

SEAFARERS LOG

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SIU Fishermen Rally To Save U.S. Industry

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antial contingent of SIU fishermen join commercial fishermen near and far to protest the rash of government regula-

tions strangling the industry and penalizing those who earn their livelihoods on the sea. Several in Congress listened. Page 3.

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The First 40 Years — A Review of the SIU's Training Program

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PAUL HALL CENTER
FOR MARITIME TRAINING AND EDUCATION

- LUNDEBERG SCHOOL OF SEAMANSHIP
- MARITIME LIBRARY AND MUSEUM

President's Report

A Winning Formula

Anniversaries provide us with an opportunity to review where we have been and to look ahead to where we are going. In this issue of the Seafarers LOG we look at the union's education program—from when it was first set in motion 40 years ago in 1952 to the highly sophisticated training operation of today which is based in Piney Point, Md. In fact, it was 25 years ago, in 1967, that the Seafarers purchased the Piney Point facility with which all Seafarers are familiar.



Michael Sacco

Whether it was at the Andrew Furuseth Training School, as it originally was named, or the Harry Lundberg School of Seamanship, as it was renamed in 1965, the Seafarers education program has provided this nation with qualified, highly skilled seafaring personnel.

At the same time, it has given our membership a continuing opportunity to increase their earning power and job security.

The Seafarers training program has assisted national sealift efforts, from the Korean conflict to Operation Desert Shield/Desert Storm, by preparing hundreds of individuals to go to sea to meet the breakout of scores of ships serving the nation's security needs. The Seafarers training program has ensured that SIU members are fully aware of and able to work with new shipboard technology.

Just as the needs of the industry and the ship operator have changed, so has the curriculum of the union's school. The Seafarers education program was born during the Korean conflict, when the need for seamen was high and hundreds of mariners had to be trained and shipped quickly and efficiently. During the Vietnam crisis, when a shortage of shipboard officers threatened the nation's sealift effort, the union's school, in conjunction with District 2 MEBA, assisted hundreds of Seafarers to prepare for their Coast Guard tests to obtain engine and deck licenses. As a result, many military officers of the time hailed the performance of the school in helping keep the nation's sealift operation going.

In the '70s, when U.S.-flag LNG ships were being built, the Harry Lundberg School was training Seafarers in the properties of LNG, the handling of the substance and in all aspects of operating an LNG-carrying ship. Example after example can be cited as to how the Seafarers training program prepared seamen for changes in the industry, and this is covered elsewhere in the paper. In each case, the union has worked to provide the American shipping industry with the best trained workforce possible and has advanced the job security of Seafarers.

The Future Holds Opportunities

That is why, after looking back, when I look ahead I see many opportunities for Seafarers. I see those opportunities because the SIU is ready. Through our school and our training program, we can meet any of the needs of our industry—whether it is training in oil spill prevention and containment, or in sealift operations critical to the U.S. military's operations that have been contracted to the private sector, or in hotel and food service skills that are key to a cruise ship company.

The winning formula of providing the most highly skilled seamen in the world to our contracted companies and providing a vehicle to the seaman to become the best that he or she can be, has seen this union and its members through many rough storms that have hit the American merchant marine. It also has prepared us for the booming times; when national policy, national will or national security needs have caused a surge in shipping.

A final note. This month, the union and Seafarers at sea observe a holiday on the anniversary of the birth of Paul Hall, who headed the Seafarers from 1947 until his death in 1980. Last year the complex embodying the Lundberg School at Piney Point, Md. was named the Paul Hall Center for Maritime Training and Education in his honor as he was a vigorous advocate of educational opportunities for Seafarers who would serve as skilled crews, second to none, on American ships in times of peace and war. Not only did Paul Hall have the vision to found the Lundberg School, but he had the drive to make it a reality.

DOT Ship Plan Bill Is Before House, Senate

The maritime reform initiative proposed by Secretary of Transportation Andrew H. Card Jr. has been introduced to Congress in the form of a House bill and a Senate bill.

On July 21, Representative Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee, submitted the administration's package to his colleagues in the form of H.R. 5627, known as the "Maritime Reform Act of 1992." Joining Rep. Jones in moving the bill were Congressmen Robert W. Davis (R-Mich.), Jack Fields (R-Texas) and Norman F. Lent (R-N.Y.), the ranking minority member of the House Merchant Marine and Fisheries Committee.

Contingency Retainer Program

Two days later, Senator John Breaux (D-La.), who heads the Senate entity concerned with maritime issues—the Subcommittee on Merchant Marine of the Commerce Committee—introduced a similar bill, S. 3047. Senator Trent Lott (R-Miss.), the ranking minority member of the subcommittee, joined Breaux in moving the legislation.

Both pieces of legislation reflect the administration's recommendations designed to enhance the competitiveness of U.S. shipping in the

world trades, which were unveiled by Secretary Card at a Senate Subcommittee on Merchant Marine hearing in June.

Included in Card's comprehensive plan are measures to assist U.S. ship operators to acquire new tonnage as well as a contingency retainer program which would provide up to 74 commercial but militarily useful U.S.-flag vessels with government payments not to exceed \$2.5 million per ship for 1994 and 1995 and not to exceed \$2.33 million in 1996. The legislation proposes that in 1997 the payment per ship not exceed \$2.16 million, in 1998 \$1.99 million, in 1999 \$1.82 million and in 2000 \$1.6 million. The payments would be made at the beginning of each month in equal installments.

Card, in submitting the proposed legislation, noted in a letter to Speaker of the House Thomas S. Foley (D-Wash.), that the contingency retainer program differs from the operating differential subsidy (ODS) program now in place. The contingency retainer program envisioned by the administration is not based on wages. Additionally, operators will be able to acquire vessels worldwide and will be able to operate their ships

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Eight Ship Union Officers Concur With Thrust of DOT Maritime Plan

Welcoming the administration's maritime policy reform initiative introduced in the form of a bill to the House by Congressman Walter B. Jones and to the Senate by Senator John Breaux, the presidents of eight unions representing maritime labor called for its speedy enactment.

The union presidents, representing both shipboard and dock workers, said in testimony submitted July 24 to the House Subcommittee on Merchant Marine that H.R. 5627, as the administration's proposals in legislative form have been named, will increase the number of U.S.-flag ships and thereby expand employment opportunities for American maritime workers in all segments of the industry—shipboard, shoreside, and ship construction and repair.

'Full Force of Contract'

The joint statement—signed by Dave Arian, International Longshoremen's and Warehousemen's Union; John Bowers, International Longshoremen's Association; Timothy A. Brown, International Organization of Masters, Mates & Pilots; Henry Disley, Marine Firemen's Union; Gunnar Lundberg, Sailors' Union of the Pacific; Raymond T. McKay, American Maritime Officers, District 2 MEBA; Michael Sacco, Seafarers International Union; and Gordon M. Ward, District No. 1 - Pacific Coast District, MEBA—hailed the administration's reaffirmation of the nation's cabotage laws and cargo preference program.

The union presidents supported the bill's provisions that allow

American ship operators to secure new vessels and the contingency retainer program. Their statement noted that the agreements made under such a program should have "the full force of a contract between the government and the operator." The importance of this is that "the operator will know payments will be made for each year covered by the agreement."

Mutual Objectives Advanced

Proposals "to revise vessel acquisition, operation and tax policies so that United States ships are treated more like those of their foreign competitors, without sacrificing important American environmental, economic and defense objectives" also are welcomed, said the union president's statement.

Citing the increase in domestic construction of vessels for the coastwise and non-contiguous trades due to availability of capital construction fund monies as called for in the legislation and other benefits to the U.S. shipbuilding industry and its workers contained in the legislative package, the union officials' statement added, "We are extremely pleased the administration's proposal strongly reaffirms its commitment to end excessive foreign subsidies which adversely affect American shipyards."

In a reference to the opposition to the administration's bill which has been raised by some quarters of the shipbuilding industry, the eight presidents said, "We must not allow a disagreement over the means to

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SIU Members to Crew Reflagged LASH Vessel

Seafarer-Contracted Companies Win 7 of 10 Military Sealift Command Ship Charters

A vessel that will be transferred to U.S. registry in the near future will be crewed by Seafarers. The ship, now known as the Atlantic Forest, will be purchased and operated by SIU-contracted Waterman Steamship Corporation in behalf of the U.S. Navy's Military Sealift Command (MSC).

The reflagging of the lighter-aboard-ship (LASH) Atlantic Forest and its charter by MSC, as well as the award of contracts to nine other vessels by the agency, was announced on July 27. Of those nine ships, six will be operated by Seafarer-contracted companies.

The 10 MSC ship charter contracts total more than \$420 million to seven U.S. companies. All of the charters issued by the agency, which manages ocean transportation for the Department of Defense, are for 17 months with two 17-month renewal options.

The charters represent MSC's ongoing effort to preposition military materiel in strategic sea locations in order to provide an efficient means for a rapid response in support of



The 83-barge capacity vessel, the Atlantic Forest, will be purchased and operated by SIU-contracted Waterman Steamship Corp. and is scheduled to begin a long term charter with MSC. The foreign-flag ship will be transferred to U.S. registry.

America's armed forces in the event of a war, conflict or national emergency.

The chartering of the vessels expands the military's prepositioning program as called for in a congress-

sionally-mandated mobility requirements study. Released earlier this year, the study analyzed the U.S. military's sea, air and land transportation capabilities as they existed during Operation Desert Shield/Desert Storm and as they may be needed in future conflicts.

Vessels currently crewed by Seafarers were among those named in the awards. The chartering of these

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Government Actions Leading to Extinction Of U.S. Fishing Industry, Warn Fishermen

More than 200 commercial fishermen from across the country—including representatives from the SIU port of New Bedford, Mass. as well as the SIUNA-affiliated Fishermen's Union of America based in California and the Alaska Fishermen's Union—gave up a day of work to protest government actions that have increased their out-of-pocket costs while reducing their catches and thereby their income.

Chanting "Read our lips: no more regs!" and wearing t-shirts asking if America's fishermen are an endangered species, the fishermen and their families let the elected officials of Congress know the concerns of the industry in a mid-day rally in front of the U.S. Capitol building in Washington, D.C. on July 21.

Joe Brannin, a commercial fisherman and a member of the Belford (N.J.) Seafood Cooperative who was instrumental in organizing the day's events, stated to the cheers of his fellow fishermen in the rally, "We're not here to listen to these people [legislators and federal officials]. We're here so they will listen to us."

Besides organizing the rally, the commercial fishermen set up meet-

ings with their elected representatives and heard from congressmen who share their concerns in a morning session.

"I've represented fishermen for many years from my district in Brooklyn," Representative Stephen Solarz (D-N.Y.) said before the gathering. "I am here to help you and your cause."

Representative Jack Reed (D-R.I.) told the group he was glad they came to Washington "to let others know what we already know—that the commercial fishing industry must be saved." Representative William Hughes (D-N.J.) added, "My door is open. I will do what I can to help you."

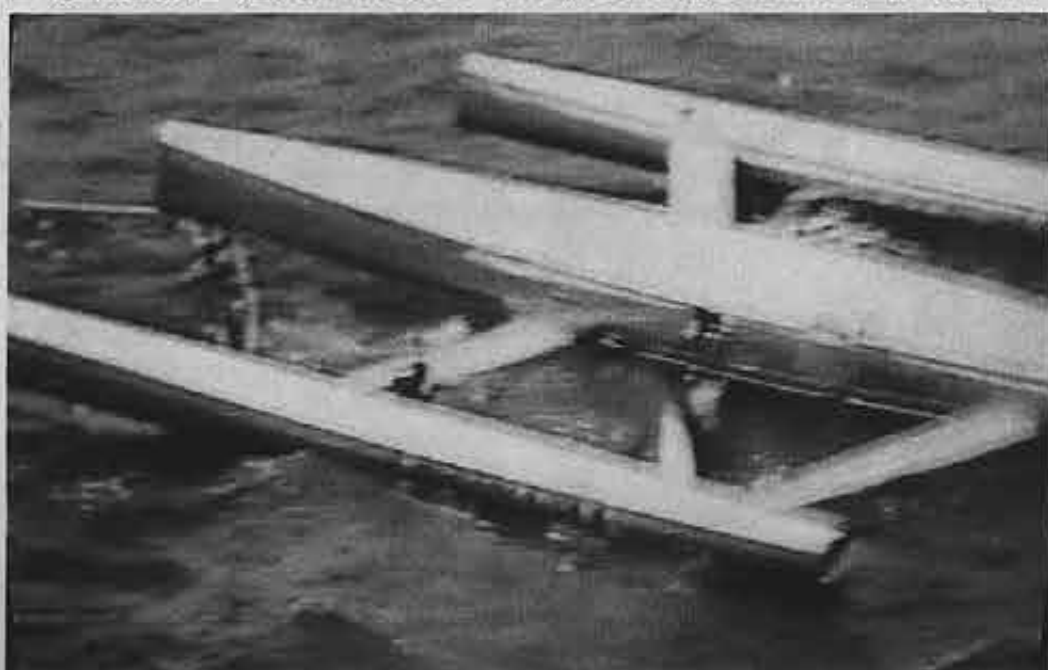
Speaking for Representative Gerry Studds (D-Mass), who chairs the House Fisheries and Wildlife Conservation and the Environment Subcommittee, was former commercial fisherman and Studds staff member Jeff Pike.

He told the group his background as a fisherman and his experience in Washington, D.C. formed his belief that fishermen must organize nationally to gain recognition and to educate policy makers on the importance

of the industry and their work. Pike added, "Look at the fishermen in

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Faust Saves Yachtswoman



QMED Kevin M. Martin captured the rescue efforts of the Faust crew on videotape. Above, the stranded yachtswoman surfaces in the midst of her capsized trimaran.

Seafarers aboard the MV Faust braved high winds and rough seas to help rescue a French yachtswoman whose 60-foot sailing trimaran—worth \$1.8 million—had capsized 720 miles east of Cape Cod, Mass. on June 16.

AB Gerry Garrity and QMED Glen Benoit were part of the five-man lifeboat crew which pulled Florence Arthaud from a life raft next to the hull of the Pierre I. Chief Mate Steve Kayser, Third Mate Jim Siegfried and Second Engineer Tim O'Loughlin also manned the Faust's lifeboat in 10-meter seas and 30-knot winds.

Siegfried suffered bruised ribs and bumps to the head while securing the lifeboat, but he was not seriously hurt

and no one else was injured.

Arthaud, well-known in European yachting circles, had been competing in a trans-Atlantic, single-handed race from the United Kingdom to Plymouth, R.I. She said she was making 26 knots when Pierre I somersaulted after hitting a pontoon that was buried under a wave.

Arthaud was knocked unconscious for several minutes, but the Emergency Position Indicating Radio Beacon (EPIRB) aboard her vessel automatically engaged when it capsized. The Coast Guard in New York picked up the signal and then used another high-tech search and rescue tool (the Automated Mutual

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SIU fisherman Armando Estrella (right) explains to Senator Edward Kennedy the problems he and others have in acquiring loans to purchase required safety gear.

Storms Don't Keep Presque Isle Crew from Completing Its Tasks



Porter Jim Beaudry wipes a dish as he cleans up after dinner.



Gateman Jeff Frankovich climbs down the ladder to the tunnel.

The afternoon sky to the north and west is getting darker and darker as Lake Erie whips up a major thunderstorm to bash the Cleveland harbor area. Tied up at the ore dock west of the city is the SIU-contracted Presque Isle, offloading iron ore pellets to be used for the manufacturing of steel.

Bosun William Root issues the orders to his crew to secure the deck for the storm. "I really don't have to say much," Root tells a visiting reporter from the Seafarers LOG. "They know what has to be done to make sure the ship is safe." Crewmembers don foul-weather gear and scurry about the Litton Corporation vessel inspecting it for any items that could be blown about in the storm.

Below deck, operations continue to empty the holds. Gatemen Tim Johnston, Jim Vogan and Jeff Frankovich all keep an eye on the

offloading and keep the belts moving at peak efficiency. The noise of the self-unloader drowns out the thunder and pelting rain above. None of the members below even knows the storm has hit.

In the engineroom, crewmembers work with the engineers to fix any problems that occurred during the voyage from the Twin Harbors region of Duluth, Minn./Superior, Wis. Oil is checked, parts are inspected and the engines are wiped down before the next voyage gets underway.

Finally, the steward department cleans the galley after dinner is finished. Porter Jim Beaudry cleans the last of the dishes and checks the amount of coffee in the urns before he can get some shore time.

The Presque Isle, weather permitting, is scheduled to leave in a few hours.



Checking operations in the engineroom of the Presque Isle is Wiper John Norick.



Gateman Jim Vogan stands ready to assist during offloading.



Moving to his next assignment in the tunnel is Gateman Tim Johnston.



