsibility of the individual seaman.

"Because of the fast turnaround of most of our contracted vessels, it is important that crew replacements, whether as permanent positions or trip reliefs, be dispatched as expeditiously as possible," Campbell said of the change in

### Rule 5 of the Shipping Rules.

When a vessel lays up and a crew will be needed back onboard within 30 days, crewmembers wishing to reclaim their positions must register at a hiring hall no later than 5 p.m. on the third day following the date of layup. If the third day of registration falls on a Sunday or recognized holiday, the registration shall be extended through the next business day. If the laid up vessel requires a crew within three days of the date of layup, crewmembers employed at the time of layup may register up to and including the date of re-crewing.

Campbell emphasized that it is the responsibility of those crewmembers wishing to reclaim their jobs to maintain contact with the hiring hall where they are registered to know when re-crewing will take place.

Permanent ratings, when being relieved, must register at a hiring hall within 48 hours of being relieved, excluding Saturday, Sun-

day and holidays. It also is their responsibility to stay in touch with the hall where they registered in order to return to the vessel at the

tanker industry, the position of Second Pumpman/Engine Maintenance will be re-employed on some tankers and will be registered

*It is the responsibility of those crewmembers wishing to reclaim their jobs to maintain contact with the hiring hall where they are registered.*

appropriate time. Permanent ratings must reclaim their jobs at their port of registration no later than the day prior to their vessel's arrival in port.

SIU members who fail to comply with the reshaping procedures shall forfeit their right to reclaim and shall re-register pursuant to the provisions specified in Rule 2 of the Shipping Rules.

The SAB, which is composed of two representatives of the SIU and its contracted companies to administer, review and make changes in the Shipping Rules, also made several other modifications.

Because of changes within the

in Group I of the engine department. Second pumpman/engine maintenance was designated as a permanent rating and will relieve the chief pumpman for time off at which time a relief second pumpman will be ordered from the hiring hall, Campbell said.

If a crewmember is provided transportation to join a vessel at a port other than where he is registered and cannot show good cause to complete his specified period of employment, he will be subject to Shipping Rule 8 A 11. That rule, when sustained, requires a member to reimburse a company for transportation, lodging and other expenses incurred by the seaman.





Bosun Billy Baker inspects the lifeboats as SIU crews start working on the Sealift China Sea.

## SIU Crews Board Final 2 MSC Tankers

Searfers now are aboard all nine Military Sealift Command (MSC) tankers being operated by International Marine Carriers (IMC), an SIU-contracted company.

The port of Galveston, Texas was the site where the last two tankers, the Sealift China Sea and Sealift Atlantic, switched to SIU crews. The other seven sailing under the IMC banner are the Sealift Indian Ocean, Sealift Caribbean, Sealift Arabian Sea, Sealift Antarctic, Sealift Pacific, Sealift Arctic and Sealift Mediterranean.

Bosun Jim Dawson serves as ship's chairman aboard the Sealift Atlantic, while Bosun William Baker holds the same position on the Sealift China Sea. "Those crews were really looking forward to showing what they could do," said Patrol-

man Jim McGee of the port of Houston.

IMC won the government contract to operate the vessels in March. The tankers had been managed by Marine Transport Lines, a company with a collective bargaining agreement with the National Maritime Union — the unlicensed mariner's union that merged with a licensed engineers group to form District 1 MEBA/NMU.

MSC awarded the five-year operating contract after reviewing several ship company proposals. The tankers transport Defense Department refined petroleum products worldwide. They also provide support for Navy fleets and conduct refueling-at-sea operations for the military.

It's time to go to work as AB Al Bertrand heads up the gangway of the Sealift China Sea.

**LEFT**  
Steward Baker Tony Roberts (left) and Chief Cook Tom Walters (center) assist in the loading of stores on the Sealift China Sea.

**BELOW**  
Sealift Atlantic Steward Tim Dowd works on his stores inventory before setting sail.

QMED Billy Ben Harroff waits in the crew's mess for the start of a union meeting on the Atlantic.

Chief Pumpman Bob Tims takes a break from all the action aboard the Sealift Atlantic.



Porter Robert Rodzieski slices up an onion for part of a vegetable plate.



Porter Ali M. Behia makes sure Townsend crewmembers get what they order from the galley.



Second Cook Alie Mutahr takes a tray of salads to the refrigerator.



Deckhand Melvin Kirchoff gathers an air hose that has been used to clean the conveyor area of the Townsend.

## Galley Gang Keeps Crew Going Aboard the Paul H. Townsend

When the elements get rough, as they most certainly can along Lake Huron and Lake Michigan, the crew of the Paul H. Townsend can look forward to a good meal from the galley gang.

"We make sure they get what they order and are satisfied," said Second Cook Alie Mutahr as he was serving lunch.

"They are hungry after working hard and we have to make sure they are happy," Porter Robert Rodzieski echoed. Rodzieski is in the final season of a long SIU career. "I enjoy this work but I'm looking forward to retir-

ing," he told a Seafarers LOG reporter visiting the ship.

Work continues around the clock during the Great Lakes shipping season for Bosun Jack Bluitt and his crew. The Townsend carries dry bulk cement from Alpena, Mich. to Green Bay, Wis. primarily. The vessel

also calls on Benton Harbor-St. Joseph, Mich. to deliver an occasional load.

The Inland Lakes Management vessel was built as a tanker in 1945. She was converted to a bulk carrier in 1952 and lengthened to her present size of 447 feet in 1958.



Watchman Ray Kline feeds a hose to other members on the deck of the Paul H. Townsend.



Wiper Rick Roznowski lends a hand to others working in the engine room.

Oilers Ken McInerney (left) and Jerry Nokland watch for possible trouble in the engine room.







**LEFT**  
Port of New York members (left to right) L. Padilla, Joe "Diabito" Perez and Manuel Holguin listen as the new contract proposals are read to the membership.



**ABOVE**  
QMED Paul Whalen (photo on left) along with Steward Terrell "Andy" Anderson and AB Mike Channesian review the details of the contract during a special membership meeting in the port of Wilmington.



**LEFT**  
The vote is a resounding "aye" in favor of the new wage and benefits package as it was offered to the members at the port of Pinney Point.

**BELOW**  
Members at the port of Pinney Point give a rousing ovation after voting to approve the new contracts.



**RIGHT**  
From the port of Baltimore, (seated, left to right) Snake Williams, Joseph Mordier, John Nuckles, Jack Rhodes and (standing) Taylor Clean cast another solid vote in favor of the new contract. Also pictured is Bob Pomeroy, SIU assistant Vice president.



**ABOVE**  
Members in the port of Norfolk gather at a special meeting to learn the details of the union's new three-year deep sea freightship and tanker agreement.



**ABOVE**  
All heads are turned to the podium in the port of Norfolk as the new contract is described to the members.



**ABOVE**  
William Velazquez (in cap) and other members attending the special meeting in the port of Santurce cast a unanimous vote in favor of the new deep sea proposals.



**ABOVE**  
Port of Santurce members review the proposed new contract before a special meeting is held to discuss and vote on it.

**LEFT**  
Members in the port of Santurce pay attention as the pension changes are read before a vote to accept is taken.

## Members Vote on Contract Around the Ports

**S**IU MEMBERS AT union halls across the country and aboard ships around the world have responded with a near-unanimous "Aye!" in favor of the new deep sea freightship and tanker agreements and pension plan.

Members attended a special-call meeting June 27 to discuss the new wage scale of a 5 percent increase in each of the three years of the contract, the hike in maintenance and cure payments and the changes in the deep sea pension plan, among other provisions.

After reviewing and discussing the proposals, the members cast their votes overwhelmingly in favor. In interviews with a Seafarers LOG staff member after the contract vote, SIU members offered these comments:

Recertified Steward **Robert Mattox** said, "I think it was great. It means better support for my family and a better look ahead for the future."

QMED **Robert Hamil** responded to the re-establishment of the 2nd pumpman. "Since I sail as a pumpman, it definitely comes in handy," he said. "I've been in ports when discharging and have been up 24 to 36 hours, so getting a guy in can make it better for us and the company."

Another QMED, **Mike Novak**, added, "I've been in the union for five years. I got in under the military contract, so this is the best contract I've ever seen."

AB **John McLaughlin** called the new contract "great news. It's a fantastic contract. Thanks,

Mike!" he said in appreciation of the SIU's leadership.

Chief Cook **Eddie Siplin** stated, "I agree with everything. I appreciate that it has happened and look forward to going back to work to take advantage of it."

QMED **John Smith** took a long look at the changes in pension pay. "As far as I'm concerned, it is long overdue," he noted. "It's good that we finally got a raise in the pension, even maintenance and cure. Everything is positive!"

Even **William Drew**, a retired black gang member, thought the contract looked pretty good. "I think it is very good considering the state of the industry," he said.



**ABOVE**  
AB Christie Johnson hits the deck to ask about increased pension payments during the special meeting held in the port of Houston.



**ABOVE**  
Richard McCausland (left) and Tom Brooks listen during the debate on the new deep sea proposals at the port of New York.



**ABOVE**  
Listening intently to the discussion of the new contract in the port of New York are (left to right) L. Trot, Everett Huntley, Billy Stevens, Donald Pressley, Ray Quiles and Luis Morales.



**ABOVE**  
Bill Reed (left) and Arthur Rubenstein of the port of New York vote to accept the new freightship agreement.



**ABOVE**  
Chief Cook Peter Mazzitelli (left) joins other members at the port of Jacksonville in reviewing the new deep sea contract proposals.

**RIGHT**  
The contract has been accepted by the members in the port of Jacksonville.



**LEFT**  
Aboard the President Truman, San Francisco Port Agent Nick Celona (center) and Patrolman Gentry Moore (in hat) review the contract with SIU members (left to right) Mike "Spiderman" Williams, Y. Lau Koon Teung and Ray Owens.

**RIGHT**  
Members gather around a conference table to hear the details of the new deep sea pension plan in the port of Jacksonville.



**ABOVE**  
In the port of Jacksonville, members are presented with the new contract provisions by an SIU representative.

**BELOW**  
Members at the port of Honolulu read the new contract proposals before taking a vote.





## The Activities of SIU Pensioners Are of Interest to Steward Scott



Steward Robert Scott interviewed and photographed the members pictured on this page for the Seafarers LOG. Scott noted there is "a lot of history in Mobile." The 26-year veteran graduated last year as a recertified steward from the Lundberg School. He is pictured in his cowboy hat with pensioner Walter Dunn.

Brother Robert Scott has a keen interest in the union's retired members. "After all, these guys represent a lot of history," he explained. While on the beach, the recertified steward recently took time out to visit with some SIU pensioners who live in and around his home port of Mobile, Ala.

"I've sailed with some of the old-timers who are now on pension, and some of them I've gotten to know because we've met at the union hall," Scott said. "I notice that in the Mobile area, the retirees stay very involved in the activities of the union."

Scott decided to share his enthusiasm with the Seafarers LOG by photographing and interviewing some of the SIU pensioners he has come to know.

Leroy Gulley, one of the union's charter members, takes an active role in every annual maritime day ceremony. On May 20, retired union members in the Mobile area hold an event to commemorate the contributions of the American merchant marine to the nation's WWII campaigns. Gulley, a WWII mariner who retired 10 years ago, helped lay the wreath at this year's maritime day ceremonies in Mobile.