Keeping an eye on the gangway ladder is AB Irv Arseneau.



Waiting for a shipboard union meeting to start is AB Francisco Insua.



Presque Isle AB Albin Filerski catches up on union news in the Seafarers LOG.



Bosun William Root leaves the galley to return to the deck.



Wiper Walter Sipper listens to orders for his next job.

The Real Ted Tolentino



An incorrect photo of Bosun Ted Tolentino was used on page 20 of last month's Seafarers LOG. The person at right in above photo is actually AB Eugenio Oya. At left is Ted Tolentino.

Gauntlet Crew Rescues Fishermen Adrift for 21 Days

Sharp eyes by Captain Elijah Seals and fast work by the rest of the SIU crew of the Crowley tugboat Gauntlet helped save the lives of three men who had been adrift in the Caribbean Sea for 21 days. Seals provided the Seafarers LOG with a written account of the rescue.

The Gauntlet, towing the barge Miami, was making its regular run to San Juan from Jacksonville, Fla. when the captain spotted an object riding low in the water about 8:20 p.m. on June 30. However, the tug's radar revealed nothing so Seals tried to make contact via radio. When no response was received, the captain decided to turn the tug toward the object because darkness would fall soon.

Chief Engineer Chris Swan reported to the bridge to assist Seals in keeping a visual sighting of the craft. AB Ronnie Johnson and Cook Eddie Usmany also became lookouts. Fore and aft spotlights were turned on as the evening was becoming hazy and night would be without moonlight.

Two miles away from the tug, the craft—a sailboat—appeared on radar. Once close enough to realize people were aboard the craft, Mate Kermit "Pete" Green led operations on the deck to assist those on the



The crew of the Gauntlet, which rescued three men adrift on a craft, poses in the tug's galley. Seated from the left are AB Ronnie Johnson, Captain Elijah Seals and Mate Kermit "Pete" Green. Standing from the left are AB Joe Stephens, Relief Captain Tom Rostan and Cook Eddie Usmany.

sailboat. The crew also noted the craft was being rowed toward the tug.

When the Gauntlet moved within speaking range, those on the sailboat—called the Maple—were asked if they needed assistance. They did. The Maple crew sought to come aboard the tug after being adrift for 21 days. While Seals maneuvered the tug beside the Maple, Green, Swan,

Johnson and Usmany assisted in the rescue.

The first Maple crewmember attempting to come aboard fell into the water when a swell separated the vessels. A life ring quickly was tossed and the man was brought safely onto the Gauntlet's deck where he collapsed. His other two shipmates climbed aboard without incident.

The three men on the Maple were from the Commonwealth of Dominica, an island 340 miles southeast of San Juan. They told the Gauntlet crew they had left Dominica 21 days earlier on a fishing trip to Guadeloupe, approximately 30 miles north of where they started. The Maple's motor broke down off Guadeloupe and the vessel began to drift before the engine could be repaired.

Finding themselves lost, the Maple crew attempted to sail to Puerto Rico but somehow missed it. They were running out of fuel when the Gauntlet sighted the vessel 450 miles northwest of San Juan.

Johnson and fellow AB Joseph Stephens broke out extra mattresses and clothes while Usmany prepared liquids and a warm meal for the Maple crew. When the Gauntlet arrived in San Juan on July 3, the trio from the Maple was delivered to immigration and medical authorities before being sent home to Dominica.

Seals, commenting on the slim chance that the sailboat ever would have been found, said, "There must have been a fourth member on the boat. It could only have been God."

Faust Rescues French Yachtswoman

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Assistance Vessel Rescue System) to locate and dispatch the Faust, which was 26 miles from the Pierre I.



Gerry Garrity

Roughly two hours after diverting, the Faust made radar contact with the Pierre I, 7.8 miles away. Minutes later, Faust crewmembers spotted Arthaud near the capsized craft.

Despite the rough conditions, the rescue was completed less than an hour after initial radar contact and less than six hours after the initial distress signal. Arthaud sustained no injuries.

Faust crewmembers received a congratulatory letter from Coast Guard Vice Admiral Paul Welling,

which read in part, "I thank the captain and crew . . . You responded instantly to our request." Welling also noted the speed and efficiency demonstrated in the rescue.

Other Seafarers aboard the IMC operated Wallenius Lines car carrier during these events were Bosun Robert Leroy, ABs Vincent D'Amelia, Robert Hanson, Robert Thresher and Harry Toadvine,



Glen Benoit

Chief Engineer Kevin Harris, QMEDs Kevin M. Martin (who videotaped the rescue effort) and David Trickett, Chief Cook Thomas Smith, Steward Julius Henderson and Steward Assistant Griffin Carter.



The lifeboat heads back to the MV Faust after rescuing the stranded racer. The five Faust crewmembers tried several passes due to rough seas and high winds.



Arthaud (bottom of ladder) is tired but uninjured as she boards ship after the rescue.

Labor Briefs

Steelworkers Return To Work at Ravenswood

Members of Steelworkers Local 5668 who vowed to last "one day longer" than the management lockout and its subsequent hiring of permanent replacements or scabs at the Ravenswood (W.Va.) Aluminum Corp., returned to work under a three-year union contract on June 29.

Negotiations between the union and a new management team resumed at the end of April.

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Recently Published Studies Show Unions Help Economy

A combination of studies released earlier this year come to the same conclusion: unions in America can help firms improve productivity, output and profitability and are key players in a high-wage solution to the nation's competitiveness problems.

Edited into a book called "Unions and Economic Competitiveness" by Lawrence Mishel and Paula Voos, the studies provide new evidence that unionized companies have a better record of success than non-union companies in improving innovation, output and quality.

Use of Benzene Exposure Protective Gear Taught to Seafarers at Lundeberg School

Students at the Seafarers Harry Lundeberg School of Seamanship are learning about the properties of benzene and the equipment needed to protect themselves from the toxic chemical through various courses at the Piney Point, Md. facility.

The school began training upgraders on the subject shortly after the Coast Guard issued its benzene exposure regulations last year. The regulations are designed to protect mariners working on tankers, barges, tank vessels and other ships from harmful inhalation and/or skin contact with the petroleum-based chemical.

Part of Study

Training for benzene exposure is part of the curriculum offered to upgraders taking the tankerman, pumproom maintenance operations, and oil spill prevention and containment courses.

Under the government's benzene regulations, companies are required to supply crewmembers with the necessary protective gear for dealing with benzene.

Instructors at the school teach students how to properly don equipment like carbon-filtered-cartridge masks and how to get accustomed to wearing them for work. Seafarers learn about the various kinds of masks—including model numbers, sizes, manufacturers—that have been approved by the federal government's industrial safety-monitoring agencies. They also are made aware of the kinds of clothing designed to prevent exposure. The upgraders learn how to self-test their masks for proper fit

before being placed in a smoke-filled chamber for the ultimate exam.

In one of the self-tests, known as the positive pressure test, the Seafarer holds the palm of his or her hand under the chin, thereby blocking off the exhalation valve and causing pressure inside the mask to build. If no pressure builds, the student determines there is leakage and the equipment should not be relied on to prevent exposure.

Conversely, the negative pressure test requires the Seafarer to cover with the palms of his or her hands the canisters which serve as the mask's intake system. If the mask collapses, the Seafarer knows there is a leak; if pressure is maintained, the protective equipment is ready to wear.

The final equipment test utilizes a tube of irritant smoke. A student, out-fitted in a mask, stands in a plastic chamber. The capsule of irritant smoke is released in the chamber. If the student feels nothing, the mask is doing its job. The irritant smoke test provides the most secure results, according to Jim Shaffer, instructor at the Harry Lundeberg School of Seamanship.

Care to Be Taken

Students also learn how to handle benzene. The toxic chemical not only is found as cargo aboard tankers and barges, but it also is used in cleaning solvents and solutions. Lundeberg School instructors note that as much care should be taken by a mariner in dealing with benzene when it is diluted as when it is full strength.

Short term overexposure to ben-

zene can cause lightheadedness; breathlessness; nose, eye and respiratory tract irritation; nausea and even unconsciousness. Chronic overexposure could lead to various blood disorders like anemia and leukemia, a fatal cancer of the blood cells.

The Coast Guard regulations required all companies employing seafarers who may be exposed to the chemical to have an exposure monitoring system in place as of April 15.

The federal agency set exposure limits at one part of benzene per million parts of air (1 ppm) averaged over an eight-hour period. The short-term exposure limit, which cannot be repeated more than four times a day, is 5 ppm averaged over a 15-minute period. Seamen must wait at least an hour between such exposure periods.



In top photo, upgrader Leonard Papa becomes familiar with the process of donning a carbon-filtered-cartridge mask. The center photo shows an upgrader using the negative pressure test. Bottom photo pictures a chamber filled with irritant smoke which is the last step in a Lundeberg School exercise to train Seafarers on the properties of benzene and the equipment needed to protect themselves.

Chef Lupinacci Elected to Lead Prestigious Culinary Organization

Romeo Lupinacci, corporate executive chef of the Seafarers Harry Lundeberg School of Seamanship, has received many awards throughout his culinary career.

But the latest one left him "shocked beyond my wildest dreams." Last month, Lupinacci was elected as one of four officers in the Honorable Order of the Golden Toque, an internationally known organization of 100 of the world's top chefs.

Lupinacci, 69, replaces 86-year-

old Louis Zthmary, who retired from the board of directors. Zthmary, owner of a four-star restaurant in Chicago called The Bakery, stepped down due to health reasons.

Lupinacci said he was surprised because he has been a member of the organization for just two years, and "most of members have been in for a long time. They only take one or two new members a year, because the maximum number always stays at 100."

"I never expected this. Just being



Romeo Lupinacci (left) poses with Louis Zthmary who recently retired from the board of directors of the Honorable Order of the Golden Toque.

a member is more of an honor and a privilege than I could hope for, and now to be an officer."

Lupinacci, who has a recipe book forthcoming, also is president of four chapters of the American Culinary Federation, which has a total of 158,000 members. Additionally, he is president of the Professional Cul-

nary Seafarers Association and a past president of United Industrial Workers Local 31.

The Honorable Order of the Golden Toque meets twice per year. Its members regularly are solicited to give demonstrations and lectures at various culinary institutions throughout the world.



As executive chef at the Lundeberg School, Lupinacci (right) gives out some of his culinary knowledge to his students.

13 SIU Stewards Ace Advanced Training

Thirteen Seafarers completed the steward recertification course at the Paul Hall Center for Maritime Training and Education, bringing the total number of members who have graduated from the program to 432. Like its predecessors, the latest group, recognized at the July membership meeting at Piney Point, Md., passed the most advanced curriculum available to SIU members sailing in the steward department.

After finishing the five-week course, the recertified stewards said it is as challenging as feeding a hungry crew on a crowded RRF ship. From practicing the intricacies of ice carving and other skills needed in cruise ship galleys to learning the complexities of state-of-the-art computers now being used with increasing frequency on all U.S.-flag ships, the course is as rigorous as hoisting aboard a load of heavy stores, the stewards said.

The course also includes advanced training in menu planning and leadership and communications skills. Refresher courses are given in food preparation, firefighting, CPR and first aid. Additionally, the group attended classes reviewing the union's medical and pension programs. Members learned about the SIU legislative operations and met with various SIU officials.

The detailed presentations on the union's programs left the stewards enlightened and eager to share information. "For me, the highlight was learning in great detail about the workings of the union," said 37-year-old Christopher Mosley, who graduated from the trainee program in 1980 and now sails from the port of New York. "Now I can go back to my ship and pass on this knowledge to other members."

"The union is here to back you," Mosley continued, "but you have to want to do things for yourself. There's no other place like this school, and to the trainees, I'd say you get out of it what you put into it."

Edward Herrera, 53, who joined the Marine Cooks and Stewards in 1966 (12 years before that union merged with the AGLIWD), said he benefitted from the computer training. "They already have these types



The most recent class of recertified stewards is joined by two union officers. From left: Mark Scardino, Ron Mathews, Alphonso Davis, Donna Clemons, SIU President Michael Sacco, Ernest Doms, Victor Acevedo, Ed Herrera, John Hanrahan, Jim Weed, SIU Executive Vice President Joseph Sacco, Richard Ward, Edward Porter, Kevin Dougherty and Christopher Mosley.

of computers on the APL ships, and Sea-Land has started using them, too," Herrera said. "You have to know how to use them for menus and requisitions."

Another former MCS member, Ron Mathews, cited the school's accommodations, classrooms and work environment. He said he was very impressed with the facilities. "I didn't expect anything like this," Mathews, 50, joined the MCS in 1972. "The recertification course helped me in a lot of different areas," he said.

ARC Program Saves Lives

During their graduation speeches, John Hanrahan and Richard Ward received ovations after recounting how the staff at the Lundeborg School's Addictions Rehabilitation Center (ARC) long ago helped each of them combat their potentially fatal disease. "I'd like to thank all the people at the ARC," said the 29-year-old Ward, who graduated from the trainee program in 1981. "They helped me straighten out my life. This school changed me, and it keeps getting better."

Hanrahan, 35, said that "one of the first benefits I got from joining the SIU (in 1980 in the port of Baltimore) was a transformation from a drug abuser to being drug-free, thanks to the ARC."

Regarding the recertification course, Hanrahan credited the school with providing a thorough, useful

mix of studies. "But the thing I liked best was being here during the SIUNA's convention [in mid-June]. Being able to see and hear where the union is going, well, it was great."

Alphonso Davis, 38, joined the Seafarers in 1983 in the port of Honolulu and since then has upgraded four times. "That should tell you how I feel about this place," he said. "When you come out of here after upgrading, you're ready for anything."

Like Hanrahan, Davis found the recertification course "well-structured. I really enjoyed the computer class and I think it's a great idea to include firefighting and CPR."

"Firefighting and first aid training will last you a lifetime," stated 33-year-old Mark Scardino. "That type of training is extremely useful."

'Helps Me be a Better Shipmate'

Ernest Doms, a Seafarer for more than a quarter-century, said he was greatly enriched by the communications courses. "They really will help me deal with people better and help me be a better shipmate," said Doms, 43, who joined the union in the port of New Orleans. "The whole recertification course in general was a great experience."

While some class members differed on what was the course's high-



From left, John Hanrahan, Victor Acevedo and Ed Herrera prepare another meal.



Ernest Doms says recertification course makes him a better shipmate.



Mark Scardino shows his enthusiasm for recertification course.



Edward Porter deftly readies loaves of garlic bread.



Ron Mathews focuses on technique during CPR training.



Richard Ward notes the Lundeborg School is improving constantly.

Continued on page 10

1993 Seafarers Scholarship Program

START COLLECTING PAPERWORK NOW



Summer is in full swing—and April may seem like a long time away—but now is, in fact, the time to start thinking about collecting all the paperwork needed to apply for the 1993 Seafarers scholarships.

Begun in 1952 to help members and their dependents further their studies and achieve their educational goals, the SIU Scholarship Program has selected a total of 217 awardees, some of whom are active members and others who are dependents of Seafarers.

As in past years, seven scholarships will be awarded in 1993. Three of the awards are reserved for SIU members—one in the amount of \$15,000 for a four-year scholarship to a college or university and two \$6,000 two-year scholarships for study at a vocational school or community college. The other four scholarships are awarded annually to spouses and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

The ever-increasing financial burden associated with studying at the college and post-college levels can be greatly eased by receiving one of these scholarships. The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid at the rate of \$3,000 per year. But—no one can win if they do not apply.

The first step in the application process is sending away for the 1993 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form (see coupon on this page).

WHO IS ELIGIBLE?

Seafarers and their dependents are eligible for the scholarship awards, but there are certain requirements that must be met.



SEAFARERS who are applying for the scholarships must:

- ☐ Be a graduate of high school or its equivalent.
- ☐ Have credit for a total of 730 days of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employer's behalf prior to the date of application.

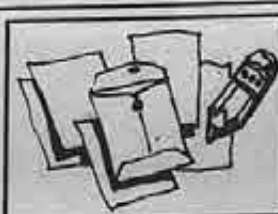
- ☐ Have one day of employment on a vessel in the six-month period immediately preceding the date of application.

- ☐ Have 120 days of employment on a vessel in the previous calendar year. (Pensioners are not eligible for the scholarship awards.)



DEPENDENTS who are applying for the scholarships must be either a spouse (married to an eligible Seafarer or SIU pensioner) or an unmarried child. All unmarried children of an eligible Seafarer or pensioner (for whom the Seafarer or pensioner has been the sole source of support during the calendar year immediately preceding the date in which a scholarship is made) must:

- ☐ Be a graduate of high school or its equivalent (although the application may be made during the senior year of high school).
- ☐ Be under the age of 19 OR
- ☐ Be under the age of 25 and a full-time student enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees.
- ☐ Be the child of a Seafarer who has credit for a total of 1,095 days of covered employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application.
- ☐ Be the child of a seafaring parent who has one day of employment in the six-month period preceding the date of application and 120 days of employment in the previous calendar year (unless eligible parent is deceased).
- ☐ It should be noted that dependent children recipients who marry while receiving a scholarship shall not lose their award by reason of such marriage.