The galley gang veteran also has advice for new members signing on with the SIU. "Forget drugs and drinking!" Gulley said sternly. "And remember your obligation to treat all SIU members as brothers. If you work together, you'll get along just fine."

Gulley learned about the Brotherhood of the Sea when he became the first black member to work aboard the Alcoa Clipper, a combination freight and passenger vessel. "I had some problems, but I stood my ground, did my job and made friends. I'm glad I helped open the way for others."

Brother Gulley and his friend Felix Tate now work fishing holes together. Tate, also a steward department retiree, claimed he brought home 86 mullets, flounders and trouts on his best day. "All that in one afternoon," he said proudly.

Tate, who began sailing with the SIU in 1944 and retired in 1979, would tell new members to "work with each other on ships, keep up your dues and be a good union man."

Another of the Mobile pensioners visited by Scott was James "Nick" Juzang. Like Gulley and Tate, Juzang sailed in the steward department before retiring in 1985. After 42 years at sea, Juzang still likes to travel. He's also found a new part-time career as a security guard.

Brother Juzang, who divides his free time between the union hall and his favorite sports of fishing and crabbing, said he likes to meet the new members at the union hall. He reminds them to "advance themselves." But he also warns them, "Stay away from drugs, if you want to keep learning."

Lambert H. Waldrop recently retired after 38 years of sailing. Brother Waldrop received his first union pension check in April. Now that he will have a little more free time, Waldrop intends to do more hunting and fishing, two of his favorite pastimes.

Another SIU pensioner who loves to hunt and fish is Mose Coleman. The 45 year-veteran of the SIU also has opened his own club in Mobile.

Scott found that by working together, SIU pensioners in the Mobile area had elevated the status of WWII mariners in the veterans' community. A contingent of SIU men don their white caps and march every year with other WWII combatants on Veterans Day.

Retired union members also help out around the union hall, reports Scott. Many participate in "bean pot days" when a special lunch is cooked at the union hall and pensioners and active members alike eat together, swap sea stories and catch up on union news.

Retired seafarers hold regular meetings at the union hall and also put on several dinners. Depending on the time of year, the fare can be anything from a fish fry to a formal full-course meal. Retirees report seeing old shipmates with whom they had lost touch years ago. Spouses also are an active part of the pensioners gatherings.

When done with his visits with SIU pensioners, Steward Scott told the LOG, "From interviewing the retired members and seeing the great shape they are in, I can't wait for my golden years to come."



Felix Tate (left) and Leroy Gulley spend their time fishing and working around their church.



Lambert H. Waldrop speaks to the members attending the April meeting at the Mobile hall after he received his first pension check. Port Agent Dave Carter is listening at Lambert's right.



One good story deserves to be topped. Whitey Clark (seated left) tells one more to John Johnson while move storytelling goes on in the background.



Charter member Leroy Gulley worked in the galley gang for more than 40 years. He is pictured above with his wife Bernice.



Mose Coleman, a 45-year veteran, not only likes to fish and hunt; he also runs his own lounge.



Recertified steward and recent retiree James Barnett looks for a place to sit during a recent fish fry for pensioners at the Mobile hall.



Chief Cook Jack Rankin (left) prepares lunch while retiree Bill Hunter (center) and Steward Baker Tobe Daney wait to serve the meal to other members in the Mobile hall.



James "Nick" Juzang, a 42-year SIU veteran, has been travelling around the country during the five years he has been retired.



# Dispatchers' Report for Deep Sea

JUNE 1-30, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C		All Groups Class A	Class B	Class C
DECK DEPARTMENT										
New York	34	5	7	26	7	4	4	69	11	6
Philadelphia	3	1	1	0	1	0	0	5	1	2
Baltimore	9	6	2	8	7	1	1	9	6	2
Norfolk	15	3	4	9	4	5	3	18	4	5
Mobile	11	6	9	12	3	12	2	13	6	5
New Orleans	32	8	12	18	6	6	2	45	7	17
Jacksonville	23	7	9	27	6	6	4	35	14	12
San Francisco	18	6	7	27	8	4	8	51	10	8
Wilmington	10	12	3	9	9	5	0	31	9	4
Seattle	32	7	4	26	9	4	9	52	6	3
Puerto Rico	19	2	0	12	2	1	1	18	1	0
Honolulu	8	12	6	5	7	5	5	9	12	8
Houston	39	11	17	41	9	10	7	44	12	15
St. Louis	1	1	1	0	0	0	0	2	2	1
Piney Point	3	0	2	2	2	2	1	1	1	2
Totals	257	87	84	222	80	65	47	402	102	90
ENGINE DEPARTMENT										
New York	21	4	0	8	5	1	2	42	6	1
Philadelphia	1	3	0	1	3	1	1	3	2	0
Baltimore	6	2	1	3	5	4	0	7	1	0
Norfolk	3	3	0	7	4	1	2	7	2	3
Mobile	14	4	4	12	3	2	1	16	4	4
New Orleans	16	6	3	18	4	2	0	21	5	4
Jacksonville	13	5	5	14	4	3	1	19	4	4
San Francisco	13	5	6	8	5	7	3	37	13	5
Wilmington	7	2	2	5	4	1	6	19	3	4
Seattle	22	6	3	16	5	3	12	30	4	4
Puerto Rico	2	0	0	3	1	0	1	4	0	0
Honolulu	1	11	9	3	9	8	7	1	11	8
Houston	19	5	5	18	3	4	6	24	7	5
St. Louis	0	1	1	0	1	0	0	1	1	1
Piney Point	4	5	2	2	6	2	1	6	9	2
Totals	142	62	41	118	62	39	43	237	72	45
STEWARD DEPARTMENT										
New York	13	1	2	8	0	3	5	31	7	3
Philadelphia	0	0	0	0	0	0	0	1	0	0
Baltimore	1	0	0	1	0	0	2	3	2	0
Norfolk	6	2	0	8	2	1	4	2	1	0
Mobile	12	3	2	6	2	1	1	17	3	1
New Orleans	10	4	2	12	2	1	3	15	6	1
Jacksonville	11	1	4	16	2	1	2	17	5	3
San Francisco	44	7	6	28	7	2	8	87	11	8
Wilmington	10	2	0	3	2	0	1	18	2	2
Seattle	17	3	0	19	5	0	6	27	7	1
Puerto Rico	5	1	0	2	0	0	1	9	1	0
Honolulu	7	14	23	4	22	19	63	12	32	20
Houston	20	2	5	8	1	2	4	26	3	3
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	8	3	0	3	0	1	3	12	4
Totals	157	48	47	115	48	30	101	268	92	46
ENTRY DEPARTMENT										
New York	10	15	16	10	7	6	0	28	36	20
Philadelphia	0	2	1	0	3	0	0	1	5	2
Baltimore	1	2	0	1	5	1	0	3	5	0
Norfolk	7	11	3	7	12	4	0	5	4	2
Mobile	2	12	3	2	10	2	0	6	18	6
New Orleans	8	6	16	8	6	17	0	15	12	21
Jacksonville	2	5	5	4	12	5	0	1	12	7
San Francisco	18	13	13	12	5	7	0	52	23	21
Wilmington	3	5	5	3	5	4	0	7	11	8
Seattle	16	5	2	13	3	0	0	16	11	4
Puerto Rico	8	6	0	4	3	0	0	13	16	1
Honolulu	2	32	150	4	42	177	0	4	51	140
Houston	9	14	12	3	8	4	0	13	18	14
St. Louis	0	1	1	0	0	1	0	0	1	3
Piney Point	1	22	1	1	22	2	0	0	37	2
Totals	87	151	228	72	143	230	0	164	260	251

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

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

Shipping in the month of June was down from the month of May. A total of 1,415 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,415 jobs shipped, 527 jobs or about 37 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 191 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 12,536 jobs have been shipped.

## August Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point  
Monday, August 6  
New York  
Tuesday, August 7  
Philadelphia  
Wednesday, August 8  
Baltimore  
Thursday, August 9  
Norfolk  
Thursday, August 9  
Jacksonville  
Thursday, August 9  
Algonac  
Friday, August 10  
Houston  
Monday, August 13  
New Orleans  
Tuesday, August 14  
Mobile  
Wednesday, August 15  
San Francisco  
Thursday, August 16  
Wilmington  
Tuesday, August 21  
Seattle  
Friday, August 24  
San Juan  
Thursday, August 9  
St. Louis  
Friday, August 17  
Honolulu  
Friday, August 17  
Duluth  
Wednesday, August 15  
Jersey City  
Wednesday, August 22  
New Bedford  
Tuesday, August 21

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



## Personals

### FRIENDS OF GEORGE COSTANGO

George Costango would like to thank all of his good friends in the SIU for their support during his recent illness. Anyone wishing to send a card or letter may reach him at 500 W. 2nd Street, Wilmington, DE 19802.

### GINO AND IZZY

Gino and Izzy--where are you? Get in touch. Thor

### WALTER (SKIPPY) CHIPMAN

Please call Captain Brown's son, Richard Brown, at 1-800-922-5880 Monday through Saturday, 9:00 a.m. - 5:00 p.m.



## SIU-Crewed Orgulf Tugs Ride High on Mississippi's Waters

Sailing continues to be smooth for SIU crewmembers along the Mississippi River as the summer shipping season hits its peak. The river is up nine feet near St. Louis from its low-water level last year when parts of the waterway were closed.

However, despite the high waters helping the inland operators during these hot and humid months, weather reports warn of low water levels returning this winter as rain has not been falling around Mississippi's feeding reservoirs in North Dakota, South Dakota and Montana.

SIU-crewed Orgulf tug and barges, like the J.N. Philips and Robert A. Kyle, are running loaded

at full speed, according to Tony Sacco, St. Louis port agent.

The Philips can be seen primarily on the Ohio River, pushing between 15 and 18 barges loaded with coal. The Kyle is a larger tug. It can handle more than 30 barges at a time. Because of its size, the Kyle works along the lower Mississippi.

SIU Patrolman Joe Sigler met the Kyle at the Orgulf staging area at Moore's Landing, Mo. and the Philips at Paducah, Ky. He reported everything was running smoothly on the vessels. He provided the Seafarers LOG with these photographs of SIU members who work on both tugboats.



Lead Deckhand S. D. Williams (left) and Deckhand John Rogers check the life preservers on the J. N. Philips before leaving the docks at Paducah, Ky.



ABOVE LEFT Cook Toni Jo Elgin knows the crew will be hungry when dinner time approaches on the Kyle.

ABOVE RIGHT Getting their fill in the Kyle's galley are (left to right) Deckhands Patrick Cobbs and W. C. Silas and Lead Deckhand Barry Allen.

LEFT Deckhands Darnell Morris (left) and Harry Brumfield Jr. stow a pier line on the Philips.

## Union Members on LNG Capricorn Up for Valiant Ship Award

The SIU-crewed LNG Capricorn has been nominated by the Woman's Propeller Club of Galveston, Texas for the 1989 Mary Ann Brown Patten Valiant Ship Award for the ship's efforts in rescuing 27 crewmembers of a disabled Panamanian ship on October 22, 1988.

The Capricorn was sailing in the South China Sea west of the Philippines when it received a distress signal from the Evpo Agspyr, about 24 miles away. Captain John R. Hoffman changed his course to aid the stricken vessel.

When the Energy Transportation Corporation vessel was a mile from the Panamanian craft, the Capricorn lowered its lifeboat into seas in excess of 16 feet and winds of 30 miles per hour with hazy visibility. Able Seamen Larry Sims and Donovan Christie, Ordinary Seamen Michael Riley and Ken Lusk, 3rd Officer Ronald Flowers and 3rd Assistant Engineer Brian McAuley crewed the lifeboat in the tossing waters with the propeller sometimes coming out of the water.

The Evpo Agspyr still was underway although she was listing to port and settled by the stern. Her main decks were awash with the #2 hold two-thirds full of water.

Except for the bosun, chief officer and 2nd officer, the crew of the Evpo Agspyr escaped in the starboard lifeboat. After checking the vessel, the trio then abandoned ship via life raft. The Capricorn

crew towed the Panamanian life raft and picked up the crew from the lifeboat, then headed back to the U.S.-flag vessel.

The whole rescue was completed shortly after noon, less than six hours after the first call was received.

The club praised the work of the Capricorn crew in the rescue of the 27 stranded mariners. The club noted the captain was aware of pirates trying to board LNG vessels in the area, yet went ahead with the rescue operation.

### Corrections

The back row of the crew of the Sealift Pacific, as pictured on page 10 of the June 1990 Seafarers LOG, was misidentified. It should have read AB Kevin Merckx, AB Scott Horton, AB Rob Owens and QMED Pumpman Dyke Gardner.

William "Hoppy" Carroll was listed with an incorrect job title aboard the Cable Ship Charles Brown on page 14 of the June 1990 Seafarers LOG. He actually is the chief electrician on the vessel.

The picture of William Cartwright Sr. in the Final Departures on page 22 of June 1990 was actually of his son, William Cartwright Jr. who is alive and well. The elder Cartwright retired in 1968. The LOG regrets any inconveniences these errors may have caused.



Cook Mae Jenkins prepares a salad for the members of the J. N. Philips.



Deckhand Mike Gibbons checks out a tow line while the Robert A. Kyle is docked at Moore's Landing, Mo.

## Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

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

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

To obtain more information about this program, Seafarers may call the membership services office at 1-800-CLAIMS-4 (1-800-252-4674) or may write to: COBRA Program, Seafarers Welfare Plan; 5201 Auth Way; Camp Springs, Maryland 20746

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



# Dispatchers' Report for Great Lakes

CL—Company/Lakes	L—Lakes	NP—Non Priority							
JUNE 1–30, 1990	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Port	DECK DEPARTMENT								
Algonac	0	21	3	0	48	5	0	13	6
Port	ENGINE DEPARTMENT								
Algonac	0	6	3	0	12	4	0	6	2
Port	STEWARD DEPARTMENT								
Algonac	0	2	1	0	16	2	0	3	0
Port	ENTRY DEPARTMENT								
Algonac	0	16	15	0	0	0	0	19	46
Totals All Departments	0	45	22	0	76	11	0	41	54

\*\*\*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

JUNE 1-30, 1990

	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Port									
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	10	0	0	6	0	0	62	10	6
Mobile	0	1	1	0	0	0	0	1	1
New Orleans	1	1	2	1	0	2	3	0	2
Jacksonville	0	2	6	1	1	4	0	0	11
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	2	10	4	5	9	8	6	43
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	3	0	0	1	2	0	2
Algonac	7	3	0	15	7	0	42	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	0	0	0
Totals	22	10	22	27	14	16	117	40	65
ENGINE DEPARTMENT									
Port									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	2	0	0	9	4	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	0	1	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	0	0	0	0	2	0	0
Algonac	9	7	0	10	4	0	26	26	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	16	7	0	13	4	0	37	30	1
STEWARD DEPARTMENT									
Port									
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	2	0	0	3	0	0	6	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	1	1	0	2	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	1	2	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	0	1	0	0
Algonac	2	1	0	1	0	0	17	9	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	5	1	3	5	0	2	25	12	5

Totals All Departments 43 18 25 45 18 18 179 82 71  
 \*\*\*Total Registered means the number of men who actually registered for shipping at the port last month.  
 \*\*\*Registered on the Beach means the total number of men registered at the port at the end of last month.

## Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Government Services Division**  
 (415) 861-3400

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

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

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

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





The Seafarers Pension Plan announces the retirement of 25 members of the union this month. From this group, 17 sailed in the deep sea division, seven in the inland section and one from the Great Lakes.

A total of four of the pensioners were born outside the continental United States. From the deep sea division, Arthur Campbell was born in Nicaragua, Arthur Finnell in Mexico and Olwen King in the British West Indies. Great Lakes member Abdulwali Elgahmi was born in Yemen.

Recertified Steward William T. Sharp is the oldest member of the retirees' group. He was born in Meridian, Miss. 70 years ago.

Brief biographical sketches of all these Seafarers and the others to retire follow.

### DEEP SEA



**ARTHUR C. CAMPBELL**, 65, joined the Seafarers in November 1960 in the port of New Orleans. Born in Bluefields, Nicaragua, the deck department veteran upgraded to recertified bosun at the Lundeberg School in 1975. Brother Campbell calls New Orleans home.

**ARTHUR FINNELL**, 69, joined the SIU in July 1953 in the port of New York. The Mexican native served in the U.S. Navy from 1941 to 1947. Brother Finnell sailed in the deck department before retiring to Houston.



**JAMES M. FULLER**, 65, joined the union in March 1948 in the port of New York. A native of Springfield, Mass., he served in the Navy from 1942 to 1946. The deck department veteran upgraded to quartermaster in 1976 at the Lundeberg School. Brother Fuller also shipped briefly in the inland division with Dixie Carriers. He calls Graton, Calif. home.

**SAM S. GOINS**, 65, joined the Seafarers in September 1968 in the port of New Orleans. He was born in Cleveland, Tenn. and served in the Navy from 1942 to 1945. Brother Goins shipped in the deck department. He has retired to Houston.



**CLARENCE E. HEMBY**, 64, joined the SIU in March 1948 in the port of New York. The Alabama native served in the Army from 1941 to 1946. As a member of the black gang, Brother Hemby upgraded to QMED in 1972 at the Lundeberg School. He resides in Melbourne, Fla.

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

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

**WILLIAM HUNTER**, 64, joined the union in September 1955 in the port of Mobile, Ala. A native of Tuscaloosa, Ala., he served in the Navy from 1942 to 1946. Brother Hunter shipped on Alcoa vessels early in his deck department career. He lives in Mobile.



**CHARLES W. JORDAN**, 65, joined the Seafarers in February 1944 in the port of New York. He worked in the deck department and sailed toward the end of his career from the port of Jacksonville, Fla. Brother Jordan still calls his native Savannah, Ga. home.



**OLWEN M. KING**, 65, joined the SIU in July 1964. He was born in the British West Indies. The deck department veteran shipped on Alcoa and Isthmian vessels early in his career. Brother King has retired to St. Vincent, West Indies.



**JULIUS LUKACS**, 62, joined the union in April 1946 in the port of New York. The New Jersey native had his engine department career interrupted by a stint in the Army from 1950 to 1952. Brother Lukacs lives in Yokohama, Japan.



**CARL L. OLSEN**, 66, joined the Seafarers in April 1951 in the port of New Orleans. Born in Pennsylvania, he served in the Army from 1944 to 1948. Brother Olsen shipped in the deck department before retiring to Seattle.



**WILLIE PATTERSON**, 66, graduated in September 1962 from the Andrew Furuseth Training School in New Orleans. He served in the Army from 1942 to 1946. Early in his galley gang career, he sailed on Waterman and Delta vessels. Brother Patterson resides in New Orleans.



**JAMES F. PRAYTOR**, 65, joined the SIU in October 1947 in his native Jacksonville, Fla. He



was a member of the steward department. Brother Praytor has retired to New Orleans.

**LEO L. SELESKIE**, 69, joined the union in March 1945 in the port of Boston. He was born in Scranton, Pa. and shipped in the engine department. Brother Seleskie calls Spokane, Wash. home.



**WILLIAM T. SHARP**, 70, joined the Seafarers in March 1956. The native of Meridian, Miss., sailed in the steward department. Brother Sharp upgraded to recertified steward in 1988 at the Lundeberg School. He lives in Tacoma, Wash.

**JOHN A. SIMMONS**, 62, joined the Marine Cooks and Stewards, prior to its merger with the SIU, in October 1954 in the port of Portland, Ore. Born in Texas, he served in the Army from 1946 to 1948. He upgraded his steward department rating several times at the Lundeberg School, including cook and baker in 1984. Brother Simmons has retired to Seaview, Va.

**RICHARD L. TREXLER**, 65, joined the SIU in July 1951 in the port of Baltimore. He served in the Navy from 1942 to 1946. Brother Trexler upgraded his deck department rating to able seaman in 1975 at the Lundeberg School. He still lives in his native Cumberland, Md.



### INLAND

**LUTHER RAY ELLIS**, 53, joined the union in June 1972 in the port of Port Arthur, Texas. He served in the Army from 1953 to 1957. Boatman Ellis worked as a captain aboard Sabine Towing tugs. He resides in his native Orange, Texas.

**JAMES T. HALL**, 62, joined the Seafarers in January 1968 in the port of Philadelphia. The steward department veteran served in the Army from 1951 to 1963. Boatman Hall sailed on Interstate Oil vessels before retiring to Grimstead, Va.

**REEVES J. HUVAL**, 62, joined the SIU in August 1964 in the port of St. Louis. He worked in the engine department. Boatman Huval still calls his native Breaux Bridge, La. home.



**WILLIAM E. MORGAN**, 62, joined the union in March 1979 in the port of Jacksonville, Fla. Born in North Carolina, he worked in the

steward department. Boatman Morgan has retired to Jacksonville.

**JOSE E. SOLIS**, 63, joined the Seafarers in May 1957 in the port of Houston. The Donna, Texas native served in the Army from 1944 to 1947. He worked in the deck department on G&H Towing vessels. Boatman Solis lives in Texas City, Texas.



**HERBERT SWARTZ**, 62, joined the SIU in February 1973 in the port of Philadelphia. Born in New Jersey, he served in the Marines from 1942 to 1947. The deck department veteran sailed on Interstate Oil boats and upgraded in 1979 at the Lundeberg School. Boatman Swartz resides in Upper Darby, Pa.

**HORACE A. WILTSHIRE**, 62, joined the union in May 1946 in the port of Norfolk, Va. The Virginia native had his deck department career interrupted by the Air Force from 1951 to 1955. Boatman Wiltshire calls Norfolk home.

### GREAT LAKES



**ABDULWALI ELGAHMI**, 47, joined the Seafarers in November 1965 in the port of Detroit. The galley gang member was born in Yemen. Brother Elgahmi has retired to Dearborn, Mich.

**LLOID E. MCGREW**, 62, joined the SIU in 1957 in the port of Detroit. The Kentucky native sailed in the deck department. He resides in Leitchfield, Ky.



### LOOKING FOR MEMORABILIA

Do you have any old union records, photos or other memorabilia "filed" away in your attic?

The Union's Paul Hall Library and Maritime Museum at the Lundeberg School is looking for contributions to its archives.

Materials may be sent to the Seafarers LOG (where they will be cataloged and then sent to the museum). The address is: Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.





## Digest of Ships Meetings

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

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

**LIBERTY STAR** (Liberty Maritime), March 11 — Chairman F. C. Adams, Secretary A. Johnson. Chairman noted everything running smoothly. He urged members to give to SPAD and upgrade at Piney Point. No beefs or disputed OT reported. Crew announced receipt of Seafarers LOG. Members said officers will not stay out of crew recreation and mess rooms. They also reported need for new VCR and television. Steward department thanked for job well done.