APPLICATION CHECKLIST

The application is **NOT THE ONLY** item that needs to be received by April 15. The **ENTIRE** application package must be mailed or postmarked by that date in order to be considered by the Scholarship Committee. The application package includes:

- ☐ Scholarship Application
- ☐ Autobiographical Statement
- ☐ Photograph
- ☐ Certified Copy of Birth Certificate
- ☐ High School Transcript and Certification of Graduation OR Official Copy of High School Equivalency Scores
- ☐ College Transcript
- ☐ Letters of Reference
- ☐ SAT or ACT Results

The application form, itself, is easy enough to fill out. What will take the time, however, is to gather all the other necessary paperwork. Schools can be very slow in handling transcript requests, so applicants must be sure to put their requests in to those institutions as soon as possible. The ACT and SAT exams are given approximately six times a year on specified dates. The applicant should be sure to take whichever exam is required by the college or trade school to which he or she is applying. Also, now is a good time for the applicant to start thinking about who should be asked to write letters of recommendation.

EACH STEP OF THE APPLICATION PROCESS TAKES TIME. BE SURE TO PLAN AHEAD.

DEADLINES



The completed application form and **ALL** items listed on the application checklist **MUST** be mailed and postmarked **ON OR BEFORE APRIL 15, 1993.**

The ACT or SAT test must be taken no later than February 1993. This is necessary to ensure that the test results reach the Scholarship committee in time for its deliberations.

Scholarship recipients must enroll in a college or university and notify the Seafarers Welfare Plan of their admission by August 1, 1993.

Recipients of the Dependents' Scholarships are expected to complete their program of studies during the four years covered by the award.

Seafarers who receive a \$15,000 award must complete the program within six years. Seafarers who receive \$6,000 awards must complete their programs within four years.

FOR MORE INFORMATION

Fill out the coupon below to get a copy of the 1993 SIU Scholarship Program booklet or pick one up at any SIU hall.

Please send me the 1993 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name

Book Number

Address

City, State, Zip Code

Telephone Number

This application is for:

☐ (Self)

☐ (Dependent)

Mail this completed form to Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

Seafarer-Contracted Companies Win 7 MSC Ship Charter Awards

Continued from page 3

vessels by MSC assures these ships will continue in operation in behalf of the agency. Among these ships are Maersk Line Ltd.'s breakbulk RO/RO vessel, the Maersk Constellation; Sealift Tankships Inc.'s breakbulk vessel, the Noble Star; American Automar's semi-submersible vessel, the American Cormorant; Red River Shipping's breakbulk vessel, the Advantage.

Additionally, Seafarer-contracted Red River Shipping was awarded contracts for two foreign flag con-

tainer RO/RO ships that will be reflagged in the United States.

Waterman's reflagged ship will be named the "Jeb Stuart," after the Confederate cavalry general, who lived from 1833 to 1864. Born James Ewell Brown Stuart and nicknamed Jeb, the general served with Stonewall Jackson for a period and commanded all of Robert E. Lee's cavalry during the Civil War.

The 47,500 dwt, 893-foot Atlantic Forest was built in 1970 and is equipped to handle 83 lighters. These 380-dwt barges allow the ship to load and unload in shallow waters.



The Advantage, a breakbulk ship, will be used to augment MSC's prepositioning program designed to meet the U.S. military's rapid response needs.

Three USNS Mercy Crewmembers Receive Medal for Pacific Rescue

Three crewmembers of the USNS Mercy were cited by the commander of the Military Sealift Command-Pacific Fleet (MSCPAC) for their roles in rescuing two stranded fishermen off the coast of northern California on April 28.

Carpenter Robert McCumsey received the Meritorious Civilian Service Medal for his work in helping snare John Wilks and Randall Fishbaugh from their capsized 42-foot craft. MSCPAC Commander R.W. Addicott, in presenting the medals to McCumsey, Captain Rollin J. Bellfi and Chief Mate Jim Orsini, praised the trio, "Your prompt action and expert seamanship resulted in the rescue of two survivors from the sinking boat. I extend my personal congratulations for a performance far beyond the normal call of duty."

The Mercy, a hospital ship crewed by civilian mariners from the Government Services Division, was on sea trials when it received a distress call shortly after 1 a.m. from the Coast Guard stating a fishing boat was in trouble. The Mercy was ap-

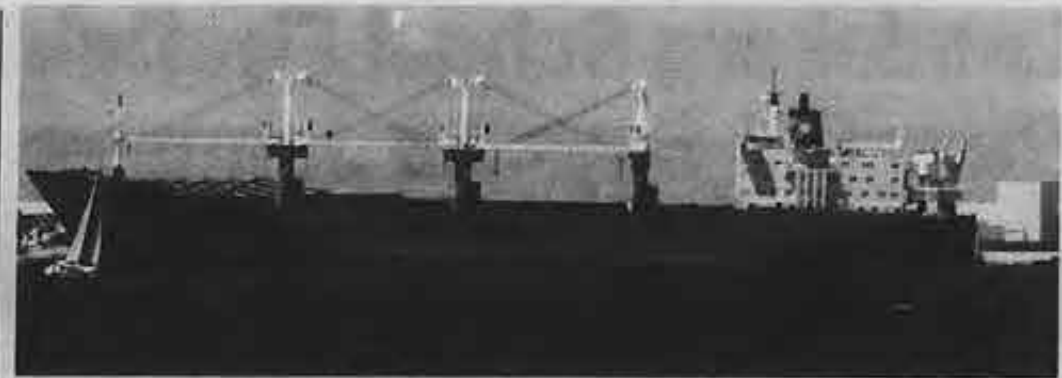
proximately 40 miles away and headed for the scene. Radar and radio contact was made just after 3 a.m.

Seas were between five and seven feet, and a heavy fog curtailed visibility. Navy personnel joined the civilian crew as lookouts on the 891-foot hospital ship. A helicopter unsuccessfully tried to locate the fishing boat.

At 3:30 a.m., Wilks radioed he had to abandon the fishing boat for his life raft. The Mercy slowed to two-to-three knots and made the rescue on its first pass. The fishing boat sank at 5:05 a.m.

Following the rescue, Bellfi said, "I've got to say that my deck force, my engineers and our Navy medical cadre performed superbly. The engineers slowed the Mercy down incredibly so we could safely rescue the two fishermen."

Wilks and Fishbaugh later in the day were transferred to a Coast Guard cutter which took them to shore. The Mercy continued its trials before returning to its dock in Oakland, Calif. on May 3.



One ship chartered by MSC for its prepositioning fleet is the Maersk Constellation.



The 738-foot semi-submersible heavy lift ship, the American Cormorant, will be on charter to MSC for 17 months, with two 17-month extension options.

DOT Maritime Reform Plan Goes Before House, Senate

Continued from page 2

on any foreign trade route they choose. Those vessels can be operated in conjunction with foreign-flag feeder ships.

The bill calls for annual appropriations for the contingency retainer program. It states that the owner or operator of the vessel—who must be an American citizen—will enter into an operating agreement with the Secretary of Transportation.

Under certain conditions outlined in the bill, vessels receiving ODS funds could participate in the contingency retainer program.

Construction Incentives

For any vessel enrolled in the contingency retainer program, its owner or operator would have to make available the vessel or space on a guaranteed or priority basis to the Secretary of Defense during time of war, national emergency, or any other period deemed necessary in the interest of national security.

The bills also allow the use of monies from the Capital Construction Fund (CCF), a tax-deferral program to assist U.S.-flag operators amass the capital needed to acquire new ships, to purchase ships anywhere in the world except from ships built in foreign yards found to be subsidized by their government. For the first time ever, the CCF funds also could be used for construction of vessels for coastwise trades and inland waterways.

The legislation also establishes re-employment rights for civilian mariners who leave shoreside jobs to man ships in a time of national crisis or war.

Reports indicate the administration and key senators and congressmen hope to enact the Department of Transportation's bill before the end of the year.

The administration's maritime reform package presented by Card was instituted by a White House

policy coordinating group comprised of the heads of government departments and agencies and representatives of the military.

Maritime Labor Favors Bill's Goals

Continued from page 2

achieve the objective of ending foreign shipbuilding subsidies to destroy this opportunity to move on legislation that can help all segments of the maritime industry.

"We are absolutely convinced no segment of our industry should be held hostage by or sacrificed for any other segment. Rather, we remain ready and willing to work with shipbuilding labor, Congress and the administration, to advance our mutual objectives in a manner which protects the jobs and livelihoods of all American maritime workers."

The union presidents also encouraged the administration and Congress to "address the problems confronting the bulk and tanker shipping segments" of the U.S. fleet.

The statement suggested that a clarification was called for in regard to the proposed authority allowing increased utilization of foreign flag feeder vessels in the carriage of U.S. preference cargoes. "This legislation, intended to promote the United States-flag merchant marine, must not inadvertently result in fewer and shorter voyages by American ships, and the offloading of preference cargoes onto foreign feeders for the predominant portion of a voyage," the eight union officials warned.

The House subcommittee also received testimony from officers of U.S.-flag shipping companies in all aspects of the trade—liner, dry bulk, liquid bulk, Jones Act and international operations. Representatives of the shipbuilding sector submitted statements as well.

Lundeberg School Firefighting Training Pays Off, Says AB Johnson After 2 Fires

AB Kelvin Johnson recently was praised by George Pereira, chief mate aboard the MV 2nd Lt. John P. Bobo, for his "exceptional" work in putting out two fires.

Training Paid Off

Johnson said the training he received at the Lundeberg School left him well-prepared to handle the fires. "Each class really helped me. They show you exactly how to proceed with, for example, an electrical fire," Johnson said. "They also teach you not to panic. My training definitely paid off."

"On two occasions, this AB has demonstrated efficient response to emergency situations," Pereira said in a letter to Johnson and to Amsea, which operates the Bobo. "On March

23, when the vessel was discharging HUMV's from G deck, a battery in one vehicle caught fire. AB Johnson extinguished the fire and notified the chief mate.

"On April 20, AB Johnson put out a fire started by shipyard electricians on 3 hold F deck. The fire was caused by faulty wiring by shipyard workers. AB Johnson stopped the fire before it could spread," Pereira said.

The first fire took place near Jacksonville, Fla., while the second occurred in Norfolk, Va. The second "could have been a lot worse than it turned out to be," because the Bobo was taking on gas, Johnson explained.

"AB Johnson is at the start of his maritime career and demonstrates exceptional qualities. He is an asset to the vessel," said Pereira.

An Asset to the Union

Bosun John "Red" Wilson added, "Johnson is an asset to the SIU. It's good to see our young members doing exceptional jobs."

Johnson, 26, graduated from the Lundeberg School trainee program in 1990. He upgraded last year.

The Seafarer added he was surprised to receive the chief mate's letter. "I was just doing my job. I certainly wasn't looking for any recognition. That's just what we're trained to do."



Pictured here as a trainee, Kelvin Johnson has put his Lundeberg School training to good use.

Seafarers
HAVE THE
SEATIME?
Then Upgrade!

Abdel Mohamed Honored By Shipmates Aboard Wilkes



Crewmembers aboard the USNS Wilkes give Third Cook Abdel Mohamed a warm sendoff and praise his efforts to teach fellow galley shipmates the finer points of steward department duties. From the left are Mohamed, Second cook/baker Donald Thomas and Chief Cook John Gehring.

Longtime Seafarer Abdel Mohamed, nearing the end of his SIU career, recently received a warm sendoff from his shipmates aboard the USNS Wilkes. Mohamed, who sails as a third assistant cook, enjoyed a retirement party given in his honor.

Brother Mohamed is a native of Arabia and he joined the union 32 years ago. The 60-year-old Seafarer did a brief stint in the engine department before finding a home in the galley gang.

Kevin Dougherty, a shipmate of Mohamed's who last month completed the steward recertification course at the Lundeberg School, provided the photo for this article. It was taken during an oceanographic survey voyage in the Pacific Ocean.

An Outstanding Shipmate

Brother Dougherty also provided the following descriptions:

"Abdel, affectionately known as

'Papa,' was an outstanding shipmate. This past May he completed two-and-a-half years on board the Wilkes as third assistant cook.

"He taught countless union brothers and sisters the finer details of steward department duties, including how to function cohesively within the department and throughout the ship. Additionally, he is an excellent cook, dedicated to providing quality fare and cheerful service to the crew.

Well-Deserved Retirement

"The crew, officers and scientists aboard the Wilkes took a collection for Papa as a token of our appreciation. He taught us many things and made our lives at sea much more pleasurable. Obviously, he will be missed.

"We wish him and his family much joy and happiness. May he continue to find success and fulfillment in his well-deserved retirement."

13 SIU Recertified Stewards Complete Course at Piney Point

Continued from page 7

light, all agreed that the Lundeberg School provides first-rate training which prepares Seafarers to do the best job possible. "For people who want to go to sea, this is where it's at," said 54-year-old Jimmie Weed, a 25-year member of the SIU. "If you want the right training, it's here."

"Piney Point has been really good to me," said Donna Clemons, who joined the Seafarers in 1983 in Honolulu. "I've been here four times, and the courses keep getting better. This one will help me deal better with the crew. I liked the computer courses, too, because some of us were lacking in that area."

"All of the instructors really go overboard to help us meet our profes-

sional goals," said Kevin Dougherty, 37, a 10-year member of the union. "I can't say enough about how welcome everyone made us feel and how people helped us get the most out of each class."

"I enjoyed everything, especially the trip to Capitol Hill," said 34-year-old Edward Porter, who joined the SIU in Jacksonville, Fla. in 1979. "I also enjoyed hearing the speakers at the convention."

A frequent upgrader, 23-year SIU member Victor Acevedo said the course "definitely will help me do a better job." Acevedo, 49, added that he "learned a lot in each course. This setup at the school helps us become more and more efficient in our work."

Reading Public Seeks AB Reiner's First Novel



Seafarer and author Larry Reiner (left) is providing thousands of readers a glimpse of life aboard ships. Above, the AB signs his fast-paced novel about a tanker crew in adverse situations, "Minute of Silence," for a customer of Houle Books in Scottsdale, Ariz. last month. Reiner's book can be purchased for \$18.75 from Integra Press, 1702 W. Camelback Road, Suite 119, Phoenix, Ariz. 85015. For a brief period, when a Seafarer orders "Minute of Silence," the publisher will include a free copy of an anthology that includes one of Reiner's short stories.



In top photos, three SIU crewed prepositioning ships anchor off the Saipan coast. They are the 1st Lt. Jack Lummus, the Sgt. William R. Button and the 1st Lt. Baldomero Lopez. The last view of the series is from the bridge of the Lopez. In photo directly above, the mast on the Lopez gets a fresh coat of paint from AB Mark DePalma (top), AB Ron Zurek (in chair) and Bosun Jeffrey Mortiz.



The engine department crewmembers aboard the Lopez include (from left) QMED Michael Stearman, DEU David Heavey, Electrician Chris Doyle, QMED Bill Andrews and QMED Bob Rudd.



The galley gang aboard the Lopez is greatly appreciated for the quality of their meals, especially the desserts. They are (from left) Steward Assistant Michael Penro, Cook/Baker Maureen Kenny, Chief Cook John Hudak and Steward Assistant David White. Not pictured is Chief Steward George Kenny.

In Lopez Union Meeting, Talk Turns to Upgrading

Seafarers aboard the 1st Lt. Baldomero Lopez were anxious to talk about upgrading opportunities available at the union's Lundeberg School of Seamanship in Piney Point, Maryland when an SIU representative visited the Amsea-operated vessel this spring.

Based off the island of Saipan in the West Pacific Ocean, and shuttling between this part of the U.S. Trust Territory of the Pacific Islands to Guam, an unincorporated U.S. territory also in the Mariana Islands, the Lopez is one of the military's prepositioning ships. Seafarers aboard, while meeting with SIU Rep Ambrose Cucinotta, went over the school's admissions process—including seetime requirements and other qualifications—and the schedule of courses for the year.

During the discussion, crewmembers who have upgraded at the Lundeberg School encouraged those in the entry level ratings to enroll in courses as soon as they are eligible. The Piney Point graduates spoke of the value of attaining higher ratings, thereby making

their work more rewarding and challenging while increasing their earning potential.

The Lopez crewmembers mentioned that, besides the hard work and long hours in stark and unadulterated sun, duty aboard the Lopez was satisfying and never-ending, as the ship requires constant maintenance so that it can be ready at the drop of a hat to support a military operation.