**USNS CAPELLA** (IMC), March 4 — Chairman David Martz, Secretary H. M. Davis, Educational Director B. Smith, Deck Delegate Howard Venezia, Steward Delegate Jack A. Rankin. Chairman announced ship would lay up for three weeks in Pusan, South Korea. He said crew would receive draw March 6. No disputed OT or beefs reported. Crew urged pool be set up for movie fund. Next ports: Pusan, Pearl Harbor, Hawaii and Oakland, Calif.

**AMERICAN CORMORANT** (Pacific Gulf Marine), April 11 — Chairman Vern Huelett, Secretary W. J. Cromwell. Chairman announced new dryer on-board. Treasurer reported \$105 in ship's fund and \$75 in movie fund. No beefs or disputed OT reported.

**BROOKS RANGE** (IOM), April 1 — Chairman M. G. Gutierrez, Secretary J. Pitetta, Educational Director Robert Hamill. Chairman announced vessel would pay off on arrival in Los Angeles. He said ship's next voyage would be to Panama, then it would return to Portland, Ore. for about two months to be shortened. Secretary urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to review increase in dental plan.

**LIBERTY BELLE** (Liberty Maritime), April 29 — Chairman Lother Beck, Secretary N. Duhe, Educational Director D. Swanner. Chairman reported mail service to vessel is poor. He noted allotment checks went out after much delay. He said stroke stretcher is missing belts and blankets. He reminded members to clean rooms when leaving and support SPAD. Secretary urged members to read Seafarers LOG. Educational director requested better safety movies. No beefs or disputed OT reported. March issue of Seafarers LOG received. Crew asked air conditioning be repaired.



**Bosun Gets Latest News**  
Sea-Land Navigator Bosun Christian Christensen catches up on the latest news in the Seafarers LOG after a payoff in Long Beach, Calif.

**OMI MISSOURI** (OMI Corp.), April 8 — Chairman Carl Francum, Secretary H. Jones Jr., Engine Delegate Ronald Gordon. Chairman reported everything going well. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Steward department thanked for making food much better.

**OMI MISSOURI** (OMI Corp.), April 29 — Chairman Carl Francum, Secretary H. Jones Jr., Educational Director Ronald Gordon. Chairman reported voyage going very well but new mattresses are needed on-board. Secretary thanked crew for good trip so far. Treasurer reported \$285 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for good job.

**RALEIGH BAY** (Sea-Land Service), April 13 — Chairman C. B. Hall, Secretary E. Vazquez, Educational Director Paul Thomas. Chairman said everything was running smoothly. Secretary thanked crew for being nice bunch of guys as he was leaving for vacation. No beefs or disputed OT reported. Vote of thanks given to steward department. Next port: Elizabeth, N.J.

**USNS CAPELLA** (IMC), April 21 — Chairman D. Martz, Secretary H. Davis, Educational Director R. Smith. Chairman reviewed IMC contract with crew. No beefs or disputed OT reported.

**SEA-LAND QUALITY** (Sea-Land Service), April 29 — Chairman S. A. Dixon, Secretary M. McDermott, Educational Director R. Torgesen. Chairman thanked crew for good voyage. He said previous problems have been settled somewhat. He urged members to stay abreast on union matters through the Seafarers LOG and to donate to SPAD. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked for keeping vessel clean and making sure plastics do not go over the side. Next port: Bremerhaven, West Germany.

**ULTRAMAR** (American Marine Transport), April 8 — Chairman William Kratos, Secretary C. Johnson, Educational Director W. C. Weekley, Deck Delegate Reginald Watkins, Engine Delegate Wilbur McGee, Steward Delegate Howard Williams. Chairman noted vessel was sailing for Egypt after spending week at mouth of Mississippi River. No beefs or disputed OT reported. Crew asked contracts department look into making Martin Luther King day a union holiday. Steward department thanked for fine work. Deck department thanked for painting crew recreation and mess halls. Crew asked ship's minutes form be changed to reflect both brothers and sisters who have departed.

**AMBASSADOR** (Crowley Maritime), May 27 — Chairman David Newman, Secretary C. Scott, Educational Director E. Harris, Engine Delegate Nathaniel Lamb. Chairman read letters received pertaining to union business. Educational director noted everything was in fair shape. No beefs or disputed OT reported.

**CAROLINA** (Puerto Rico Marine), May 27 — Chairman A. J. Austin, Secretary Rafael Maldonado, Educational Director David Able. Chairman announced ship would pay off in Elizabeth, N.J. He said all was running smoothly. No beefs or disputed OT. Vote of thanks given to deck and engine departments for keeping pantry and crew messroom clean.

**GALVESTON BAY** (Sea-Land Service), May 13 — Chairman David Mason, Secretary T. J. Smith, Secretary A. Cuevas, Deck Delegate Joseph J. McGill, Engine Delegate Donald V. Cox, Steward Delegate Joe L. Clark. Chairman announced payoff May 15 in Boston. He told crew drug testing would begin in June. Treasurer reported \$92 in movie fund. No beefs or disputed OT reported. Crew asked contracts department to review increase in pension benefits. Steward department thanked for job well done. Crew reminded not to put trash in laundry room. Crew reminded to give to SPAD and upgrade at Lundeberg School. Next ports: Boston, Mass., Elizabeth, N.J. and Portsmouth, Va.

**LNG AQUARIUS** (ETC), May 20 — Chairman V. Veach, Secretary F. Robertson, Educational Director David Veldkamp, Deck Delegate Richard Lindsey, Steward Delegate George Taylor. Secretary reminded crew to work safely and be careful coming and going



**Ready to Begin Serving**  
Steward Baker John Alamar (left) and Chief Cook Jimmy Williams have the galley set up to serve lunch to the hungry crew aboard the Sea-Land Navigator while it was docked recently in Long Beach, Calif.

ashore. Educational director told crew to upgrade at Piney Point. Treasurer reported \$1,000 in ship's fund. No beefs or disputed OT reported. Crew received copies of Seafarers LOG. Crew wanted to know why flyout date on pay vouchers had been deleted. Crew asked to keep noise down in weight room after hours. Next port: Osaka, Japan.

**LNG GEMINI** (ETC), May 30 — Chairman A. L. "Pete" Water, Secretary Michael Meany, Deck Delegate Kenneth Lusk, Steward Delegate Jill Prescott. Chairman praised deck crew as best in long time. He noted ordinary seamen were very well motivated. He thanked steward department for job well done. Secretary said he was pleased with galley staff. He gave special thanks to chief cook for his professionalism. He urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked why it could not keep plastics aboard ship and dump all other garbage overboard instead of burning it. Next port: Bontang, Indonesia.

**LNG TAURUS** (ETC), May 26 — Chairman John Japper, Secretary J. Gibbons, Educational Director C. W. Dahlhaus. Chairman announced first aid kit would be placed on basketball court. He asked members to refrain from smoking during meal hours. He urged crew to work safely aboard vessel. Secretary said he had telex from ETC safety director that handsoap aboard causes dermatitis. Educational director urged members to stay informed by reading Seafarers LOG. Treasurer announced ship's fund at \$450. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: Osaka, Japan.

**LNG VIRGO** (ETC), May 27 — Chairman Robbynson H. Suy, Secretary Robert H. Forshee, Deck Delegate Don McKinney, Engine Delegate Jerry L. Johnson, Steward Delegate Udjang

Nurdjaja. Chairman announced everyone from captain on down is happy with crew. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested second dryer. All departments thanked for jobs well done.

**LONG LINES** (Transoceanic Cable), May 27 — Chairman Joseph J. Olson, Secretary Thomas Navarre, Educational Director R. Glaze, Engine Delegate Richard Tankersley. Chairman and secretary announced everything going well. Treasurer reported \$417.14 in ship's fund. No beefs or disputed OT reported. Crew wanted to know why OT withheld for one week at payoffs.

**NEDLLOYD HUDSON** (Sea-Land Service), May 20 — Chairman John Neff, Secretary R. G. Connolly, Educational Director Mike Overgaard, Deck Delegate Charles Mann, Engine Delegate Terry Prescott, Steward Delegate Robert Arana. Chairman talked with crew

about new drug testing and alcohol regulations. He advised members to be careful. Deck delegate reported beef while engine delegate noted beefs and disputed OT. Nothing reported by steward delegate. Crew thanked chief cook Robert Arana and GSU Eddie Gonzales. Bosun John Neff thanked for extra good job painting elevators. Crew asked contracts department to look into allowing permanent men to register in home ports rather than where ship docks. Next port: Elizabeth, N.J.

**OMI COLUMBIA** (OMI Corp.), May 28 — Chairman W. E. Lough, Secretary R. A. Castillo. Chairman reported payoff would be held May 31. He noted beef with captain pertaining to movie locker with captain saying he will close it and take the matter up with the union. Chairman said most movies were made by permanent pumpman. Secretary urged members to upgrade at Lundeberg School. Treasurer announced \$194 in ship's fund. No other beefs or disputed OT reported. Crew thanked steward department.

**OMI DYNACHEM** (OMI Corp.), May 21 — Chairman Thomas Walker, Secretary Donnie W. Collins, Educational Director Paul E. Johnson, Deck Delegate Gary L. Dates, Engine Delegate George F. Darney, Steward Delegate Joseph C. Bush. Chairman said repair list was being created and engineers already working on air conditioning. Secretary urged members to stay up to date with Seafarers LOG. He said it was best source of information in union and thanked staff who put it together. He also noted missing child feature is newest item to be a hit in paper. Educational director urged members to take advantage of Piney Point. Treasurer reported ship's fund at \$326. Deck delegate reported several minor beefs. No beefs or

Continued on page 22



## Ships Digests

Continued from page 21

disputed OT from engine or steward delegates. A hearty vote of thanks given to galley gang. Crew discussed ideas for new contract. Next ports: El Segundo, Long Beach and San Francisco, Calif.

**OVERSEAS ALASKA** (Maritime Overseas), May 20 — Chairman Eugene Beverly, Secretary Carl Woodward, Educational Director Thomas A. Koubek, Engine Delegate Gary R. Danos, Steward Delegate Robert Brown. Chairman announced ship to lay up in Tampa, Fla. shipyard; members would be paid off at that time. No beefs or disputed OT reported. Crew urged to read President's Report in Seafarers LOG. Two crewmembers lost money during voyage. Crew said television and VCR need to be repaired while in port. Next port: Tampa.

**OVERSEAS ARCTIC** (Maritime Overseas), May 18 — Chairman John Zepeda, Secretary Fernando Urias, Educational Director E. Figueroa, Steward Delegate Billy Mitchell. Chairman announced payoff May 22 in Nederland, Texas. No beefs or disputed OT reported. Crew congratulated AB Lorenzo Zepeda on his return from Piney Point where he took the recertified bosun training. Crew asked company to supply transportation to pay phone in Pilot Town, La. so families can be called. Crew also asked company to supply checks at payoff in Pilot Town as there is no place to get money orders. Next port: Nederland.

**OVERSEAS CHICAGO** (Maritime Overseas), May 19 — Chairman G. Hernandez, Secretary Clyde Kreiss, Educational Director Mark Sawin, Engine Delegate E. Whisenant, Steward Delegate L. Martinez. Chairman announced vessel payoff on May 21. He asked those getting off to strip bunks and clean rooms. No beefs or disputed OT reported. Crew asked contracts department to look into reducing seetime to 15 years for pension and increasing limit to \$1,500 monthly. Crew asked patrolman to investigate captain and chief mate inspecting rooms without crew representative present. Crew also wanted patrolman to investigate letter stating OT mandatory for deck department. Steward department thanked for job well done.