The prepositioning ships, under direction of the U.S. Navy's Military Sealift Command and operated by private companies, are stocked with all the necessary equipment and supplies to support an early rapid deployment of an amphibious Marine expeditionary brigade.

In speaking to Cucinotta, Seafarers aboard the Lopez, which is named for a Marine who fought in Korea and gave his life to shield his men from a grenade, complimented the ship's galley gang, saying they appreciated the quality of the meals, and in particular the home-made breads and desserts.

Fishermen Issue Warning: Gov't Regs Can Kill U.S. Industry



Seafarers from New Bedford as well as SIUNA-affiliated members from the Fishermen's Union of America (California) and the Alaska Fishermen's Union join with other commercial fishermen from North Carolina, Florida, New Jersey and New York on Capitol Hill to protest regulations hampering their industry.

Continued from page 3

Congressman Studds' district. They are members of the Seafarers and look what it has done for them. They



Rep. Stephen Solarz

have a good health care plan and a good relationship with the congressman and the Merchant Marine and Fisheries Committee."

(Before this year's redistricting, Studds represented the New Bedford area.)

The New Bedford fishermen, all members of the SIU, also met privately with Senator Edward Kennedy (D-Mass.) to discuss the state of the industry. Fisherman Armando Estrela explained to the Senator how he, like others, has not been able to obtain a loan using his boat as collateral. "I was told I may not be in business next year. My boat is not a



Joe Branin

good risk." Estrela asked, "This is my life. How am I supposed to purchase equipment I'm told I need and I must have in order to fish?"

Kennedy asked if the National Marine Fisheries Service (NMFS), the government agency regulating fishing matters, was providing any assistance. Henri Francois, SIU New Bedford Port Agent answered, "Out of a \$231 million budget, all they have available is \$1 million in grants. They do not help us with anything."



Rep. Jack Reed

with Representative Barney Frank (D-Mass.), who in the redistricting of congressional districts this year was assigned the New Bedford area. Frank told the fishermen he would



Henri Francois

personally like to visit them on the job to learn more of their industry and their concerns. An August date was set.

The heads of each regional group of fishermen met with NMFS Assistant Administrator William W. Fox Jr., who heads the agency. The meeting was arranged by Congressman Frank Pallone (D-N.J.) because of his concern for the fishermen's welfare. Pallone sat in on this meeting. SIU Vice President Jack Caffey, Francois and Theresa



Rep. William Hughes

Hoinsky, president of the SIUNA's Fishermen's Union of America were among the dozen representatives in attendance.

Each fishermen's representative raised suggestions as to how the NMFS can promote the American fishing industry while balancing conservation concerns. Fox stated he would look into these matters.

In concluding their day in Washington, D.C., the fishermen, who hailed not only from Massachusetts,



Jack Caffey

California, Alaska and New Jersey, but also North Carolina, N.Y. and Florida, voiced their interest in continuing the effort to raise the industry's concerns with elected representatives.

A statement handed out by the fishermen as they visited their congressmen's offices summed up the concerns: "We... call on the policy makers at the highest levels of government to reaffirm the essentiality of the American fish harvesting industry and the American fisherman to this nation's economy and society as a whole."

"A national consensus on the need to maintain this sector is an indispensable foundation from which the

various government agencies and other decision-making bodies can be guided in making critical decisions regarding fisheries management and conservation, foreign competition and other matters on the conduct of all elements that make up the industry.

"Lacking such a mandate, at each and every turn, with each and every regulation or edict, another blow is dealt to the industry and continuing in this manner, the industry will be no more."

"Lacking such a mandate, as we see today, it appears that the instruments of government are waging a systematically punitive campaign against the commercial fisherman and his or her family."

"With a mandate to sustain and cultivate the fish harvesting sector



Jeff Pike

and with cooperation and participation from the commercial fisherman, an industry which represents the best of America can continue to make a significant contribution to the economic prosperity of the United States."



Posing in the office of New Bedford's new U.S. representative, Barney Frank (D-Mass.), are (left to right) Antonio Mendonca, VP Atlantic Coast Jack Caffey, Julio Maia, Tony Pereira, Antonio Afonso, Frank, Port Agent Henri Francois, Mario Granja, Jamie Santos, Firminio Pereira, Patrolman Eugenio DeSousa, Abel Ponte, Armando Estrela, Jose Neves and Theresa Hoinsky, president of the SIUNA-affiliated Fishermen's Union of America.

SIU's Training Program Marks 40 Years

Paul Hall was a true believer in the fact that American seamen were the best in the world. As such, their security was uppermost in his mind at all times.

It was his intense desire to solidify that security that prompted him in 1952 to start a training program that would provide means for SIU seamen to improve their skills and thus improve their earning power.

In 1952, Paul Hall, then head of the union that is today the SIU's Atlantic, Gulf, Lakes and Inland Waters District, set in motion a series of classes to be conducted at several halls under the auspices of the Andrew Furuseth Training School. The name of the union's training operation was changed by Hall in 1965 to the Harry Lundeborg School of Seamanship, in honor of the first president of the Seafarers International Union of North America, who died in 1957.

The courses initially were geared to meet the fundamentals of seamanship, primarily assisting ordinary seamen in preparing for the U.S. Coast Guard's lifeboat test. The courses seem rudimentary compared to the sophisticated training program of the school today, but their success at the time was such that the union quickly expanded the curriculum it offered its members.

As time went on, in Paul Hall's mind, there began to develop a grand plan for a central facility in which seamen could train for entry level positions in the industry as well as to study and prepare to upgrade their shipboard ratings. Hall envisioned a large facility that reflected a real maritime environment—an environment in which a seaman could feel at home.

A search thus began for an appropriate facility and in the summer of 1967 it was announced that a former torpedo station in Piney Point, Maryland had been purchased for such a purpose.

As the facility was raw, a number of officials were assigned to create a training center, complete with accommodations, classrooms, cafeterias.

Once housed in a single center, the school began perfecting its training agenda and instituting an increasing number of specialized courses. In consultation and coordination with industry, the school's curriculum was adapted to meet the needs of the industry of the time as well as to meet

anticipated changes in shipboard technology.

This process of cooperation, embodied in the school's governing board of trustees—made up of an equal number of management and union representatives—continues to this day.

The school began to develop a reputation for being a serious effort in industry circles as well as those concerned with education and maritime education in particular. The school's facilities attracted many maritime groups to hold meetings



A 1967 (left) and a 1992 aerial view of the Lundeborg School illustrates the growth of the Seafarers training program into a modern, maritime educational facility.

concerning the industry.

The school's peaceful and private environment was found suitable for the Seafarers Welfare Plans Alcohol Rehabilitation Center, which has subsequently been renamed the Addictions Rehabilitation Center.

Throughout its history, the Seafarers training efforts have been marked by the nation's security and defense interests. Impetus for the development of the first training courses came from the Korean conflict, a time when a shortage of marine personnel had been created by a dip in shipping activity.

During the Vietnam War, the acute shortage of licensed marine officers was addressed by the Seafarers training program, in conjunction with District 2 MEBA. A 1966 agreement between the two unions resulted in hundreds of Seafarers moving up to officer positions. Military officers commended the effort, noting that the transport of materiel to the Vietnam front was aided greatly by the joint training program.

As recently as two years ago, this same ability to provide the nation the manpower it needs during a surge in shipping once again came into play for Operation Desert Shield/Desert Storm. The Lundeborg School increased the number of trainees, from roughly 30 young people a month to 200. Classes for Seafarers to upgrade to AB and FOWT ratings were held back to back, and night study and weekend courses were instituted in order to speed up the process it takes for seamen



to achieve the higher rating. The union's manpower center, housed in Piney Point, kept its doors and telephone lines open 24 hours a day, seven days a week.

Not only has the Seafarers training program assisted the nation, it has been geared to assist the American-flag ship operator. Whether a company's vessels ply the deep sea, Great Lakes or inland waters, the Lundeborg School has trained Seafarers to be the most qualified and skilled seamen available to a ship operator.

The Lundeborg School's curriculum, constantly refined and tailored to the needs of the industry, also has anticipated upcoming changes in shipping and thus prepared Seafarers to confidently work with new technology and new equipment.

An example of this foresight was the union's training program in the handling of liquefied natural gas (LNG) and all matters related to the shipping of the substance. The Lundeborg School's course was established while the LNG carriers were being built, thereby assuring the company a

crews of Seafarers trained in the properties and characteristics of LNG and the factors involved in its transport by water.

Prior to American Hawaii Cruises' initial voyages, which began in the early '80s, the Lundeborg School began training Seafarers in various aspects of passenger ship services. In the '70s, the Lundeborg School, the SIU and Sea-Land prepared crewmembers for work aboard what were then its brand new S-L7s.

More recently, as the military began subcontracting more and more of its sealift operations to the private sector, the Lundeborg School initiated a course to prepare Seafarers to work aboard these vessels. Thus, since 1985, thousands of Seafarers have participated in Hagglund crane operations, helicopter exercises, forklift maneuvers, unrep and chemical shield exercises.

In order to help Seafarers become highly skilled in their profession, the Lundeborg School assists the seaman in building the foundation to any course of study. Courses are available in English as a second language, study skills, basic math and reading, the GED, and other classes.

In 1992, as the Lundeborg School at the Paul Hall Center for Maritime Training and Education celebrates its 40th anniversary as a Seafarers program and its 25th year as a facility at Piney Point, Maryland, the institution continues full speed ahead.

While the core curriculum offers Seafarers all that is necessary to begin a career in the maritime industry and to reach the pinnacle of their career ladder, no matter what department they ship in, the Lundeborg School also is meeting the needs of SIU-contracted operators as they face a world of changing and new government regulations and stiff world competition.

SIU President Michael Sacco, in addressing a recent membership meeting at Piney Point, said, "We think the school has served a very, very useful purpose throughout its period of existence for the industry, for the nation, and most importantly, for the men and women on the ships."

"However," he continued, "we do not intend to rest on our laurels. We are constantly working to see that the school stays up with the latest technological changes so that our people remain the best seafarers anywhere in the world, bar none."



Paul Hall, then president of the SIU and the force behind the birth and development of the Seafarers training program, opens the Lundeborg School at Piney Point, Md. in 1967. Fifteen years earlier, his belief in training and education led to the opening of the union's first school in New York.



SIU President Michael Sacco congratulates Bosun Claude Leycock, who recently graduated from one of the union's recertification courses. Sacco notes the school will not rest on its laurels and is moving full speed ahead.

40 Years of Seafarer Training

January 1952 First of three projected upgrading schools opens at headquarters in New York. This is partially a reaction to WWII and Korean conflict.



May 1955 Andrew Furuseth Training School for upgraders opens at Mobile, Ala. union hall. Training also is offered in New Orleans and Brooklyn.



1959 Additional training facilities are built in Brooklyn, N.Y., including lifeboat school and training for ordinaries and wipers.



October 1961 Seafarers Appeals Board passes regulation offering all Seafarers opportunity to earn lifeboat tickets.

November 1965 Union education program, known as the Andrew Furuseth Training School, is changed to the Harry Lundeborg School of Seamanship, in honor of the SIU president and SUP president.

January 1966 As Vietnam War increases need for new licensed shipboard personnel, SIU and District 2 MEBA offer program for engine department members to earn licenses.

April 1967 Coast Guard agrees to give lifeboat ticket examinations to Lundeborg School enrollees in the entry rating program immediately after completion of course work.

July 1967 SIU President Paul Hall announces union's purchase of 28 acres in Piney Point, Md. Land will be used to expand facilities for training and upgrading.

September 1967 First Lundeborg School students to upgrade under new reduced seafarers requirements receive FOWT certificates.



May 1969 Lundeborg School initiates full-scale lifeboat training for all trainees. First six classes qualify for Coast Guard certificate.

In Their Own Words

Eleven Seafarers, former Seafarers and individuals associated with the SIU's training program offer their thoughts on the union's Harry Lundeberg School of Seamanship and its predecessor—the Andrew Furuseth Training School.



Sal Aquia
Port Agent, Baltimore

The truth is, I had an opportunity to make something out of myself because of the schooling provided by the SIU.

I grew up in the old country, Sicily. My grandfather owned a fleet of fishing boats there. In 1949 my family and I immigrated to the United States. I was 10 years old and I didn't speak English.

After high school, I joined the Navy. I spent four years there, then got out when I was 22. I felt like the Navy was too confining. You weren't your own person and your destiny was already decided for you.

Anyway, I worked at a shore job for a little while, but I realized I was meant to be at sea. I looked at the merchant marine and I saw freedom and opportunities. I joined the SIU in 1962.

It took a while before I realized the importance of upgrading, of education. One time, after a voyage to Vietnam, I came into the Baltimore hall to apply for vacation time. Tony Kastina and Bobby Pomerlane (two of the SIU port officials there) talked to me about the value of schooling, and I gave it a shot.

In a short time I earned my third assistant's license. In 1973, I became a chief engineer.

I retired in 1988 but came back to help man New York tugs and also for the Persian Gulf events. My last ship was the USNS Harkness.

Then I went to the Baltimore hall, because this is where my roots are. I asked Mr. Pomerlane if I could help out, and now I'm the port agent. Who

would have thought that 30 years later I'd still be here at the hall where I started? I'm lucky. And like Bobby says, I didn't have anything handed to me. You have to work for everything you get.

For you newcomers, I'll tell you, everything is right there for you at our school. Take advantage of it, like I did. If I can do it, anybody can.

The thing about the school is, it benefits everyone involved. In the long run, everyone profits. The trainees and upgraders are rewarded monetarily, plus they get an education no one can take away. And I think the people at the school feel rewarded by educating. That's what the school was founded for, because the more you educate your people, the better off everyone is. Our instructors—everyone at the school—are dedicated. They aren't there just to get a check.

And the companies know that when they hire an SIU seaman, they're getting the best-trained seaman in the world.

Most of all, when I think about Piney Point and the SIU, I'm thankful. I'm thankful to the people who had a vision. Paul Hall saw the future through education, and because of that, every single member has the opportunity to advance himself or herself.



Christopher R. Brown
Captain, Crescent Towing;
Licensed as Second Mate

I joined the SIU in 1979 in New Orleans. Since then, I have been employed with Crescent Towing & Salvage as both a deck hand and captain.

My grandfather, father and my three brothers all were past members of the SIU.

I first heard about the Harry Lundeberg School while I was in high school. My oldest brother, John, was a member of the first towboat operator

scholarship class, back in 1978; he also upgraded there several years later in the first class pilots course. In the fall of 1980 my brother Pat also attended the towboat operator course at the school.

I first attended the Lundeberg School in the summer of 1981, in the towboat operator scholarship program. What I remember most about my first days at Piney Point is that in every class I attended, the instructors wanted to know if I was related to John and Pat Brown. Sometimes it's interesting to be a little brother—then again, sometimes it's not!

I cannot overestimate the value of the training I received during the towboat operator class, especially the boathandling aboard the Susan Collins and the CL-2. (God knows there is a special place in heaven for Captain Ben Cusic for putting up with all of those student drivers!) There might be faster ways to prepare for a Coast Guard license examination, but none that prepare you so well for the real world.

My next opportunity to upgrade came in 1989, when I attended the third mate program. Being at Piney Point for 16 weeks gives one plenty of time to get reacquainted with old friends, and plenty of time to make new ones.

Ron Raykowski put in a lot of extra hours to make sure we were ready for our Coast Guard exam. Thanks to him, I now have my license as second mate.

In the spring of 1990, I attended the shiphandling simulator class, where Jim Brown spent a lot of time "teaching old dogs new tricks." Believe it or not, Jim, some of them work!

Ron Raykowski was also responsible for steering me toward the college program, and after consulting with Mrs. Mary Hartshorn, who advised me on the best course of action, I recently graduated with my associates degree in Nautical Science. I'd like to take this opportunity to thank Mr. Don Mundell and Mr. Roger Francisco for their advice, guidance and friendship.

I consider myself extremely fortunate to be a member in the SIU, a union that not only talks the talk, but also walks the walk.

Anyone who does not take advantage of the opportunities afforded by the Harry Lundeberg School is definitely missing the boat. If you have been in the industry for a while, you already know; and if you are just starting out, you will learn that technology does not stand still. The only way to keep up is to continually upgrade your skills. In my opinion, there is no better place for upgrading than the Seafarers Harry Lundeberg School of Seamanship!



Donna Clemons
Recertified Steward

Ten years ago, I was sitting behind a desk at Crocker National Bank in Chico, California. I had never heard of the Seafarers International Union and I had no idea what a merchant seaman did.

In May 1983, fate stepped in. I took a cruise with American Hawaii Cruises on the SS Constitution.

My brother, James Moore, was the third engineer and he suggested I apply for a purser's

position. I did, but after not hearing from the company I decided to fly to the islands and try a personal application.

In October of that year, I joined the SIU in Honolulu and found myself aboard the Constitution as a deck lounge stewardess. I never worked so hard in my life, but I loved every minute of it.

In order to meet Coast Guard lifeboat certification requirements, I attended the Lundeberg School in June 1984 for the first time. Six weeks later, thanks in part to the influence of Don Nolan and the upgraders, I decided to return and upgrade myself at the first possible chance.

That opening presented itself in 1987, thanks to the sealift course. I jumped at the opportunity to attend the school to further the goals I had set for myself.

Five months later, I left Piney Point with assistant cook and baker endorsements. My first ship was the USNS Kane. I started as third cook and three weeks later I was in the chief cook's position. Hard work does pay off.

In May 1989 I returned to the Lundeberg School for chief steward training. Then, this past June, I attended the recertified stewards course—the A-plus of my department.

My career has moved along a positive path during the last nine years thanks to the Lundeberg School and the SIU. This is a union which offers its members every chance to advance.

By the way, the SIU has become a way of life not only for me, but also for those most important to me. My brother is a chief engineer with MSC. My husband, Bill, attended the May 1989 steward recertification course. My daughter, Brandy, upgraded to cook and baker in 1988.

Piney Point has not seen the last of this family of Seafarers.



Ken Conklin
Vice President, SHLSS

I retired from the Marine Corps in 1964, after 23 years of service. Then I started in the home improvement business in Virginia Beach.

A fellow I knew from the Marines, Hunt Kerrigan, had been hired by Paul Hall to set up a training program. Hunt couldn't do it, but he told Paul he had just the fellow for the job and recommended me.

In the spring of 1967, I was interviewed by a committee consisting of Paul Hall, Al Kerr, Bull Shepherd, Hal Banks and Lindsay Williams. They hired me to set up the training program here at Piney Point and I've been with the union ever since. They wanted to close the five schools we had then at different ports and consolidate the training here.

We moved here in August 1967. Since then, I've done every job on the base at one time or another. I think I know the base, system, students and discipline as well as anyone.

I had been a drill instructor at boot camp for three and a half years, and this was the same idea. You take young people, mold them to what your needs are, then guide them along from entry rating up to a license. Working with young people is a big part of what attracted me to this job. The

truth is, there's nothing wrong with the youth of today. It's just that we, as adults, don't have enough time to talk with them.

I was a juvenile delinquent, and if I hadn't gotten a break, I would have gone to jail. But I got a break and took advantage of it. I see kids now and tell them they can do the same. You're going to run into a road block, and you can either go under, over, around or through. But don't quit. You can do anything you want to do, if you want it badly enough.

The reason I've stuck with it all these years is, helping people. We're in the business of giving people an opportunity to better themselves—financially, educationally, every way.

But back to those early days. The original base was 28 acres, and then we purchased 34 additional acres.

Working with Paul Hall was fantastic. He was an absolute genius, and he was determined to give the youth of this century an opportunity to ship. Today, Democrats and Republicans alike talk about jobs, jobs, jobs. The SIU has been giving jobs to youth since 1953, without a penny from the government.

The first class of trainees more or less was used as laborers. We found people who had plumbing experience, carpentry experience, and we built this place with the students. We told them that if you build a strong foundation, you can add whatever you want onto that. They realized their participation led to putting in docks, excavating and laying pipe. That was their heritage, and they had a genuine interest in the development here.

I had no doubts about the long-term success of the school. At first, when we told people we wanted to weld together union education, vocational education and academic education, they said it couldn't be done. Being thick-headed, we did it anyway.

By 1970, we had instituted a GED program. Then we moved to college, and in 1985 we were able to issue associate degrees. Hopefully, before I retire, we'll have a four-year degree school here.

There have been other changes. Trainees used to be ages 16 to 21, and today they're 18 to 24. They're more mature and more educated, and some have better ideas about what they want. The entry program itself was redeveloped by trial and error as we went along.

There has been a tremendous increase in diversification of the upgrading programs to meet the technological changes on vessels.

Today, with the TRC, we can sleep 1,500 people. If we had an emergency where we had to train a lot of people and the shipping was available, we could have 1,500 working, 1,500 sleeping and 1,500 going to classes. We're ready for an emergency.

On that note, I must mention what we did with Desert Storm and Desert Shield. We had the 58 ships to man, kept (the manpower office personnel) working 24 hours a day, and not one of our ships sailed short one unlicensed person. That was a tremendous achievement.

Another thing that's very important is the Addictions Rehabilitation Center. If we only save one person, the expenditure is worthwhile. And of course we save many. That's a terrific program with devoted instructors.

Overall, you get a different type of education here. For one thing, there's less red tape than in public education. Also, public schools use a bell curve, whereas we worry about every individual and make sure he or she is up to par.

This is a place where you learn every day. I know we can expand to continually meet the needs of the industry. We also have to go further with our academic ability. As far as construction, the only job we have left is finishing the steward lab.

But the biggest thing to me is the satisfaction I get from helping develop the youth of today.



Kevin DeSue
QMED

In honor of the Seafarers Harry Lundeberg School of Seamanship's 25th anniversary, it is a privilege for me to share with you my testimony about the SIU and the school. These two bodies have helped me to become the self-sufficient member of the maritime field that I am today.

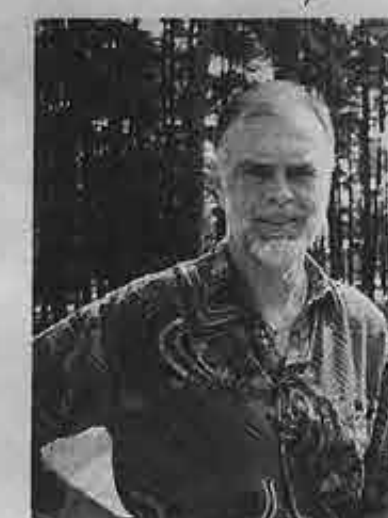
I was 19 when I entered the SIU in 1989 with the help of (Jacksonville Patrolman) Tony McQuay, whose guidance motivated me to attain the position which I currently hold. It seems like only yesterday when I was still a part of the trainee program, class 444, where I met a new family whose help I could never repay with anything but gratitude.

At first, the other trainees were just as scared

"Nowadays, I believe you have to keep upgrading in order to understand the industry. It's a complex field that is changing every day."

—Kevin DeSue

school and its talented, dedicated staff. Now at age 23, I have established a foundation which will allow me to continue moving upward in the maritime industry. My goal is to become a third engineer, and pretty soon, with the guidance of our school, I will reach that goal. For this, I say, thank you and may you celebrate many more happy anniversaries.



Bill Eckles
ARC Clinical Director

I always wanted to go to sea, and that's what I did. I joined the SIU in 1965 in Philadelphia. I'm

at a rate of 25 to 35 percent per year, because of finances and insurance. And there aren't many around that offer more than a 28-day program.

We average 17 to 22 residents. Depending on that population, we have a recovery rate of 50 to 60 percent. But at a given time, we may have most or all of the people there because they failed a drug screen, not because they want treatment. Out of that population, we get 30 to 40 percent (recovery rate). That's success, because they're getting curious about themselves. What we're doing is raising the bottom so that they don't have to go all the way down before they realize they have a problem.

Compared to when I first went through the ARC, the prevalent problem today is drug use, rather than alcohol. There also is more emphasis on (individual) responsibility.

But in some ways, there's no difference. Our residents are just seamen with a problem.

What I like best about working here is being able to do something on a significant level for merchant marines, whom I have a 30-year involvement with. I know what it's like to try and stay sober on a ship. It's a challenge.

As for the future, we're on the cutting edge now and we're going to stay there. The entire staff is committed.



Carmelita Henry
Cook and Baker

I was born in Philadelphia and have lived there most of my life. I have four loving children: Nikki, Malik, Jeana and D.J. My mother, Joyce, has supported me through an interesting career change.

I've always enjoyed being near the ocean. Growing up, I dreamed of travelling around the world, and somehow it seems like I always had friends who sailed. But it took me a long time to realize that women can sail, too.

Two years ago, I started my career with the SIU. I first sailed from the port of Norfolk and now ship out of Philadelphia.

When I returned home after signing off a vessel, someone suggested that I should go to the Seafarers Harry Lundeberg School of Seamanship to upgrade. I attended the school from March of this year through June.

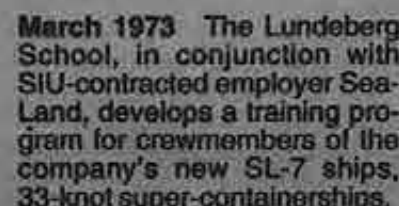
Being at the Lundeberg School made me realize I had the ability to reach higher and higher goals. Upgrading provided not only education, but also confidence. It also greatly expanded my knowledge of the SIU, and what I learned is, this union has much to offer. The people affiliated with the Seafarers are very knowledgeable and helpful. In fact, I have met a lot of beautiful people through the SIU, and I thank them for their guidance.

The doors are open, but it's up to each individual to take advantage of the opportunities. One of the best ways to do that is by going to our school in Piney Point to upgrade and earn your endorsements. Go there and do your best. There's not another place like it.

40 Years of Seafarer Training



November 1970 The Maryland State Department of Education's Division of Certification and Accreditation determines that the Lundeberg School can conduct the GED test.



March 1973 The Lundeberg School, in conjunction with SIU-contracted employer Sea-Land, develops a training program for crewmembers of the company's new SL-7 ships, 33-knot super-containerships.



March 1974 Training in the handling of liquefied natural gas (LNG) has been offered to Seafarers by the Lundeberg School in order to prepare the seamen for work aboard LNG carriers under construction.



November 1974 A first aid course is added to teach artificial respiration and application of emergency methods.



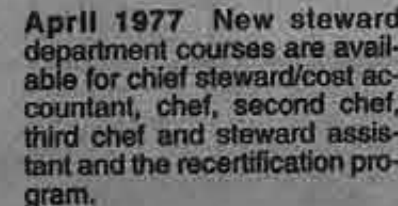
December 1974 SHLSS reading specialists offer course for students who speak English as a second language.



March 1975 Vocational Department announces new shipboard automation course for QMEDs.



December 1976 CPR is incorporated into basic training program for lowboat deckhands.



April 1977 New steward department courses are available for chief steward/coast accountant, chef, second chef, third chef and steward assistant and the recertification program.

January 1978 In recognition of excellence of training programs for boatman at Lundeberg School, Coast Guard counts training time as on-the-job credit.



April 1979 Recertified steward program is re-instituted at Lundeberg School.



September 1979 First class of new recertified stewards graduates.



April 1980 Piney Point cruise ship starts to prepare Seafarers for a new cruise ship operation to be known as American Hawaii Cruises.



February 1983 Original third or second assistant engineer license preparatory course is offered.



May 1983 Instruction in basic and advanced computer processing and various software applications used on ships is offered by the Lundeberg School.



Jake Karaczynski Instructor, Deck dept.

I was living in Brooklyn in 1975. At a party, I met a friend, Paul Leahy, who was SIU and had just come back from Russia. He told me about the Lundeberg School and about being overseas.

The next day, we went to the union hall together. I picked up an application and got familiarized with the school through the union hall. Within a few months, I was a trainee in class 187. Later, I arrived at my first ship on Christmas Eve, 1975.

I was a teacher here in 1977 for about five months, teaching the AB course. In 1981, I came back - this was in between ships - for the third mate course. While I was finishing that, I taught union education for a couple of hours a day.

I came back again in 1986 and have been here ever since, although I had planned to be here just one summer. I had been shipping quite steadily and needed some time off a ship. Plus I fell in love. I last sailed as second mate on the Apex Mobile.

Why have I stuck with teaching? Certainly not for the money. Going from \$12,000 a month to not nearly that much here... You stick with something like this because you enjoy doing it. It's the students, the people who send you postcards or Christmas cards and say, "Thanks. You made a difference in my life."

Without this school, seamen would be on their own. A one-week radar course, with living expenses, would cost someone \$1,000, whereas here it's free. It's an invaluable service to the industry. And the only way you're going to get ahead in the industry is to upgrade. You can stay an ordinary seaman all your life, or you can use the school and go from OS to captain of the ship. Every license I have, I got here.

The school has done a good job keeping up with changes in the industry, keeping pace, anticipating and meeting needs. For example, look at the shiphandling simulator. If you don't have one, you'll be out of business in short order. Many unions now are going ahead and buying them; they should have had them 10 years ago, when we put ours in. We're an unlicensed union, but we had the insight to purchase one.

This union and this school give you the option to start at the bottom and work to the top. It's amazing, because if you get a license, you leave the SIU. But that willingness to continually help and educate people is one of the things that really impressed me, and I took advantage of it.

This school is a great idea for the individual and for the industry as a whole, and I hope it's around for another 25 years.



Brian Krus Chief Engineer

During my senior year at Manistee (Mich.) Catholic High, I looked into a few different career options - among them, conservation officer and merchant seaman. At that time, 1978, the chance of getting a job as a conservation officer was slim because of state cost-cutting. So I looked further into the different maritime schools, finding them through a booklet I received from the Chamber of Commerce in Washington, D.C.

That summer, I was accepted into the Harry Lundeberg School. In August, I drove to Piney Point to begin my first day as a trainee and a member of Class 263-A.

Trainee life was enjoyable - demanding but educational. The discipline I learned then is the single greatest factor that led me to a long and bright career.

I finished the trainee program on November 8, 1978 and received a Harry Lundeberg jacket for being in the top third of my class. Then I went to my first job aboard an American steamship on the Great Lakes.

One year later, I switched from deck to engine department. I set a goal: to work my way up the ladder to chief engineer before age 30.

In September 1979 I signed off the Paul Thayer in Cleveland and proceeded to the Coast Guard office to write for an FOWT ticket. I passed. Then, after working as an oiler, I applied for the QMED course at Piney Point.

The course was extensive, covering shipboard refrigeration, electrical, deck machinery, machine tool processing, miscellaneous systems and safety. I completed it in March 1982.

Two years later, I earned a third engineer's license at the MEBA school in Toledo, Ohio. I continued upgrading my license and at that same time, I began taking college courses at the Lundeberg School. I'd work from April until January on the Great Lakes, then fly to Piney Point to continue with the college courses.

It took three years of spending winters in Maryland, but on June 1, 1989, I received the first associate's degree in Marine Engineering Technology from the Seafarers Harry Lundeberg School of Seamanship.

Those studies didn't stop me from pursuing my other goal, and in October 1989 - at age 29 - I passed all Coast Guard exams to receive a chief engineer's license for steam and motor vessels of unlimited horsepower.

I'm 32 years old and still the youngest actively working chief engineer with Oglebay Norton Co., operator of the Columbia and Pringle lines. (With 14 vessels, Oglebay Norton is the largest company plying the Great Lakes under the U.S. flag.) I'm also pursuing a

bachelor's degree in business at Upper Iowa University.

Words seem inadequate, but I'd like to thank the Lundeberg School, its people and all who are associated with their programs. I truly believe the time spent at the school was the firm foundation towards building a fine career. And the college program only enhanced the outcome of my goal.



Brad Wheeler Captain, USNS Algol

I was living in a cabin in West Virginia when my neighbor brought me the news that I had been accepted into Piney Point. I packed my car and headed to Maryland and a new career.

I thought that devoting three months to the SIU training program and then being able to go to sea - travel and make money at the same time - sounded like a pretty good deal. That was in 1977.

Fifteen years later, I know just what a good decision it was to go to the Lundeberg School. I not only found a new career, but also, in a way, found a new family. The SIU is a brotherhood of fellow seamen who will support you and give you opportunities like no other organization I know. The only cost of this support to you is that you do your job well.

When you become a full book member of the Seafarers, don't forget the cost in blood that was paid by our founding members. Their sacrifices give you the right and obligation to uphold the union's constitution and by-laws. Their determination and vision made the miracle of Piney Point possible.

I started sailing as a messman on the SS Guayama. I am now relief Master on the USNS Algol. In between, I upgraded at every opportunity: AB, A-seniority, the LNG course, welding, college courses and finally third mate. I also taught at the school for one year. Piney Point truly was my second home, and I couldn't have advanced like that without the school. The chance to utilize a place like that, for free, is absolutely phenomenal. (A former student of mine at the school and fellow trainee grad, Alan Gobeli, now sails as chief mate aboard the Algol.)

Think about it: How many institutions offer free training programs while providing room and board? I've always considered this a country of opportunities and the union falls right into that, supplying every chance for its members, even if they desire to go into other fields.

There are so many people to thank - too many to list here, because the list includes all the members of the SIU and D2. Thank you, my brothers.

But remember, there is much yet to be done. The support that we are able to give comes from the jobs we do. Do them well and we assure the future of our industry, our country and our brotherhood. Do them poorly and we shall see our future disappear like wisps of fog in the sun.