**OVERSEAS HARRIETTE** (Maritime Overseas), May 20 — Chairman William Jefferson, Secretary Vincent Sanchez Sr., Educational Delegate Gerald A. Yore. Chairman reported vessel had annual inspection while in Norfolk, Va. He said vessel was going to New Orleans, with payoff expected May 30, to load grain for Alexandria, Egypt. No beefs or disputed OT reported. Crew asked contracts department to review making death benefits the same for those who have retired in good standing as those who still sail. Crew urged to make sure tools meet American standards in order to prevent accidents and injuries. Crew told to beware of barber who comes aboard ship in Alexandria. Next port: New Orleans.

**SEA-LAND ACHIEVER** (Sea-Land Service), May 20 — Chairman Francis Adams, Secretary R. Griswold, Educational Director M. Serlis, Deck Delegate Mike Halkias, Engine Delegate Clayton Everett, Steward Delegate Armando Frissora. Chairman announced stereo system for crew's lounge will arrive this trip or next. He said all is running smoothly. Secretary reported \$160 in ship's fund. Educational director urged members to upgrade at Lundeberg School. Steward delegate reported disputed OT. Deck and engine delegates reported no beefs or disputed OT. Crew asked contracts department to review increase in pensions and institute COLA clause in new contract. Crew asked for clarification on missing man's wages in three-man steward department. TV will be repaired in port. Deck and engine departments thanked for cleaning up after themselves. Next port: Elizabeth, N.J.

**SEA-LAND ATLANTIC** (Sea-Land Service), May 13 — Chairman C. L. Hickenbottom, Secretary J. Rivera, Educational Director Michael Derringe. Secretary reminded members to increase their knowledge through the Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to review increase in monthly pension allotments and decrease in vacation filing time from 120 to 90 days. Next ports: Charleston, S.C., Port Everglades, Fla., Houston and Jacksonville, Fla.

**SEA-LAND EXPEDITION** (Sea-Land Service), May 21 — Chairman Marvin Zimbro, Secretary Janice Patterson, Educational Director David S. Dukehart, Deck Delegate George Mazzola, Engine Delegate Bernard Hutching, Steward Delegate Antjuan Webb-Birch. Chairman announced new furniture would be arriving soon. No beefs or disputed OT reported. Crew asked contracts department to explore increase of one AB and one messman per ship.

**SEA-LAND FREEDOM** (Sea-Land Service), May 25 — Chairman W. Feil, Secretary Clare Crane, Deck Delegate John C. Noble. Treasurer reported \$295 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to make Seattle a constitutional port. Crew asked company to provide letter for unemployment when time is up per contract.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), May 12 — Chairman L. E. Watson, Secretary S. A. Goodman, Educational Director Archie Bell, Steward Delegate Michael Linus. No beefs or disputed OT reported. Crew asked contracts department to review allowing permanent members to keep jobs if they are forced to leave vessel because of illness or injury. Crew also requested investigation of unemployment pay practices of various states. Next port: Tacoma, Wash.

**SEA-LAND MARINER** (Sea-Land Service), May 19 — Chairman A. R. McCreary, Secretary P. P. Lopez, Educational Director M. E. Sabin, Deck Delegate R. E. McGonagle, Steward Delegate R. Davis. Chairman reminded all members to be onboard one hour before sailing or face being logged and fired. Treasurer announced \$97 in ship's fund for barbecues. No beefs or disputed OT reported. Steward department thanked for good food and fine work. Next port: Tacoma, Wash.

**SEA-LAND NAVIGATOR** (Sea-Land Service), May 27 — Chairman Salvatore Sbriglio, Secretary John J. Alamar, Educational Director Ralph W. Willard, Steward Delegate James Harper. Chairman noted personality problem between steward and chief engineer would be taken up with patrolman upon arrival in Long Beach, Calif. No other beefs or disputed OT reported. Crew asked company to replace case for movies, curtains in rooms and recreation room and repair or replace television. Crew also asked

that booklet be provided on each member's duty in unlicensed departments. Next ports: Oakland, Calif. and Honolulu.

**SEA-LAND PACIFIC** (Sea-Land Service), May 27 — Chairman William L. Tillman, Secretary J. S. Smith, Educational Director Steve Bigelow, Deck Delegate G. T. Johnson, Engine Delegate Cliff Akers, Steward Delegate D. Garrison. Chairman noted everything was running smoothly. He reminded crew to turn off television when leaving crew lounge and VCR needed repair. Secretary reported \$21.20 in ship's fund after spending \$226.20 on barbecue. No beefs or disputed OT reported. Crew thanked steward department for the barbecue, calling it one of best ever held on ship.

**SEA-LAND QUALITY** (Sea-Land Service), May 27 — Chairman A. C. Harrington, Secretary M. McDermott, Educational Director C. Torgersen, Deck Delegate Donald M. Hood. Chairman stated he was glad to be back after vacation. He reminded crew to stay alert to union happenings through patrolmen and union literature as new contract approaches. He thanked crew for smooth voyage and urged the members to meet their SIU financial obligations. Secretary asked members to fill out crew list in full prior to arrival in New Jersey. He thanked crew for cooperation regarding plastics disposal. Educational director asked crew to take time to watch safety videos. He noted new Seafarers LOGS and other information would come aboard at payoff. No beefs or disputed OT reported. Crew continued to express concern about stack gas problem on deck. Next port: Portsmouth, Va.

**SEA-LAND VOYAGER** (Sea-Land Service), May 27 — Chairman Dennis Brown, Secretary C. Gibson, Educational Director R. Risbeck. Chairman announced payoff will take place June 3 upon arrival in Tacoma, Wash. Educational director urged members to upgrade at Piney Point. Deck and engine delegates reported beefs and disputed OT. Steward delegate reported no beefs or disputed OT. Steward department asked contracts department why its members are denied one hour per week for room sanitary that is given to other departments. Crew thanked steward department for job well done. Next port: Tacoma.

**STONEWALL JACKSON** (Waterman), May 13 — Chairman Carl Lineberry, Secretary Charles Corrent, Educational Director F. Quebedeaux, Deck Delegate Robert Christensen, Engine Delegate James A. Tims, Steward Delegate A. J. Severe. Chairman thanked steward department for job well done. He noted it was smooth trip and asked members to donate to Seafarers LOG. He reminded crew to upgrade at Lundeberg School. He said it appeared that International Ship Management may be taking over Waterman, but he had not heard any-

thing for certain. Secretary thanked Chief Cook John Reid for his specials and sauces. He thanked steward assistants for job well done. He asked those needing new mattresses to notify him. Educational director noted all safety equipment was working thanks to crew's concern. Treasurer announced \$260 in movie fund. No beefs or disputed OT reported. Crew thanked 4-to-8 watch for keeping pantry and messhalls clean. Next port: Newport News, Va.

**THOMPSON PASS** (IOM), May 20 — Chairman Patrick E. Baker, Secretary G. F. Thomas, Educational Director J. F. Walker. Chairman said all union communications had been posted for members to read. He offered vote of thanks to steward department for fine job. Educational director reminded crew to upgrade at Piney Point. All delegates reported beef with captain not ordering standbys while vessel was in port. Crew asked that television and VCR be cleaned and tuned. Next ports: El Segundo and Long Beach, Calif.

**ULTRAMAR** (American Maritime Transport), May 13 — Chairman Reginald Watkins, Secretary C. N. Johnson, Educational Director W. C. Weekly. Chairman announced payoff May 19 in Beaumont, Texas where it will load before sailing back to Egypt. No beefs or disputed OT reported. Crew asked to keep noise down while people are sleeping. Crew sought chalk board for crew's messhall and new VCR as old one keeps breaking. Steward department thanked for a job well done. Next port: Beaumont.

**USNS CAPELLA** (IMC), May 24 — Chairman D. Martz, Educational Director R. Smith. Chairman announced payoff set for Jacksonville, Fla. where vessel will be laying up. He reminded everyone to clean rooms and turn in keys. Engine delegate reported some disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew took up collection and flowers were sent in memory of AB T. Bennett who died aboard ship while it was sailing from Pusan, South Korea to Tacoma, Wash.

**AMBASSADOR** (Crowley Maritime), June 9 — Chairman Dave Newman, Secretary C. Scott, Educational Director E. Harris, Deck Delegate A. Quinana, Engine Delegate Nathaniel Lamb, Steward Delegate Harry Clements. Chairman said all was running well aboard vessel. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for job well done.

**GUS W. DARNELL** (Ocean Shipholding), June 7 — Chairman Thomas P. Banks, Secretary R. E. Hicks, Educational Director David Dalls, Deck Delegate Arthur Saeli, Engine Delegate Arthur Baredian, Steward Delegate E. L. Hatchl. Chairman posted notice about drug testing for members leaving ship hurt or unfit for duty because of negligence. He urged members to read the Seafarers LOG and upgrade at the Lundeberg School to get ahead. No beefs or disputed OT reported. Crew asked contracts department to review decrease in seetime needed to retire. Crew reported ship would be out of food in few days. Ice machine and microwave oven need to be repaired or replaced. Crew thanked steward department for job well done. Next port: Beaufort, N.C.

**LAWRENCE H. GIANELLA** (Ocean Shipholding), June 3 — Chairman Pete Hulseborch, Secretary Richard W. Paulson, Educational Director D. Farmer, Deck Delegate Jim Hagberg, Engine Delegate Ernest Lacunza, Steward Delegate Vincent Ortez. Chairman discussed pumpman's duties on tankers but clarification from union still was needed. He announced parts for freezer had been received. He noted payoff would take place June 15. Educational director urged members to take advantage of opportunities to upgrade at Piney



**Union Chores Handled During Texas Payoff**  
Patrolman Steve Ruiz (center) from the port of Houston receives union dues from Sea-Land Atlantic crewmembers Able Seaman E.I. Bronstein (left) and Steward Assistant L. Cifuentes when the vessel docked recently in LaPorte, Texas.

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## Ships Digests

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Point. No beefs or disputed OT reported. Crew asked contracts department to review lowering of time needed for pension. Crew asked company for garbage cans for plastics. Galley gang thanked for good meals, baked goods and good job all around. Next port: Panama Canal.

**LIBERTY SUN** (Liberty Maritime), June 10 — Chairman **H. Dermody**, Secretary **F. L. Washington**, Engine Delegate **Walter Fey**, Steward Delegate **Fred Lindsey**. Chairman announced payoff in New Orleans on June 13. Secretary reminded crew to place plastics in "plastics only" cans, not in regular garbage. No beefs or disputed OT reported. Crew asked contracts department to review possibility of higher base wages. Crew was told captain refused to pay transportation for members who travelled from union hall to Reserve, La. without receipts. Crew thanked steward department for fine work. Next port: New Orleans.

**LNG ARIES** (ETC), June 3 — Chairman **Luther Myrek**, Secretary **Dana Paradise**, Educational Director **Alan Hanson**, Deck Delegate **Francis H. Smith**, Engine Delegate **Dominick Orsini**, Steward Delegate **L. E. Tefft**. Chairman said all going well since vessel left yard. Secretary asked crew's cooperation in separating bottles from cans in trash. Educational director reminded crew to upgrade at Lundeberg School. Treasurer reported \$170 in ship's fund. No beefs or disputed OT reported. Letters from union about transportation home after quitting and emergency leave were read and discussed. Crew asked to have orders ready as vessel will pass Singapore on next voyage. Next port: Nagoya, Japan.