The future is in our hands. And I can tell you from experience, one of the best ways to ensure a better tomorrow is to take advantage of the chance to upgrade at our school in Piney Point.



Martha Dotterer Purchasing Agent

My husband and I were working for Piney Point Industries, on this property, during the 1960s. When the union decided to purchase the property, my husband and I were asked to remain and keep an eye on the place until they got people here to really take over.

We wound up sticking with the SIU, and I've been here ever since. We had the impression they would keep us, but I never thought I'd still be here today!

I've had several different jobs here, and I have enjoyed the work. I also like the people who are in charge. As purchasing agent, I enjoy working with a wide variety of people. I also live five minutes from here, and this is a lovely area.

At first, I did lots of office work, making contacts for the union to hire certain employees whom they needed immediately. I worked the switchboard, one of those old-time switchboards where you had to put the cord in and flip a switch.

Those first few months were pretty hectic. I remember seeing some buildings torn down, while others were painted and repaired. People still were planning the route the school would take.

Originally, there was just the barracks unit here. Piney Point Industries had tried to make it into a marina-hotel setup. The marine area certainly was not built up like it is now. Over the years, all of the buildings have been improved, and of course new buildings have been added.

Twenty years ago, it still looked like a government facility. Today, it looks more like a college campus or an up-and-coming community. I think the change in the facilities reflects the change in the curriculum.

The first groups of trainees needed a lot of polish. I think we're starting with a better product today. Of course, the first upgraders didn't know what to expect, and now the quality of the upgrading courses keeps drastically improving.

This school is valuable to trainees because it gives them an opportunity to do something with their lives, to better themselves. They don't even have to have a high school education, because they can apply for that here. I really think it's a great place for a young man or woman who isn't quite sure what he or she wants to do, career-wise.

For upgraders, they also have a chance to better themselves and get ahead in the industry.

I hope the school continues to grow and expand like it has these first 25 years. The changes so far have been for the better. The school is a help to the community, the trainees and upgraders and really the entire industry.

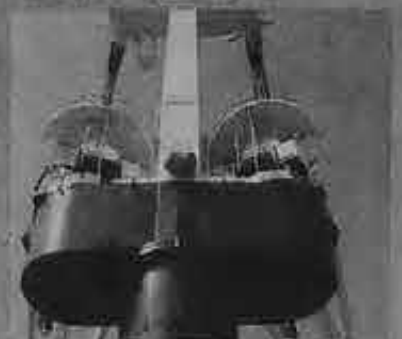
40 Years of Seafarer Training

September 1983 Deck department Seafarers and engine department Seafarers are offered the opportunity to achieve a two-year associate in arts degree in nautical science or marine engineering, respectively.

November 1984 Radar observer course covering interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercises begins.

January 1985 Reflecting increase in military vessels being operated by private sector, Lundeberg School offers sealift operations and main-

tenance course covering underway replenishment, vertical replenishment, crane operations, forklift operations and helicopter operations.



October 1985 Hydraulic systems aboard ships and the use of a Hagglund deck crane are taught in a new course.

June 1985 The school offers an array of self-study materials.



July 1986 Lundeberg School instructors begin firefighting, CPR and first aid training aboard Delta Queen.



July 1989 The Lundeberg School offers an oil spill prevention and containment course.



September 1990 Lundeberg School offers advanced firefighting courses.



December 1991 The basic and advanced fire fighting courses now include a simulated exercise aboard a ship filled with a non-toxic chemical smoke.

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 1992

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	31	27	13	32	15	13	14	55	36	24
Philadelphia	0	4	3	0	1	0	0	2	12	10
Baltimore	4	8	2	3	6	1	1	6	13	5
Norfolk	8	11	9	13	9	1	2	18	19	11
Mobile	18	22	6	14	14	5	1	18	20	19
New Orleans	29	26	13	16	15	13	3	40	31	33
Jacksonville	32	18	20	18	22	6	6	43	30	43
San Francisco	26	26	8	26	19	4	9	52	44	16
Wilmington	12	14	11	12	7	0	2	24	25	22
Seattle	34	16	12	26	18	5	4	44	20	25
Puerto Rico	7	1	4	9	2	1	1	11	3	4
Honolulu	3	12	13	3	13	10	7	8	16	11
Houston	23	33	12	19	18	3	14	40	50	29
St. Louis	0	1	1	0	1	0	0	0	3	2
Piney Point	2	11	2	2	5	1	0	1	24	9
Algonac	0	3	1	0	1	0	1	0	2	1
Totals	229	233	130	193	166	63	65	362	348	264
ENGINE DEPARTMENT										
New York	22	11	7	16	10	1	14	41	23	12
Philadelphia	1	2	3	0	2	0	3	4	6	7
Baltimore	5	7	1	1	4	0	0	7	15	5
Norfolk	7	9	6	2	8	2	2	11	12	7
Mobile	15	13	3	7	14	5	2	17	12	4
New Orleans	24	18	11	9	13	8	11	34	19	15
Jacksonville	14	15	7	12	4	6	4	23	23	13
San Francisco	10	24	6	18	20	2	9	27	33	17
Wilmington	9	10	5	2	7	1	4	14	24	16
Seattle	20	10	8	12	7	7	5	19	10	18
Puerto Rico	3	0	0	3	0	0	0	5	0	0
Honolulu	4	11	3	1	10	6	10	7	13	4
Houston	20	15	13	9	11	8	3	23	17	16
St. Louis	1	2	4	1	5	2	1	0	0	2
Piney Point	3	25	5	1	2	1	1	4	47	20
Algonac	1	2	0	1	1	0	0	0	3	0
Totals	159	174	82	95	118	49	69	236	257	156
STEWARD DEPARTMENT										
New York	11	14	4	11	7	0	12	28	21	7
Philadelphia	1	0	0	0	1	0	0	2	2	1
Baltimore	2	0	0	1	0	0	0	3	0	0
Norfolk	5	1	5	5	4	1	4	8	3	9
Mobile	12	4	2	7	5	1	0	11	6	2
New Orleans	17	8	2	7	5	2	14	20	13	4
Jacksonville	7	6	0	5	3	0	4	22	12	1
San Francisco	41	14	1	24	7	0	13	79	26	6
Wilmington	11	3	3	7	2	0	3	21	9	4
Seattle	15	5	0	11	1	2	3	37	11	1
Puerto Rico	0	1	0	3	1	0	0	2	1	1
Honolulu	8	18	20	7	14	10	52	14	27	21
Houston	9	1	1	7	2	0	1	16	5	4
St. Louis	1	0	0	0	0	0	1	1	0	0
Piney Point	5	15	1	2	3	3	1	13	29	9
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	145	90	39	97	55	19	108	277	165	70
ENTRY DEPARTMENT										
New York	7	46	34	5	25	4	0	21	86	104
Philadelphia	2	1	4	0	1	1	0	3	3	7
Baltimore	1	5	2	0	2	0	0	2	14	2
Norfolk	3	18	12	4	12	4	0	8	26	28
Mobile	2	17	6	1	13	5	0	2	26	19
New Orleans	5	26	17	5	17	5	0	12	33	42
Jacksonville	3	14	11	6	7	2	0	3	45	19
San Francisco	25	25	17	6	15	4	0	60	65	53
Wilmington	8	9	7	6	2	1	0	9	31	17
Seattle	8	13	7	3	11	2	0	15	18	24
Puerto Rico	3	3	3	2	7	1	0	8	6	7
Honolulu	4	37	142	10	40	165	0	6	50	158
Houston	6	27	5	4	6	1	0	8	45	16
St. Louis	0	2	0	0	2	0	0	0	4	1
Piney Point	0	24	5	0	21	1	0	0	30	8
Algonac	0	0	0	0	0	0	0	0	4	1
Totals	77	267	272	52	181	196	0	157	486	506
Totals All Department	610	754	523	437	520	327	242	1,032	1,256	996

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

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

A total of 1,526 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,526 jobs shipped, 437 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From June 16 to July 15, 1992, a total of 242 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 16,984 jobs have been shipped.

September & October Membership Meetings Deep Sea, Lakes, Inland Waters

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

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

Corrections



This photo was misidentified on page 16 in the July 1992 Seafarers LOG. It is actually Benjamin DeGonia, assistant chief bosun in the 500th trainee class at the Lundberg School, leading the pledge of allegiance at the SIUNA convention.

Rebecca Pouliot was incorrectly identified on page 25 of last month's Seafarers LOG. Pouliot is a cabin steward aboard the SIU-crewed SS Independence.



Seafarers International
Union Directory

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

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

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

BALTIMORE
1216 E. Baltimore St.
Baltimore, MD 21202
(410) 327-4900

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

HONOLULU
606 Kalihi St.
Honolulu, HI 96819
(808) 845-5222

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

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

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

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

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

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

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

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

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

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

SAN FRANCISCO
350 Fremont St.
San Francisco, CA 94105
(415) 543-5855
Government Services Division
(415) 861-3400

SANTURCE
1057 Fernandez Junco Ave.
San Juan, 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
(310) 549-4000

Dispatchers' Report for Great Lakes

JUNE 16 — JULY 15, 1992

CL—Company/Lakes

L—Lakes

NP—Non Priority

*TOTAL REGISTERED

TOTAL SHIPPED

**REGISTERED ON BEACH

All Groups

All Groups

All Groups

Class CL Class L Class NP

Class CL Class L Class NP

Class CL Class L Class NP

Port

DECK DEPARTMENT

Algonac	0	20	7	0	60	5	0	13	8
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Port

ENGINE DEPARTMENT

Algonac	0	15	7	0	35	3	0	5	3
---------	---	----	---	---	----	---	---	---	---

Port

STEWARD DEPARTMENT

Algonac	0	5	0	0	7	1	0	8	1
---------	---	---	---	---	---	---	---	---	---

Port

ENTRY DEPARTMENT

Algonac	0	18	7	0	0	0	0	14	14
---------	---	----	---	---	---	---	---	----	----

Totals All Departments	0	58	21	0	102	9	0	40	26
------------------------	---	----	----	---	-----	---	---	----	----

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

Dispatchers' Report for Inland Waters

JUNE 16 — JULY 15, 1992

*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

Region

DECK DEPARTMENT

Atlantic Coast	7	0	0	2	0	0	45	0	0
----------------	---	---	---	---	---	---	----	---	---

Gulf Coast

Gulf Coast	4	1	17	0	1	3	14	9	30
------------	---	---	----	---	---	---	----	---	----

Lakes & Inland Waters

Lakes & Inland Waters	9	0	0	6	0	0	56	3	0
-----------------------	---	---	---	---	---	---	----	---	---

West Coast

West Coast	0	0	0	0	0	0	2	1	5
------------	---	---	---	---	---	---	---	---	---

Totals

Totals	20	1	17	8	1	3	117	13	35
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Region

ENGINE DEPARTMENT

Atlantic Coast	2	0	0	1	0	0	18	4	0
----------------	---	---	---	---	---	---	----	---	---

Gulf Coast

Gulf Coast	0	0	0	0	0	0	0	0	3
------------	---	---	---	---	---	---	---	---	---

Lakes & Inland Waters

Lakes & Inland Waters	6	0	0	4	0	0	32	4	0
-----------------------	---	---	---	---	---	---	----	---	---

West Coast

West Coast	0	0	0	0	0	0	0	0	0
------------	---	---	---	---	---	---	---	---	---

Totals

Totals	8	0	0	5	0	0	50	8	3
--------	---	---	---	---	---	---	----	---	---

Region

STEWARD DEPARTMENT

Atlantic Coast	2	0	0	0	0	0	14	3	0
----------------	---	---	---	---	---	---	----	---	---

Gulf Coast

Gulf Coast	0	1	1	0	1	0	1	0	4
------------	---	---	---	---	---	---	---	---	---

Lakes & Inland Waters

Lakes & Inland Waters	4	0	0	2	0	0	16	0	0
-----------------------	---	---	---	---	---	---	----	---	---

West Coast

West Coast	1	0	0	0	0	0	2	0	0
------------	---	---	---	---	---	---	---	---	---

Totals

Totals	7	1	1	2	1	0	33	3	4
--------	---	---	---	---	---	---	----	---	---

Totals All Departments	35	2	18	15	2	3	200	24	42
------------------------	----	---	----	----	---	---	-----	----	----

* "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.

SIU BULLETIN BOARD

AMERICAN MERCHANT
MARINE HISTORY SERIES

The American Merchant Museum at the United States Merchant Marine Academy at Kings Point, N.Y. is the publisher of a new series on the history of American passenger, passenger/cargo and cargo ships and shipping.

Volume I, "The Hog Islanders," the story of 122 American ships, chronicles the building of the Hog Island yard in response to WWI. Volume II, "Caviar and Cargo," is about the C 3 passenger ships.

These two books are currently in print and may be ordered from North American Maritime Books. The price for Volume I is \$19.95 plus \$2.50 for shipping; the cost for Volume II is \$24.95 plus \$2.50 shipping.

Future volumes in the series will be entitled "Bauxite, Bananas, Coffee and Sugar" (the story of American passenger shipping in the Caribbean), "Prizes of War," (the story of 109 German merchant vessels seized by the U.S. government and put to war against their own country), and "The 535's and 502's" (which tells the story of 23 standard built American passenger ships of the WWI era).

WATERMAN
CREWMEMBERS

SIU members who are working or who have worked aboard Waterman's TAKX vessels (Pfc Eugene Obregon, Sgt Matej Kocak and Major Stephen Pless) should be aware of the following development. The Economic Price Adjustment affecting wages, overtime and vacation rates will be implemented retroactively to January 1, 1992.

Members still working on these vessels will see the increase in their paychecks. Members who shipped during that time but who have left the vessel should receive their checks in the mail by the end of July.

RETIREE COLLECTS PINS

A retiree and Seafarers LOG reader has begun a collection of lapel pins and tie-tacs which contain emblems or logos of organizations, clubs, etc. He mounts them on boards and eventually plans to exhibit them in schools, social halls and even have his collection given to the Smithsonian Institution.

Anyone who would like to send him their unwanted pins should wrap them in plastic bubble wrap or newspaper and send them to: David Peller, Blair House, 8201 16th Street, Silver Spring, MD 20910.

TO THE MEN WHO SAILED
THE LIBERTY SHIPS...

An hour-long television documentary to premier on public television, KTEH Channel 54, in San Jose, Calif. is in development. Entitled "The Men Who Sailed the Liberty Ships," the program will be taped on the Jeremiah O'Brien, the Liberty ship moored in San Francisco and restored to her World War II condition by a crew of volunteers.

The project's producers are looking for seamen who have photographs taken on Liberty ships during the war. They also would like to hear from mariners who sailed Liberties and have any unusual stories.

Contributions to become a member of the production team are welcomed.

The producers, Maria Brooks and Don Watson, can be contacted c/o Waterfront Soundings Video Project, 4 Berry St., San Francisco, CA 94107, or phone (510) 451-9226.

CROWLEY MARITIME
CORPORATION MERGER

TMT, ATL, CCT and other Crowley companies are reorganizing their corporate structure on August 1, 1992. The name of the new corporation will be Crowley American Transport, Inc. This merger will cause no substantive change in the organization's dealing with the SIU.

The Seafarers Pension Plan this month announces the retirement of 21 members. Seventeen of those signing off sailed in the deep sea division, while four sailed in the Great Lakes Division.

At 76, John Panders is the oldest of the new pensioners. Brother Panders sailed with the SIU for more than a quarter-century.

Brief biographical sketches of Panders and the other new retirees follow.

DEEP SEA



Willie Butts, 52, joined the SIU in 1967 in the port of New Orleans. A native of Alabama, he sailed in the deck and engine

departments. Brother Butts upgraded frequently at the Lundeberg School. He served in the Air Force from 1959 to 1962. Brother Butts lives in Lakeland, Fla.

Vincent Carafa, 65, joined the Seafarers in 1968 in the port of San Francisco. Born in Pennsylvania, he sailed in the deck department.



Brother Carafa served in the Army from 1944 to 1955. He has retired to Sonoma, Calif.

Yacob Hassan, 66, joined the union in 1971 in the port of Baltimore. He was born in China and sailed in the deck department. Brother Hassan resides in Baltimore.



Daniel Herrera, 65, joined the SIU in 1966 in his native Puerto Rico. He sailed in the steward department. Brother Herrera

served in the Army from 1945 to 1947. He still calls Puerto Rico home.

John Kane, 65, joined the Seafarers in 1967 in the port of New York. Born in the Bronx, N.Y., he completed the bosun recertification course at the Lundeberg School in 1981. Brother Kane served in the Army from 1946 to 1947. He lives in Ocala, Fla.