**OMI CHAMPION** (OMI Corp.), June 10 — Chairman **C. A. Bankston**, Secretary **Pedro Sellan**, Educational Director **Patrick Coppola**. Chairman announced new contract, itinerary and repairs will be handled. He offered a vote of thanks to steward department. Secretary reported smooth sailing with great bunch of brothers and sisters. He noted better mail service and Seafarers LOG received monthly. Educational director urged members to upgrade at Piney Point and donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department not to give away any more benefits during negotiations. Next port: Belgium.

**OMI SACRAMENTO** (OMI Corp.), June 3 — Chairman **Sy Yaras**, Secretary **David W. Der**, Educational Director **Pete Vasquez**, Deck Delegate **Jack Brown**, Steward Delegate **Willie Grant**. Chairman reported ship would pay off and lay up for a short time in New Orleans. Deck delegate reported some disputed OT. No beefs or disputed OT reported by engine or steward delegates. Vote of thanks given to all departments for job being done.

**OVERSEAS ALICE** (Maritime Overseas), June 8 — Chairman **Steve Copeland**, Secretary **Eva Myers**, Educational Director **Alphonso Bombita**, Deck Delegate **Jeffrey Saxon**, Engine Delegate **Emil Gomez**, Steward Delegate **David Smith**. Chairman asked members not to wear tank tops during meals. He announced new VCR purchased. Secretary said ship would be fumigated to get rid of roach problem. Educational director reminded crew of importance to upgrade at the Lundeberg School. No beefs or disputed OT reported. Crew expressed concern about getting reliefs on time. Crew thanked steward for improving menus and all her baking. Crew reminded to keep noise down in passageways. Next port: Diego Garcia.

**OVERSEAS PHILADELPHIA** (Maritime Overseas), June 10 — Chairman **Kenneth McGregor**, Secretary **Joseph Bennett**. Chairman said ship is running without charter and he is not sure where next voyage will go. Secretary reported all is going smoothly aboard vessel. No

beefs or disputed OT reported. Crew asked for union representative to meet vessel more often than at payoffs. Crew urged contract negotiating committee to get good contract with no crew cutbacks.

**OVERSEAS WASHINGTON** (Maritime Overseas), June 3 — Chairman **G. M. Westphal**, Secretary **B. E. Fletcher**, Educational Director **H. S. Butler**, Deck Delegate **Lee Hollier**, Engine Delegate **Joseph King**, Steward Delegate **Jason Collins**. Chairman noted payoff June 4 in New Orleans. He said everything on-board was running smoothly. Secretary reported range, garbage disposal and cabinet doors need repair. He said chief engineer is interfering with work of steward department. Beefs reported by steward delegate. No beefs or disputed OT reported by deck or engine delegates. Next port: New Orleans.

**PONCE** (Puerto Rico Marine), June 3 — Chairman **Donald Wagner**, Secretary **J. Kundant**, Educational Director **E. Frederickson**, Deck Delegate **Paul Carolan**, Engine Delegate **Jay Ellis**, Steward Delegate **Pedro Sepulveda**. Chairman announced company soon will begin retilling fo'c'sles. He said all was running smoothly. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to review increase in daily maintenance and cure. Next ports: San Juan and Jacksonville, Fla.

**SEA-LAND ANCHORAGE** (Sea-Land Service), June 13 — Chairman **John B. Lundborg**, Secretary **James Wright**, Educational Director **K. Bertel**, Deck Delegate **C. Crespo**, Engine Delegate **J.**

**P. Lambert**, Steward Delegate **A. D. Gething**. Chairman reminded crew to check with patrolman at payoff. Educational director told crew safety and training tapes available in officers' lounge. Treasurer announced movie fund at \$50. No beefs or disputed OT reported. Crew asked contracts department to investigate increase in monthly pension payments. Engine Delegate **J. P. Lambert** asked crew to make donation to United Negro College Fund. Crew thanked steward department, especially Chief Cook **Aubrey Gething**, for job well done, fine chow and varied menus. All hands thanked for keeping recreation and laundry rooms clean. Next port: Tacoma, Wash.

**SEA-LAND COMMITMENT** (Sea-Land Service), June 3 — Chairman **John Roundtree**, Secretary **G. E. Sinkes**, Educational Director **Eric Bain**, Steward Delegate **Jorge Salazar**. Chairman reported nothing new happening onboard. Deck delegate reported disputed OT. Engine and steward delegates reported no beefs or disputed OT. Vote of thanks given to steward department. Next ports: Boston and Elizabeth, N.J.

**SEA-LAND DEVELOPER** (Sea-Land Service), June 9 — Chairman **C. Loveland**, Secretary **L. Lightfoot**, Educational Director **L. Brown**, Deck Delegate **Dave Atkinson**, Steward Delegate **M. Grammer**. Chairman reminded those leaving vessel when it docks in Tacoma, Wash. on June 10 to turn in room keys. He said he had heard nothing about contract negotiations. Secretary thanked deck and engine departments for keeping ship's house clean. No beefs or disputed OT reported. Crew reported volume control on stereo needed repair. Crew thanked stew-

ard department for job well done. Next port: Tacoma.

**SEA-LAND INNOVATOR** (Sea-Land Service), June 12 — Chairman **Claude J. Dockery**, Secretary **Jose M. Bayani**, Educational Director **Mathias Soldierer**, Deck Delegate **Alfred Lang**, Engine Delegate **Arthur Longuet**, Steward Delegate **D. S. Castillo**. Secretary thanked unlicensed departments for keeping crew lounge and messhall clean. No beefs or disputed OT reported. Crew asked for more communication between ship and union other than Seafarers LOG. Crew noted exercise bike and shower head need repair. Next ports: Long Beach and Oakland, Calif.

**SEA-LAND PERFORMANCE** (Sea-Land Service), June 10 — Chairman **Jim Dawson**, Secretary **Richard Worobey**. Chairman urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

**SEA-LAND TRADER** (Sea-Land Service), June 15 — Chairman **Tony Palino**, Secretary **Norman Johnson**, Educational Director **Sammie Hardin**. Chairman noted good crew aboard. He urged all members to take advantage of Piney Point. He reported electrician was denied dental care in Guam. Educational director reminded members to check Seafarers LOG for new classes at Lundeberg School. Engine delegate reported beef. No beefs or disputed OT reported by deck and steward delegates. Crew asked contracts department to study addition of one member to steward department. Crew sought new television for crew's lounge and mattresses for those who need them.

## Know Your Rights

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

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

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

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

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

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

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

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

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

all other details, the member so affected should immediately notify headquarters.

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

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

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





Steward Assistant Thomas A. Route (left) gets his next assignment from Chief Steward Morris Martin.



Chief Cook Eddy Usmany is working on a sauce for the evening meal.



The galley is spotless, thanks to Messman Nicholas Gaines.



OMU Kevin O'Donnell does his part to help keep the engine room humming.



SA Thomas Route's customized jacket shows everyone he is a merchant mariner.

## Pride Is Evident Aboard The USNS DeSteiguer



Getting ready to take in a night on the town are OMU Stephen Rougeau, AB Norman Hancock and Bosun Larry Manry.



Bosun Larry Manry (left) catches up on some union business with SIU Port Employee Raleigh Minix.

Thomas Route is very proud to be a merchant mariner. The graduate of Lundeborg School class 417 wants the world to know it.

Route, a steward assistant aboard the USNS DeSteiguer, wears his own custom-designed jacket complete with a flag patch of every nation he has visited. Embroidered on the back are the words "U.S. Merchant Marine 1987-1988 World Tour."

"I get excited visiting new places," Route told a reporter for the Seafarers LOG while the DeSteiguer was docked in San Diego recently. "Being a Seafarer is a great way to see the world and places I never thought I'd see."

Chief Steward Morris Martin said Route's pride carries over in his work. "He's an eager worker and willing to learn," the 21-year veteran said.

The galley is not the only place on the Mar Ship Company vessel where pride and determination could be found. It was evident in the deck and engine departments as well.

Bosun Larry Manry, who joined the SIU in 1962, said his crew has worked hard to get the DeSteiguer ready for sea after a layup. Throughout the ship was the smell of fresh paint. The engine room was practically spotless.

"This is a great bunch of guys to work with," Manry said. "We look forward to going out and doing our job."

The DeSteiguer is a survey vessel for the Navy. The SIU provides the unlicensed personnel for the ship.

## Lundeborg School Graduates Four Classes



**Trainee Lifeboat Class 454:** The graduates of trainee lifeboat class 454 are, from the left (back row) Michael D. Miller, William Sam Bussell, Kirk Emile Jenkins, Carl R. Turner, Frank Marchione, Scott Sims, Steve Tepper, Robert Carroll Adams Jr., Stacey Twiford, Stephanie R. Barnett and Jim Moore (instructor). From the left (front row) are DeWitt Long, Peter Luhn, Timothy Williams, Noah Jones IV, Chris Caporaso, Matthew DeNesco and Erik Bradshaw.



**Trainee Lifeboat Class 455:** The graduates of trainee lifeboat class 455 are, from the left (back row) Bob Clinton III (instructor), Jim Sannino, Matthew Dunn, Barry Hamm, Greg Barry, Jon Damphier, Abraham Norwood Jr., Robb Renyaglia, Neil R. Penafior Sr., Antonio Dougherty, Kelvin Johnson, William Reintzell, Robert Kelley, William Reiley III and Paul Erwin. From the left (front row) are Demetrius Williams, Daniel Koonce Jr., Willie Carter, John Morrison, Alice Hines, Wesley Phillips, Andelair Betties, Janet K. Lyson and Dean M. Adamson.



**Upgraders Lifeboat:** Receiving their lifeboat training certificates from the Lundeborg School are (left to right, kneeling) Stephanie Torres, Susan Poland and Christina Short. Standing are Bobby Clinton (instructor), Michael D. Johnson, Jeff Hebert, Todd Washington, Mike Moore, Mike Novak and Ron Raykowski (instructor).



**Diesel Engine Class:** Graduating members of this class receive both classroom instruction and practical hands-on training. They are, from the left (front row) Daniel Ficca, Eugene Thompson, Rosario Rolon, Gary Bernard and Les Cope. In the second row are Eric Malzkuhn (instructor), Andy DiTullio, James Zang, Robert Scott, Art Wadsworth, Darnell Mason and Kevin Hall.



# Final Departures

## DEEP SEA

### TERRY P. AUGUSTIN

Terry P. Augustin, 84, passed away May 15 at his home in Fremont, Calif. The Philippine native joined the Marine Cooks and Stewards in August 1946. Brother Augustin shipped in the steward department primarily aboard Maston vessels before retiring in October 1969, prior to the MCS merger with the SIU. He was buried May 21 in Woodlawn Memorial Park in Colma, Calif. His wife, Leonora, survives him.

### MARGARET BARNES

Margaret Barnes, 74, died March 27. She joined the Marine Cooks and Stewards in 1957. Sister Barnes sailed in the galley gang mainly aboard Matson vessels. She retired in August 1974, prior to the MCS merger with the SIU.