Everett Klopp, 65, joined the union in 1967 in the port of San Francisco. A native of Minnesota, he sailed in the deck

department. Brother Klopp has retired to Vancouver, Wash.

Pedro Mena, 62, joined the SIU in 1957 in the port of Baltimore. The native of Puerto Rico sailed in the steward and engine departments. Brother Mena upgraded at the Lun-

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.

deberg School in 1976. He served in the Army from 1950 to 1951. Brother Mena lives in Miami.

Wayne Linnette, 52, graduated from the Andrew Furuseth Training School in the port of New York in 1967. Born in Norfolk, Va., he sailed in the engine department. Brother Linnette served in the Army from 1956 to 1957. He resides in Norfolk.



Nicholas Lomas, 63, joined the union in 1946 in the port of New York. Born in Texas, he sailed in the deck department. Boatman Lomas has retired to Tampa, Fla.



Joseph Meyerchak, 62, joined the Seafarers in 1949 in his native New York. He completed the bosun recertification course at the Lundeberg School in 1981. Brother Meyerchak served in the Army from 1953 to 1955. He has retired to Puyallup, Wash.



Abdel Mohamed, 60, joined the union in 1963 in the port of New York. He was born in Arabia and sailed in the steward department. Brother Mohamed has retired to Laguna Beach, Calif.

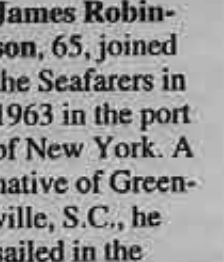


John Panders, 76, graduated from the Andrew Furuseth Training School in the port of New York in 1966. He was born in Greece and sailed in the deck department. Brother Panders resides in Brooklyn, N.Y.

Gene Paschall, 66, joined the SIU in 1949 in the port of Tampa, Fla. Born in Rock Island, Texas, he completed the bosun recertification course at the Lundeberg School in 1979. Brother Paschall lives in Eagle Lake, Texas.



James Robinson, 65, joined the Seafarers in 1963 in the port of New York. A native of Greenville, S.C., he sailed in the



steward department. Brother Robinson upgraded at the Lundeberg School in 1980. He served in the Army in 1946. Brother Robinson still calls Greenville home.

Edward Thompson, 61, joined the SIU in 1958 in the port of New York. He was born in Pennsylvania and sailed in the deck department.



Brother Thompson upgraded at the Lundeberg School in 1978. He served in the Navy from 1947 to 1951. Brother Thompson has retired to Seattle.



Elvert Welch, 65, joined the Seafarers in 1958 in the port of New Orleans. Born in Baton Rouge, La., he sailed in the engine department.

Brother Welch upgraded frequently at the Lundeberg School. He lives in Covington, La.

Carl Woodward, 65, joined the SIU in 1959 in the port of San Francisco. A native of Lamar, Mo., he completed the steward recertification course at the Lundeberg School in 1980. Brother Woodward served in the Army from 1951 to 1953. He has retired to his native Lamar.



GREAT LAKES



Christian Iverson, 65, joined the Seafarers in 1970 in the port of Frankfort, Mich. He was born in Bear Lake, Mich. and

sailed in the steward department. Brother Iverson served in the Army from 1945 to 1947. He continues to call Bear Lake home.

William Jones, 66, joined the union in 1973 in the port of Cleveland. A native of Ashland, Wis., he sailed in the engine department. Brother Jones served in the Army from 1944 to 1946. He lives in Superior, Wis.



John Knopf, 67, joined the Seafarers in 1973 in the port of Duluth, Minn. The native of Springville, N.Y. sailed in the engine department. Brother Knopf has retired to Washburn, Wis.



George Miller, 65, joined the SIU in 1964 in the port of Detroit. Born in Pennsylvania, he sailed in the deck department. Brother Miller served in the Army from 1946 to 1949. He lives in Lewistown, Pa.



John Stan, 65, joined the union in 1970 in the port of Detroit. He was born in Bridgeport, Ohio and sailed in the deck department. Brother Stan served in the Navy from 1946 to 1950. He resides in Martins Ferry, Ohio.



Send Your Holiday Greetings In the Seafarers LOG

Last year, the Seafarers LOG devoted several pages in the December issue to print holiday greetings from active and retired Seafarers—as well as their family members—to friends, shipmates and loved ones. The feature was well received and, thus, the LOG is planning a similar feature this year.

In 25 words or less (and in the neatest printing possible), write the message in the space provided below. All (legible) greetings that are written in the holiday spirit will be included in the December 1992 issue of the Seafarers LOG, if they are received in time.



The deadline for receipt of the holiday messages is Friday, November 13, 1992. Send them by mail to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

After November 1, facsimile copies will be accepted. The fax number is (301) 899-7355.

Forms also may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman at a vessel's payoff.

Holiday Message

(PLEASE PRINT OR TYPE)

To: _____

From: _____

Message: _____

Check the block which describes your status with the SIU:

- ☐ Active Seafarer ☐ Family Member of Active Seafarer
☐ Retired Seafarer ☐ Family Member of Retired Seafarer

Send your greeting to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the LOG office by Friday, November 13, 1992.

8/92

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every year, which is to be submitted to the membership by the Secretary-Treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines 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:

Augustin Tellez
Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746

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

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

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

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

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

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

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

Digest of Ships Meetings

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

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

LIBERTY SPIRIT (Liberty Maritime), March 8 — Chairman **Larry Manry**, Secretary **Steve Venus**, Engine Delegate **Perry Boyd**, Steward Delegate **I. Gordon**. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for fine chow.

AMERICAN CONDOR (American Transport Lines), April 26 — Chairman **M. McCardie**, Secretary **Carlos Sierra**, Educational Director **James Gaines**, Deck Delegate **Bob Miller**, Engine Delegate **Bryan Maddox**. No beefs or disputed OT reported. Ship needs new dryer. Ship is involved in transferring American forces from Philippines, including Subic Bay.

PATRIOT (Vulcan Carriers), April 3 — Chairman **R. Gibbs**, Secretary **W. Avant**, Deck Delegate **Willie Stanfield**, Engine Delegate **Robert Scott**, Steward Delegate **Dwight Maeda**. Chairman suggested members upgrade at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for good service.

SEALIFT INDIAN OCEAN (Marine Carriers), April 19 — Chairman **Dave Zurek**, Secretary **T. Winiker**, Educational Director **D. Davis**, Engine Delegate **Michael Ricci**. Educational director urged members to upgrade at Lundeberg School and support SPAD. No beefs or disputed OT reported. Crew mess needs additional chairs and new toaster. Crew thanked steward department for job well done. Next port: Jacksonville, Fla.

COURIER (Vulcan Carriers), May 24 — Chairman **S. Yaras**, Secretary **Richard Bromage**, Deck Delegate **Jason Poss**, Engine Delegate **John Cronan**, Steward Delegate **Roy Royals**. No beefs or disputed OT reported. Crew thanked galley gang for cleanliness of ship, menu variety and good food.

OMI DYNACHEM (OMI Corp.), May 17 — Chairman **Mark Davis**, Secretary **Steven Wagner**, Educational Director **Vincent DeIeso**, Deck Delegate **Raymond Snow**, Engine Delegate **Rick Ramirez**, Steward Delegate **Julio Guity**. No beefs or disputed OT reported. Crew asked contracts department for clarification on sailing board being posted. Crew gave vote of thanks to steward department. Next port: Houston.

Dinner for the Crew



Rod Pence, AB aboard the OMI Dynachem, lifts a grouper as Chief Cook Julio Guity looks on. The fish was caught while the ship was at anchor in Cristobal, Panama.

SEA-LAND NAVIGATOR (Sea-Land Service), May 17 — Chairman **Werner Becher**, Secretary **R. Spingat**, Educational Director **W. Stevens**, Deck Delegate **Mike Wiley**, Engine Delegate **A. Ahmed**, Steward Delegate **Thomas Kleine**. Chairman conveyed thanks from chief mate to deck department. Secretary thanked crew for cooperation concerning special linen. Educational director urged members to upgrade at Lundeberg School, thereby helping themselves get ahead. No beefs or disputed OT reported. Crew thanked galley gang for excellent meals.

SEA-LAND PACIFIC (Sea-Land Service), May 31 — Chairman **Oscar Wiley**, Secretary **G. Bronson**, Educational Director **Steve Bigelow**, Deck Delegate **Mathew Bevak**, Engine Delegate **David Bland**, Steward Delegate **John Bennett**. Chairman discussed importance of upgrading at Lundeberg School. He reminded members to vote in upcoming elections. Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegates.

SEA-LAND PERFORMANCE (Sea-Land Service), May 17 — Chairman **R. Moss**, Secretary **L. Ewing**, Educational Director **R. Johnson**, Deck Delegate **William Sharp**, Engine Delegate **Randy Snay**. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

SEA-LAND PRODUCER (Sea-Land Service), May 17 — Chairman **H. Bentz**, Secretary **Paul Guzman**, Educational Director **John Halim**, Deck Delegate **Raymond Vicari**, Engine Delegate **F. Ushait**, Steward Delegate **L. Hoffman**. Chairman reminded members to upgrade at Lundeberg School. He commended all departments for excellent work. Educational director explained importance of SPAD. No beefs or disputed OT reported. Crew thanked steward department for excellent food and service as well as ship cleanliness. Next port: Oakland, Calif.

SEA-LAND QUALITY (Sea-Land Service), May 3 — Chairman **Carmine Bova**, Secretary **T.J. Smith**, Educational Director **John Walsh**, Deck Delegate **Daniel Severinson**, Engine Delegate **Thomas Berry**, Steward Delegate **Francisco Monsibais**. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew discussed importance of voting and noted that "Politics is pork chops." Crew thanked galley gang.

SEA-LAND RELIANCE (Sea-Land Service), May 24 — Chairman **D. Brown**, Secretary **L. Lightfoot**, Educational Director **M. Miller**, Deck Delegate **Richard Young**, Steward Delegate **Gary Correy**. Secretary reminded crew to wear hardhats on deck while cargo is being worked. All hands should use tunnels. No beefs or disputed OT reported. VCR needs repair or replacement. Crew thanked steward department for fine meals. Next port: Tacoma, Wash.

SEA-LAND TACOMA (Sea-Land Service), May 12 — Chairman **Timothy Koebel**, Secretary **Terry White**, Deck Delegate **Mark Stevens**, Engine Delegate **D. Rhodes**, Steward Delegate **Saleh Nasser**. No beefs or disputed OT reported. Crew thanked Captain Brooks for superb barbecue and enjoyable work environment. Crew thanked galley gang for cruise ship cuisine, with special thanks to Chief Cook **Mohamed Shivy**.

SEA-LAND TRADER (Sea-Land Service), May 3 — Chairman **L. Watson**, Secretary **J. Johnson**, Educational Director

R. Risbeck. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate.

SEALIFT CARIBBEAN (IMC), May 18 — Chairman **W. Steele**, Secretary **Ivan Salis**, Educational Director **M. Vacca**, Deck Delegate **W. Dize**, Engine Delegate **August Rodil**, Steward Delegate **Stephen Adams**. Ship has not received rubber gloves and boots. Dryer is defective. Educational director told members to upgrade at Lundeberg School. He suggested Seafarers be aware of dangers of AIDS. No beefs or disputed OT reported. Crew was reminded not to smoke during meal hours and not to wear tank tops in messhall. Ship has not received movies which company is supposed to supply. Next port: Norfolk, Va.

USNS PREVAIL (USMMI), May 12 — Chairman **Charles Booher**, Deck Delegate **Joe Murphy**, Engine Delegate **Bruce Korte**, Steward Delegate **Carl Warren**. No beefs or disputed OT reported. AB **R.**

CHARLES L. BROWN (TransOceanic Cable), June 29 — Chairman **J. Harrington**, Secretary **D. Lindsey**, Educational Director **W. Carroll**. Chairman reported he would ask patrolman about cost of living adjustment. No beefs or disputed OT reported. Next port: Honolulu.

GUS DARNELL (Ocean Shipholding), June 7 — Chairman **Charles Mann**, Secretary **D. Smith**, Educational Director **John Anderson**, Deck Delegate **Greg Carlson**, Engine Delegate **Paul Barbadillo**. Educational director stressed importance of upgrading at Lundeberg School. Engine delegate reported beef and disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked galley gang.

LAWRENCE H. GIANELLA (Ocean Shipholding), June 2 — Chairman **P. Hulsebosch**, Secretary **D. Cunningham**, Educational Director **D. Fowers**, Deck Delegate **J. LaMotta**, Steward Delegate

BBQ on the Matthiesen



Seafarers aboard the Richard G. Matthiesen enjoy a great barbecue en route from Pearl Harbor, Hawaii to Long Beach, Calif. This photo was sent to the LOG by AB George Jordanides.

Austin commended galley gang for job well done, and crew seconded thanks.

USNS WILKES (Mar Ship Operators), May 29 — Chairman **Robert Russell**, Secretary **K. Dougherty**, Deck Delegate **Stanley Whitaker**, Steward Delegate **Cornell Charleston**. No beefs or disputed OT reported. Membership agreed this was unusually fine crew and thanks went out to all departments. Crew gave barbecue/retirement party for Third Cook **Abdel Mohamed**.

USNS WYMAN (Mar Ship Operators), May 10 — Chairman **L. Winstead**, Secretary **D. St. George**, Educational Director **R. Clark**, Steward Delegate **Guy Prescott**. Secretary reported ship running out of canned juices and milk due to problems with drinking water. Deck delegate reported beef related to water problem. No beefs or disputed OT reported by engine or steward delegates.

PFC DEWAYNE T. WILLIAMS (Amsea), May 10 — Chairman **Alvin McCants**, Secretary **Donna Jean Clemons**, Educational Director **Geo. Cruzen Jr.**, Deck Delegate **John Davis**, Engine Delegate **Frank Jaworski**, Steward Delegate **Dwayne Landry**. Chairman conveyed chief mate's thanks for excellent Coast Guard inspection. Chairman discussed drug and alcohol testing. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Repair list is posted.

PFC JAMES ANDERSON (Maersk Lines), June 12 — Chairman **Thomas Atwell**, Secretary **L. Mensching**, Deck Delegate **James Keith Jr.**. Educational director has upgrading forms available. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

AMERICAN HERITAGE (Apex Marine), June 12 — Chairman **Jamie Miller**, Secretary **John Samuels**. Chairman thanked crew for job well done. He asked captain about getting fresh milk and vegetables every couple of weeks. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. All crewmembers need new pillows and mattresses.

M. Ketchum. Chairman reported he has absentee ballots for all 50 states. Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegates. Crew observed one minute of silence in memory of departed brothers and sisters.

GLOBAL SENTINEL (TransOceanic Cable), June 5 — Chairman **G. Diefenbach**, Secretary **Eva Myers**, Educational Director **J. Smitko**, Deck Delegate **Roger Reinke**. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew was reminded to reduce noise in passageways.

GUAYAMA (Puerto Rico Marine), June 14 — Chairman **D. Murray**, Secretary **W. Williams**, Steward Delegate **R. Evoba**. Chairman advised members to upgrade at Lundeberg School. Secretary thanked crew for helping keep ship clean. No beefs or disputed OT reported. Crew lounge needs new furniture and new VCR.

FRANCES HAMMER (Ocean Shipholding), June 18 — Chairman **W. Petty**, Secretary **A. Banky**. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

JULIUS HAMMER (Ocean Shipholding), June 21 — Chairman **Ronald Dailey**, Secretary **F. Costango**. No beefs or disputed OT reported.

HUMACAO (Puerto Rico Marine), June 3 — Chairman **R. Garay**, Secretary **J. Miller**, Educational Director **Virgil Bolton**, Deck Delegate **Edward King**, Engine Delegate **Thomas Toomey**, Steward Delegate **Alejandro Serrano**. Chairman announced payoff. Secretary reported to crew about longshoremen in Puerto Rico taking over crew lounge and eating all the night lunch. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew lounge needs new furniture and VCR. Crew thanked steward department for job well done. Next port: Elizabeth, N.J.

INGER (Sealift, Inc.), June 28 — Chairman **S. Jandora**, Secretary **Vincent**

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Sanchez Jr., Deck Delegate **Kenneth Moore**, Engine Delegate **L. Reynolds**, Steward Delegate **D. Payne**. Chairman thanked crew for good trip. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

ITB MOBILE (Sheridan Transportation), June 28 — Chairman **Fred Jensen**, Secretary **Pedro Sellan**, Educational Director **J. Zang**, Deck Delegate **Kevin Merckx**, Engine Delegate **Floyd Talley**, Steward Delegate **T. Quammie**. Chairman thanked crew for smooth voyage. Educational director stressed importance of upgrading at Lundeborg School and donating to SPAD. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew thanked galley gang for job well done.