### STANDMORE BELL



Standmore Bell, 65, passed away July 1. Born in South Carolina, he joined the

Seafarers in November 1943 in the port of New York. Brother Bell sailed in the steward department before he started drawing his pension in December 1987.

### ANTHONY BENNETT

Anthony Bennett, 39, died in May onboard the USNS Capella. He was born in Portsmouth, Va. Brother Bennett upgraded his deck department rating to able seaman in 1988 at the Lundeberg School. He was an active member at the time of his death.

### JOSEPH BROOKE



Joseph Brooke, 72, died June 21. He joined the SIU in May 1942 in his na-

tive Philadelphia. Brother Brooke shipped in the engine department. He began collecting his pension in November 1977. He is survived by his wife, Mary.

### FRED CARTER



Fred Carter, 61, passed away May 13. He served in the Marines from

1946 to 1948. Brother Carter joined the union in October 1965 in his native Mobile, Ala. He upgraded his engine department ratings in 1974 and 1981 at the Lundeberg School. An active member at the time of his death, Brother Carter is survived by his wife, Lucile.

### WILLIAM CHANDLER

William Chandler, 83, died June 18. The steward department veteran was a charter member of the Seafarers, having come onboard in November 1938 in the port of Mobile, Ala. Brother Chandler retired in January 1972. His wife, Lois, survives him.

### JAMES DEMETRIOS

James Demetrios, 62, passed away January 24. The deck department veteran was born in New York City. He joined the SIU in August 1964 in the port of New York. Brother Demetrios began drawing his pension in March 1988. He is survived by his wife, Carmen.

### LARGIO FIGUEROA



Largio Figueroa, 59, died May 4. A native of Puerto Rico, he joined the

Marine Cooks and Stewards in March 1976, prior to the union's merger with the SIU. Brother Figueroa was an active member of the galley gang when he died.

### HOMER FRAZIER



Homer Frazier, 71, passed away April 10. He was born in

Worth County, Ga. and joined the Seafarers in August 1966 in the port of New Orleans. Brother Frazier upgraded his engine rating to QMED in 1973 at the Lundeberg School. He started drawing his pension in December 1983.

### PAUL LATTIK

Paul Lattik, 70, died June 23. The Baltimore native joined the union in November 1970 in the port of New York. The black gang member upgraded his ratings in 1975 and 1978 at the Lundeberg School. Brother Lattik, who retired in July 1986, is survived by his wife, Eunice.

### DUANE LAUDE

Duane Laude, 60, passed away May 9. After serving in the Navy from 1947 to 1951, the Buffalo, N.Y. native joined the Marine Cooks and Stewards in October 1972, prior to its merger with the SIU. Brother Laude started collecting his pension in February 1985.

### JOSEPH LONG



Joseph Long, 83, died May 24. He was born in Ocran, Va. After joining

the union in October 1951 in the port of Baltimore, he began his steward department career on Waterman vessels. Brother

Long began drawing his pension in March 1975.

### JAMES V. McCLANTOC



James V. McClantoc, 68, passed away June 6. The Mag-

nolia Springs, Ala. native served in the Navy from 1942 to 1945. He joined the Seafarers in March 1946 in the port of Mobile, Ala. Brother McClantoc sailed in the deck department aboard Falcon Carriers and Cities Services vessels. He retired to Foley, Ala. in October 1978. His wife, Virgie, survives him.

### GEORGE MAY



George May, 52, died June 14. Born in Canada, he graduated in Novem-

ber 1959 from the Andrew Furuseth Training School in New York. The deck department veteran's daughter, Sharon, was a recipient of a Seafarers' scholarship in 1986. Brother May was an active member at the time of his death.

### DONALD MURRAY

Donald Murray, 63, passed away June 25. A native of Pennsylvania, he joined the SIU in June 1968 in the port of Detroit. Brother Murray worked in the engine department before retiring in June 1987.

### JAMES OEHLERSLAGER

James Oehlenslager, 64, died June 25. The New York City native joined the union in July 1944 in the port of Philadelphia. He was a member of the engine department. Brother Oehlenslager started collecting his pension in June 1987.

### FREDERICK A. PEHLER



Frederick A. Pehler, 63, passed away June 1. He was born in

Washington, Iowa. Brother Pehler joined the Seafarers in May 1947 in the port of Norfolk, Va. He became a recertified bosun in 1974 at the Lundeberg School. Brother Pehler was an active member at the time of his death.

### NORBERT PRUSZKA



Norbert Pruska, 68, died April 2. A native of Milwaukee, he joined the

SIU in August 1943 in the port of New York. Brother Pruska

worked in the black gang before he started drawing his pension in January 1982.

### AUGUSTINE RODRIGUEZ

Augustine Rodriguez, 81, passed away May 30. Born in Puerto Rico, he joined the Seafarers in April 1944 in the port of New York. Brother Rodriguez shipped in the deck department. He started collecting his pension in June 1971.

### PHILIP SALINO

Philip Salino, 89, died June 11. The Philippines native joined the SIU in October 1943 in the port of New York. Brother Salino sailed in the deck department. He retired in January 1967 and is survived by his wife, Marie.

### CLOFUS SULLIVAN



Clofus Sullivan, 38, passed away March 23. Born in San Saba,

Texas, he graduated in January 1969 from the Andrew Furuseth Training School in New Orleans. His black gang career was interrupted by service in the Army from 1971 to 1972. Brother Sullivan upgraded to QMED in 1974 from the Lundeberg School. He sailed from the port of Jacksonville, Fla. at the time of his death.

### FOO HSING TUNG



Foo Hsing Tung, 82, died November 29, 1989. The native of

China joined the union in March 1957 in the port of New Orleans. Brother Tung sailed in the deck department prior to his retirement in March 1972.

### WILLARD VERZONE



Willard Verzone, 38, passed away April 2. He was born in

Mobile, Ala. He graduated in May 1968 from the Andrew Furuseth Training School in New Orleans before serving in the Army from 1970 to 1971. Brother Verzone upgraded his engine department rating in 1973 and became a QMED in 1982 at the Lundeberg School. He was an active member when he died. His wife, Nancy, survives him.

### JOSEPH WARFIELD

Joseph Warfield, 65, died May 18. The steward department veteran was born in Louisiana. He joined the Seafarers in February 1945 in the port of New Orleans. Brother Warfield started drawing his pension in

October 1985. He is survived by his wife, Evelyn.

### BRUCE WEBB



Bruce Webb, 79, died May 3. The Georgia native joined the

SIU in August 1951 in Tampa, Fla. Brother Webb sailed in the galley gang. He began collecting his pension in March 1971.

## INLAND

### WILLIAM H. BOWMAN

William H. Bowman, 81, died May 14. Born in Portland, Maine, he joined the union in Galveston, Texas in May 1951. Boatman Bowman began in the deep sea division but switched to inland early in his engine department career. He retired in February 1974.

### GEORGE T. DAVIS

George T. Davis, 86, passed away April 17. He was born in Houma, La. and joined the Seafarers in May 1961 in the port of New Orleans. Boatman Davis worked as a tugboat captain before retiring in November 1972.

### DAVID T. WILLIAMS



David T. Williams, 75, died May 8. A native of North Carolina, he joined the

union in June 1961 in the port of Philadelphia. Boatman Williams worked in the deck department for Curtis Bay Towing before retiring in January 1975. He is survived by his wife, Sarah.

## GREAT LAKES

### FREDERICK J. GRANT



Frederick J. Grant, 79, died May 9. He was born in St. Ignace,

Mich. Brother Grant joined the Seafarers in April 1961 in the port of Detroit. He started collecting his pension in April 1973.

### DARRELL WELLS

Darrell Wells, 84, died June 30. The Illinois native joined the SIU in July 1960 in the port of Detroit. Brother Wells began drawing his pension in August 1970.

## RAILROAD MARINE

### ORRIAN S. MCKAIN

Orrian S. McKain, 71, passed away June 30. Born in Jersey City, N.J., he joined the SIU in December 1959 in the port of New York. Brother McKain worked for the Pennsylvania Railroad before retiring in August 1970.



## Sea Story

by Peter Salvo,  
SIU Retiree

After 13 years at sea and more than 25 ships going from 1942 to 1955, I would not have traded my life as an SIU seaman for all the rice in China. There was adventure, excitement and humor that Hollywood and T.V. have yet to explore. Here is one of those events:

It was the summer of 1943 and we were leaving Santos, Brazil while aboard the Liberty Ship SS Joseph Wheeler with another Liberty Ship and no escort. A few miles out to sea, a German sub was waiting for us, the other ship was hit, but we escaped back to port.



Word spread fast that an American ship was sunk. The natives of Santos, seeing us return, thought we were the survivors and they gave us a large party. We had a ball, eating their food, drinking their liquor and entertaining their daughters!

But the next day the real survivors came ashore and we had a lot of explaining to do to the natives of Santos as we were running toward our ship.

On the next voyage, the SS Joseph Wheeler was one of 15 Allied ships sunk at Bari, Italy. There was a heavy loss of life when a German plane dropped tin foil over the harbor, knocking out the radar system and allowing their bombers a field day. We referred to this event as the "Pearl Harbor of Europe." 'Til this day, our losses have never been told.

Then, while aboard the Liberty Ship SS Josiah Bartlett, we made the invasion of Saint Raphael, France. Our ship was loaded with ammunition and drums of high octane gasoline were on our deck. Every ship in our group was firing overhead at a German plane. A battleship in front of us was firing broadside with 16 inch guns.

With all this excitement my attention was distracted by a crew-member singing out loud in the galley. He was known as "Charlie of Brooklyn."

Those of us aboard this ship will remember that after four trips to South Africa, the natives were calling me "Jungle Pete" from Capetown to Durban. I left my leopard skin diaper behind and joined the Victory Ship SS Queens Victory because they needed some wild men! We were bound for Shanghai, China in December 1948 to pick up special cargo, which

was American missionaries. Some of our men were brutally beaten up by shoreside thugs. But we accomplished our mission, taking them to Hong Kong.

My last voyage was on the SS Steel King in 1955. We were shelled at the Saigon, Indochina dock for 10 days. We even lost a cup of coffee I was holding. More confusing, however, were the dancing girls of Saigon who said, "We like Americans."

And above all, how can I forget the voyage to Iran aboard the ghost ship, SS Aedanus Burke, that I wrote about earlier.

Then we were recognized on January 19, 1988 and many of us became World War II veterans. My only beef is that I did not receive the Good Conduct Medal. I wonder why?

*(The Seafarers LOG welcomes the sea stories told by union members and retirees. To publish such a piece in the Seafarers LOG, send the story to the Editor, Seafarers LOG; 5201 Auth Way; Camp Springs, Maryland 20746.)*



Deploying a boom quickly and safely into the water is one of the many techniques covered in the Oil Spill Prevention and Containment course.

## Space Still Available In Oil Spill Courses

There still is time to register for one of the four remaining oil spill prevention and containment

courses available at the Seafarers Harry Lundeberg School of Seamanship.

The one-week session gives students both classroom and hands-on experience in preventing, harnessing and cleaning an oil spill. The Lundeberg School was the first union training facility to offer such a course which met an industry request following the March 1989 Exxon Valdez accident in Alaska.

The classroom instruction includes learning about different types of oils and how they react when mixed with water. Students learn about the many pollution prevention regulations from other countries. They also analyze the various ways to prevent a spill through piping systems, tank hoses and other means. Finally, the students practice containing a mock spill in the waters around the Lundeberg School.

Each student individually prepares a detailed proposal on how to fight an oil spill.

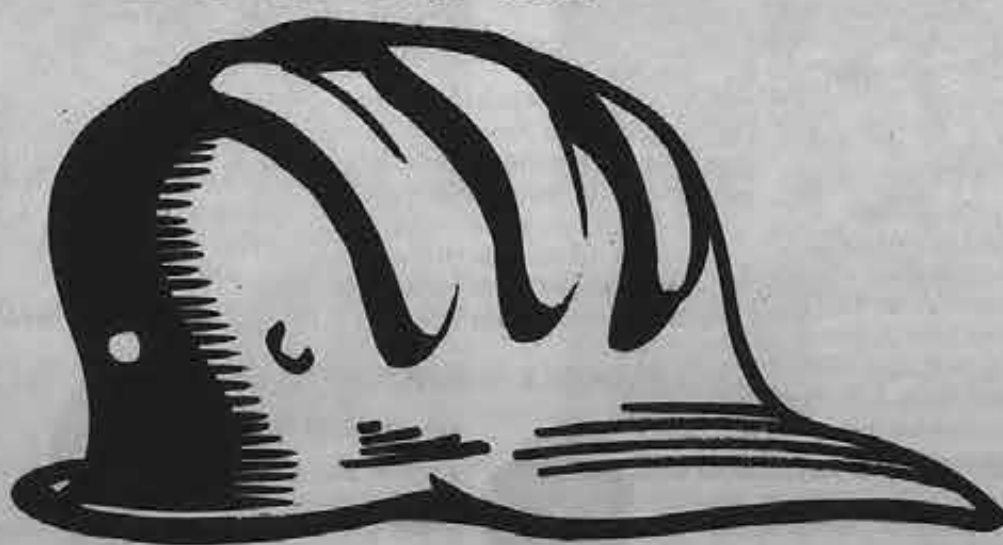
The course is mandatory for any SIU member upgrading to able bodied seaman and fireman, oiler and watertender. For more information, contact any union hall agent or the admissions office of the Lundeberg School at (301) 994-0010.

The oil prevention and containment course was instituted last fall after the Lundeberg School received approval for the course from the appropriate U.S. government agencies.

OLD SAILORS NEVER DIE  
THEY JUST GET A LITTLE DINGHY



# Use your head



## wear a hard hat



"Use your head!" reminds people to stay alert and pay attention to what is happening around them.

This is particularly true at sea. Crewmembers never know when a vessel may pitch or roll. Something could become dislodged and strike a Seafarer on the head. That's why hard hats are required in most places on vessels.

Hard hats could deflect a can, line, tool or anything else that may cause serious harm to you. Such an injury means not only down time for you but also extra work for your shipmates as they have to pick up your slack. Remember to wear hard hats when required, because a hardhat is stronger and smarter than a hard head.

AN SIU SHIP IS A  SAFE SHIP

Lets keep it that way!



## 1990 UPGRADING COURSE SCHEDULE

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

August-December 1990

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

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

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

### Deck Upgrading Courses

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

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

Lifeboatman	August 6 September 3 October 1 October 29 November 26 December 24	August 17 September 14 October 12 November 9 December 7 January 4
Ship Handling	August 27 October 8 December 3	September 7 October 19 December 14
Radar Observer Unlimited	August 20 October 1 November 26	August 24 October 5 November 30
Third Mate Limited License	August 6 September 17	November 16 November 23

Upon completion the Sealift Operations course must be taken.

### Steward Upgrading Courses

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

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

### Oil Spill Course

Oil Spill Prevention & Containment (1 week)	September 3 October 1 October 29 December 10	September 7 October 5 November 2 December 14
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Upon completion the Sealift Operations course must be taken.

### SHLSS College Program Schedule for 1990

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

### Recertification Programs

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

### Engine Upgrading Courses

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

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

Pumproom Maintenance & Operations	August 20 October 29	September 28 December 7
Marine Electrical Maintenance	October 1	November 23
Diesel Engine Technology	October 1	October 26
Refrigeration Maint. & Operations	August 20	September 28
Hydraulics	October 1	October 26

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

### 1990 Adult Education Schedule

The Adult Education courses listed are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	October 29	December 8
Adult Basic Education (ABE)	October 29	December 7
English as a Second Language (ESL)	September 10 October 29	October 19 December 7
Developmental Studies	September 10	September 14
ABE/ESL Lifeboat Preparation Course	August 13 October 8	August 31 October 16

### Lundberg School Self Study Courses

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

Please send the materials checked below:

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

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Telephone ( ) \_\_\_\_\_  
Social Security # \_\_\_\_\_

Cut out this coupon and mail to:

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

### 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 Lundberg 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** **DATE** **DATE OF**  
**HELD** **SHIPPED** **DISCHARGE**

**SIGNATURE** **DATE**

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

#### DECK

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

#### ENGINE

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

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

#### STEWARD

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

#### ALL DEPARTMENTS

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

#### ADULT EDUCATION DEPARTMENT

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

#### COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

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



## Teamwork Wins Top Safety Award For American Steamship Seafarers

H. Lee White crewmembers, who were a key ingredient in the ship's record of 700,000 consecutive accident-free hours, were on hand to receive recognition from the maritime industry at an annual awards ceremony.

The self-unloader, operated by American Steamship Company (ASC), was presented the Marine Section of the National Safety Council's first place safety award for having no crewmember lose a full turn at watch in a two-year period. Attending the Annual Safety Awards Luncheon, cosponsored by the American Institute of Merchant Shipping (AIMS) and the Marine Section of the National Safety Council (NSC), were three representatives of the H. Lee White's unlicensed crew and three licensed officers.

While most companies had only shoreside officials and masters in attendance, American Steamship's contingent included crewmembers. SIU men in attendance were Conveyorman **Lou Landreville**, Second Cook **Gus Kuhl** and AB **Jeff Johnson**.

The ship's officers, who are members of District 2 Marine Engineers Beneficial Association, were represented by Captain **Pete Jimerson**, Chief Engineer **Duke Buelteman** and First Assistant **Jim Bertrand**.

Second Cook **Gus Kuhl** commended the company for bringing crewmembers to the awards luncheon. "It is very nice for us to be here," he said referring to the six H. Lee White crewmembers. "I've never heard of a company sending crewmembers to this before."

ASC's vice president of employee relations, **David Shultz**, who also was in attendance at the luncheon, said it made sense to have both crewmembers and company representatives on hand for the awards ceremony. "Safety is a team effort," he said. "The company has to lay the groundwork and prepare, and the crewmembers have to carry it all out."

**Jeff Johnson**, an AB on the White who has spent 13 years with the SIU on the Lakes, noted "the credit for our safety record goes to the entire crew." (See box for names of H. Lee White crewmembers.) When asked how the vessel remained accident-free, **Johnson** said, "It's just part of our job to work safely."

"We also have safety meeting every month," said Conveyorman **Lou Landreville**, a 33-year veteran of Lakes shipping. When asked what the key is to a safe ship, **Landreville** said a crewmember

should "get all the training possible, work carefully, make sure you know what you are doing before you begin and clean up all oil spills."

**Kuhl**, who has been sailing on ASC vessels since 1977, added, "In the galley, we're careful and we clean up everything right away. We don't leave anything for later," **Kuhl** explained. "But most important is the teamwork of the crew. We all work together," he said.

Courses at the union's **Lundberg School** have played a role in raising the safety consciousness of crewmembers aboard the White. **Kuhl** attended the school's cook and baker program in 1985 and took firefighting while there. **Johnson** took the AB course at **Piney Point**, including lifeboat training.



AB Jeff Johnson, right, accepts the first place Ship Safety Achievement Award on behalf of American Steamship Co.



Attending the Annual Safety Awards Luncheon are (back row, left to right) Chief Engineer **Ken Buelteman**, ASC Vice President of Employee Relations **David Shultz**, ASC Director of Health and Safety **Tom Anderson**, Conveyorman **Lucien Landreville**; (front row, left to right) Captain **Pete Jimerson**, First Assistant **Jim Bertrand**, Second Cook **Gus Kuhl** and AB **Jeff Johnson**.

### Honor Roll of H. Lee White Crewmembers

The following seamen make up the regular crew of the H. Lee White. The vessel was awarded first place among the Ship Safety Achievement Awards issued by the Marine Section of the National Safety Council and the American Institute for Merchant Shipping.

**Gordon Jimerson**, Captain  
**Frank Mogush**, First Mate  
**Steve Draper**, Second Mate  
**Louis Shultz**, Third Mate  
**Doug Winfield**, Third Mate  
**David Bartlett**, Steward  
**Richard Perry**, Bosun  
**Lewis Diehl**, Wheelman  
**Jerry Nowak**, Wheelman  
**Russell Brown**, Wheelman  
**Duane Witt**, Watchman  
**Carl Lints**, Watchman  
**Jeffrey Johnson**, Watchman  
**Hussain Said**, Deckhand  
**David Akerstrom**, Deckhand  
**Ken Buelteman**, Chief Engineer  
**Leonard Arrowood**, Chief Engineer

**Darryl Bertrand Jr.**, First Assistant Engineer  
**Neil Wonderchek**, First Assistant Engineer  
**Robert Kasbohm**, Second Assistant Engineer  
**Rick Barthull**, Second Assistant Engineer  
**Scott Stoeger**, Third Assistant Engineer  
**Lucien Landreville**, Conveyorman  
**Salf Shajira**, Gateman  
**Robert Brooks**, QMED  
**Carl Huffman**, QMED  
**Francis Lawrence**, QMED  
**Donald Dandrea**, Wiper  
**Augustin Kuhl**, Second Cook  
**Abdol Mohssen**, Porter

### Other SIU-Crewed Vessels Cited By AIMS and NSC For Good Safety Records

Receiving Jones F. Devlin Awards for operating without an accident for two years or more:

American Steamship Company  
Chevron Shipping Company  
Dixie Carriers Inc.  
Maritans Operating Partners L.P.

Receiving Citations of Merit for outstanding feats of heroism or rescues:

**Energy Transportation Corporation**—LNG Gemini for a November 20, 1989 response to an SOS from a sinking vessel. Despite severe weather conditions, the LNG Gemini crew carried out a search for five missing crewmembers of a Panamanian-flag vessel.

**Maritime Overseas Corporation**—The crew of the Overseas Vivian on April 20, 1989 rescued 109 Vietnamese refugees on a small craft adrift in the South China Sea.

## Help Locate This Missing Child

The National Center for Missing and Exploited Children has forwarded to the Seafarers LOG information on the abduction of 9-year-old **Jeremy James Grice**.

For the past year, the Seafarers LOG has published photos of young people who the National Center reports as missing. The organization attempts to assist the families of missing children by encouraging organizations to distribute photos of the young people.

**Jeremy James Grice** was abducted by an unknown individual on November 22, 1985 near his home in North Augusta, S.C. when



Jeremy James Grice

he was five years old, four feet tall and weighed 40 pounds. That morning, around 8:15, a neighbor saw **Jeremy** standing by a mailbox, wearing no shoes. **Jeremy's** mother became aware of her son's disappearance around 10:00 the same morning.

Anyone with information on the whereabouts of the blonde, hazel-eyed young man should contact the National Center for Missing and Exploited Children at (800)843-5678 or the Aiken County Sheriff's Department at (803)648-9581 or (803)649-5563. In addition, any local FBI office can be called about the case.