ITB NEW YORK (Sheridan Transportation), June 14 — Chairman **Sonny Pinkham**, Secretary **R. Hicks**, Educational Director **M. Scinto**, Engine Delegate **L. Malave**, Steward Delegate **D. Rodriguez**. No beefs or disputed OT reported. Crew thanked steward department for good job. Chairman thanked crew for cooperation. Crewmembers this summer will be defending basketball title in three-on-three "West Indies Shootout," won last year in overtime by Pinkham, DEU **Tom Moore** and captain's son.

LIBERTY SUN (Liberty Maritime), June 28 — Chairman **Robert Favalora**, Secretary **Frederick Washington**, Educational Director **Eddie Major**, Engine Delegate **Jerome Butler**. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

LIBERTY WAVE (Liberty Maritime), June 28 — Chairman **J.J. Leonard**, Secretary **C. Hollings**, Educational Director **P. Boyd Jr.**, Deck Delegate **Mark Wooley**, Engine Delegate **T. Mathews**. Chairman relayed thanks from captain, who said this is best deck and engine departments he has ever had. Educational director urged members to upgrade at Lundeborg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department. Next port: New Orleans.

LNG CAPRICORN (ETC), June 7 — Chairman **A. Waters**, Secretary **Francis Ostendarp**, Educational Director **Robert Hamilton**. Chairman reported everything running smoothly. No beefs or disputed OT reported. Ship still needs refrigerators for crew mess and pantry.

LNG TAURUS (ETC), June 14 — Chairman **Ulus Veach**, Secretary **Doyle Cornelius**, Educational Director **Raymond Culpepper**, Deck Delegate **Joe Morrison**, Engine Delegate **Vincent Larimer**, Steward Delegate **Henry Daniels Jr.**. Chairman greeted new crewmembers and stressed importance of upgrading at Lundeborg School. No beefs or disputed OT reported. Crew thanked galley gang for job well done, especially **SAs V. Echeverio, B. Olsen** and **M. Taraba**.

GROTON (Sheridan Transportation), June 28 — Chairman **George Diefenbach**, Secretary **M. Deloatch**, Educational Director **R. Natoli**, Deck Delegate **Joseph Soresi**, Engine Delegate **Rodney Edmands**, Steward Delegate **Michael Hammock**. Chairman announced payoff. He noted importance of donating to SPAD and reading Seafarers LOG. Educational director urged members to upgrade at Lundeborg School. Crew extended vote of thanks to galley gang for very good food. Next port: Stapleton, N.Y.

1st LT. JACK LUMMUS (Amsea), June 11 — Chairman **S. Solomon**, Secretary **L. Oram**, Educational Director **L. Oram**, Deck Delegate **F. Christian**, Engine Delegate **S. Melendez**, Steward Delegate **E. Ellis**. Educational director noted upgrading leads to better earning power. No beefs or disputed OT reported. Crew thanked steward department for job well done and thanked deck department for good job painting ramp.

MOKU PAHU (Pacific Gulf Marine), June 11 — Chairman **D. Ticer Jr.**, Secretary **J. Pratt**, Educational Director **M. Peck**. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew thanked galley gang.

RANGER (Vulcan Carriers), June 6 — Chairman **William Mullins**, Secretary **M. Fields**, Engine Delegate **Gary Dahl**. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

NUEVO SAN JUAN (Puerto Rico Marine), June 15 — Chairman **A. Camacho**, Secretary **A. Romero**, Educational Director **C. Gallagher**. No beefs or disputed OT reported. Crew discussed importance of upgrading at Lundeborg School. Crew observed one minute of silence in memory of departed brothers.

OMI DYNACHEM (OMI Corp.), June 14 — Chairman **Mark Davis**, Secretary **Steven Wagner**, Educational Director **Vincent Deleso**, Deck Delegate **Rod Pence**, Steward Delegate **Julio Guity**. Chairman reported smooth trip. New refrigerator was installed in crew messhall. Crew thanked Rod Pence for catching nice fish in Panama. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew asked contracts department to seek change in dependent medical coverage. Crew thanked steward department. Next port: Long Beach, Calif.

OMI MISSOURI (OMI Corp.), June 21 — Chairman **Carl Francum**, Secretary **Clyde Kreiss**, Deck Delegate **J. Saxon**, Engine Delegate **S. Castro**, Steward Delegate **J. Bernardez**. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

OMI WABASH (OMI Corp.), June 4 — Chairman **Ervin Bronstein**, Secretary **C. Miles**, Deck Delegate **T. Vines**, Engine Delegate **G. Garza**. Chairman announced payoff. He advised crew about new SIU health clinic near Houston union hall, and said clinic staff is very professional. No beefs or disputed OT reported.

OVERSEAS ALASKA (Maritime Overseas), June 21 — Chairman **Carlos Spina**, Secretary **Florencio Nieves Jr.**, Educational Director **Wendell Purrish Jr.**. Chairman announced payoff and urged members to upgrade at Lundeborg School. No beefs or disputed OT reported.

OVERSEAS NEW ORLEANS (Maritime Overseas), June 1 — Chairman **Bobby Riddick**, Secretary **R. DeBoissiere**, Educational Director **Ron Belcher**, Engine Delegate **Jack Singletary**. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew asked contracts department to eliminate permanent jobs. Crew thanked Steward/Baker DeBoissiere, Chief Cook **Burt Winfield** and **SA John Moore** for excellent job. Deck and engine departments also received thanks for good work.

OVERSEAS VIVIAN (Maritime Overseas), June 14 — Chairman **J.D. Foster**, Secretary **Freddy Hamilton**, Educational Director **Tom Koubek**. No beefs or disputed OT reported.

SEA-LAND CHALLENGER (Sea-Land Service), June 28 — Chairman **R. Williams**, Secretary **H. Scypes**, Educational Director **Eddie Johnson**, Deck Delegate **R. Grubbs**, Steward Delegate **Jose Ortiz**. Chairman asked everyone to donate to SPAD. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for good cookouts. Next port: Elizabeth, N.J.

SEA-LAND CRUSADER (Sea-Land Service), June 24 — Chairman **Ben Berbereno**, Secretary **R. Emanuel**, Engine Delegate **R. Jackson**. Educational director advised members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew thanked steward department for job well done and tremendous improvement. Television and VCR need to be replaced.

SEA-LAND ENTERPRISE (Sea-Land Service), June 14 — Chairman **Elex Cury, Jr.**, Secretary **E. Douroudous**, Educational Director **J. Ortiz**, Engine Delegate **Bruce Wright**. No beefs or disputed OT reported. Crew commended galley gang.

SEA-LAND EXPEDITION (Sea-Land Service), June 7 — Chairman **Carlos DeGracia**, Secretary **E. Vazquez**, Educational Director **D. Beeman**. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

SEA-LAND MARINER (Sea-Land Service), June 19 — Chairman **A. Eckert**, Secretary **P. Lopez**, Educational Director **G. Speckman**, Deck Delegate **L. Long**, Steward Delegate **D. Flunker**. Chairman announced fire and boat drill. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported, but steward delegate needs clarification on OT. Crew was reminded to keep lounge clean. Next port: Tacoma, Wash.

SEA-LAND NAVIGATOR (Sea-Land Service), June 21 — Chairman **Werner Becher**, Secretary **R. Spingat**, Educational Director **W. Stevens**, Deck Delegate **Robert Crooks**, Engine Delegate **A. Ahmed**, Steward Delegate **Thomas Kleine**. Chairman thanked crew for good trip. No beefs or disputed OT reported. Crew thanked galley gang for fine food.

SEA-LAND QUALITY (Sea-Land Service), June 7 — Chairman **Caroline Bova**, Secretary **T. Smith**, Educational Director **John Walsh**, Deck Delegate **Carl Sands**, Engine Delegate **Thomas Berry**, Steward Delegate **Francisco Monsibais**. Chairman announced payoff. No beefs or disputed OT reported. Crew discussed donating to seamen's club in LaPorte, Texas.

SEA-LAND TACOMA (Sea-Land Service), June 21 — Chairman **T. Murphy**, Secretary **M. Meany**, Educational Director **G. Ackley**, Deck Delegate **M. Stevens**, Engine Delegate **M. Ferguson**, Steward Delegate **S. Nasser**. Chairman thanked crew for smooth voyage. He announced

payoff. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew discussed importance of SPAD and how donations help send message to Washington, D.C. to keep a strong U.S.-flag merchant marine.

SEA-LAND TRADER (Sea-Land Service), June 10 — Chairman **M. Willis**, Secretary **J. Johnson**, Educational Director **M. Sabin**. No beefs or disputed OT reported. Crew thanked steward department for good job.

USNS INVINCIBLE (USMMI), June 8 — Chairman **Albert Austin, Jr.**, Secretary **G. Hamilton**, Deck Delegate **B. Booker**, Engine Delegate **H. Watkins**, Steward Delegate **R. Langley**. Chairman reminded members to register at SIU hall within 48 hours of being paid off after a layup. Crew thanked galley gang for fine service.

USTS PACIFIC (IOM), June 6 — Chairman **Mark Trepp**, Secretary **Ray Brown**, Educational Director **Felix Durand**, Deck Delegate **J. Batorski**, Engine Delegate **J. Patino**, Steward Delegate **Billy Mitchell**. Educational director noted bosun has absen-

Preparing the Grill



Chief Cook Jim Swart starts the grill for the Richard G. Matthiesen's cookout on the stern. This photo was sent to the LOG by AB George Jordanides

tee ballots. He encouraged members to vote, donate to SPAD and upgrade at Lundeborg School. No beefs or disputed OT reported.

RALEIGH BAY (Sea-Land Service), July 5 — Chairman **Carlton Hall**, Secretary **A. Robinson**, Deck Delegate **Kenneth Riley**, Steward Delegate **A. Willey**. Chairman urged members to donate to SPAD and upgrade at Lundeborg School. No beefs or disputed OT reported.

SEA-LAND ANCHORAGE (Sea-Land Service), July 2 — Chairman **G. Walker**, Secretary **J. Wright**, Educational Director **K. Bertel**, Deck Delegate **Gregory Agren**, Engine Delegate **Ahmed Almuflhi**, Steward Delegate **Kassem Saleh**. Chairman announced payoff. Educational director reminded members to register and vote in elections. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND EXPEDITION (Sea-Land Service), July 5 — Chairman **Carlos DeGracia**, Secretary **E. Vazquez**, Educational Director **D. Beeman**, Engine Delegate **Jesus Vazquez**, Steward Delegate **R. Cosme**. Chairman reported everything running smoothly. He discussed importance of upgrading at Lundeborg School. No beefs or disputed OT reported. Crew thanked galley gang for good work.

SEA-LAND RELIANCE (Sea-Land Service), July 1 — Chairman **D. Brown**, Secretary **G. Stivley**, Educational Director **E. Frederickson**, Deck Delegate **R. Young**, Engine Delegate **C. Akers**. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for job well done.

The End of Another Voyage for the Nuevo San Juan



A recent payoff for the crew of the Nuevo San Juan took place in Port Elizabeth, N.J. Pictured above are (from left) AB/Ship's Chairman **A. Camacho**, Vessel Manager **Tom Lord** and Steward Assistant **A. Colon**.

Final Departures

DEEP SEA

AWAD ABUDULLA

Awad Abudulla, 53, passed away January 9. He was born in Arabia and in 1969 joined the Seafarers in the port of Baltimore. Brother Abudulla sailed in the deck department. He upgraded at the Lundeberg School in 1975.

JAMES P. AHERN

James P. Ahern, 67, died March 7. The Massachusetts native joined the SIU in 1945 in the port of Boston. Brother Ahern sailed in the deck department.

FLOYD BARNETT



Pensioner Floyd Barnett, 74, passed away May 27. Born in North

Carolina, he joined the union in 1951 in the port of Baltimore. Brother Barnett sailed in the deck department. He served in the Coast Guard from 1936 to 1939. Brother Barnett retired in April 1974.

SIGMIERE BOGGAN

Pensioner Sigmire Boggan, 75, died May 10. A native of Louisiana, he joined the Seafarers in 1945 in the port of Galveston, Texas. Brother Boggan sailed in the deck department. He began receiving his pension in October 1976.

JOSEPH CARENDER

Pensioner Joseph Carender, 70, passed away June 24. The Tennessee native joined the SIU in 1947 in the port of New York. Brother Carender sailed in the deck department. He served in the Army from 1944 to 1945. Brother Carender retired in June 1986.

JAMES C. COLLINS

Pensioner James C. Collins, 69, died June 9. He was born in Rockwood, Tennessee and in 1966 joined the Seafarers in the port of New York. Brother Collins sailed in the deck department. He served in the Navy from 1941 to 1946. Brother Collins began receiving his pension in April 1988.

JOHN L. CORTEZ



Pensioner John L. Cortez, 79, passed away June 7. Born in the Philip-

pine Islands, he joined the union in 1960 in the port of Seattle. Brother Cortez sailed in the steward department. He retired in June 1978.

JUAN CRUZ

Pensioner Juan Cruz, 76, died July 1. A native of Puerto Rico, he joined the SIU as a charter member in 1939 in the port of New York. Brother Cruz sailed in the steward department. He served in the

Army from 1942 to 1945. Brother Cruz retired in August 1978.

RAFAEL D'ANGELO

Pensioner Rafael D'Angelo, 85, passed away June 11. He was born in Italy and in 1945 joined the Seafarers in the port of New York. Brother D'Angelo sailed in the engine department. He began collecting his pension in August 1979.

JOSEPH FONTENOT

Pensioner Joseph Fontenot, 74, died June 6. The native of Louisiana joined the union in 1952 in the port of Houston. Brother Fontenot sailed in the steward department. He retired in November 1983.

CLARENCE FREDDIE



Pensioner Clarence Freddie, 73, passed away April 22. Born in Louisiana,

he joined the Marine Cooks and Stewards in 1954 in the port of Wilmington, Calif., before that union merged with the AGLIWD. Brother Freddie began receiving his pension in February 1986.

JOSEPH FURTON



Pensioner Joseph Furton, 76, died June 9. He was born in Michigan and in

1944 joined the SIU in the port of New York. Brother Furton sailed in the deck department. He retired in October 1980.

VICTOR E. GARCIA



Pensioner Victor Garcia, 67, passed away May 9. A native of the Philip-

pine Islands, he joined the Seafarers in 1956 in the port of New York. Brother Garcia sailed in the steward department. He began receiving his pension in April 1988.

EARL GAY



Earl Gay, 65, passed away recently. The Pennsylvania native

joined the union in 1952 in the port of Philadelphia. Brother Gay sailed in the steward department. He served in the Navy from 1943 to 1946.

RICHARD HENEKE

Pensioner Richard Heneke, 65, passed away May 14. The Washington native joined the Seafarers in 1968 in the port of

Seattle. Brother Heneke sailed in the engine department. He upgraded at the Lundeberg School in 1974. Brother Heneke served in the Navy from 1943 to 1953. He began receiving his pension in January 1991.

JOHN GRADDICK



Pensioner John Graddick, 77, died June 28. He was born in South Carolina

and in 1945 joined the Seafarers in the port of New York. Brother Graddick sailed in the steward department. He retired in January 1980.

CLEO HARRIMAN



Pensioner Cleo Harriman, 72, passed away May 26. Born in Virginia,

he joined the Marine Cooks and Stewards in 1967 in the port of San Francisco, before that union merged with the AGLIWD. Brother Harriman began receiving his pension in January 1982.

DONALD HENDERSON



Pensioner Donald Henderson, 72, died recently. A native of Portland,

Ore., he joined the SIU in 1963 in the port of Baltimore. Brother Henderson sailed in the deck department. He upgraded at the Lundeberg School in 1976. Brother Henderson served in the Army from 1944 to 1956. He retired in April 1986.

ALBERT HOLMES



Pensioner Albert Holmes, 72, died March 24. Born in North Carolina, he joined

the SIU in 1946 in the port of New York. Brother Holmes sailed in the engine department. He served in the Air Force from 1941 to 1942. Brother Holmes retired in December 1982.

HAROLD MEEDER,



Harold Meeder, 62, died June 4. A native of Kansas City, he joined the SIU in

1971 in the port of Houston. Brother Meeder sailed in the deck department. He served in the Navy from 1950 until 1964.

WILLIAM G. KELLY

Pensioner William G. Kelly, 63, passed away May 23, five days after his birthday. He was born in Aberdeen, Wash. and in 1957 joined the Seafarers in the port of Seattle. Brother Kelly sailed in the deck department. He served in the Navy from 1946 to 1949. Brother Kelly retired in November 1991.

PETER MENCAS



Pensioner Peter Mencas, 79, passed away May 24. Born in the Philip-

pine Islands, he joined the union in 1968 in the port of San Francisco. Brother Mencas sailed in the steward department. He began receiving his pension in September 1979.

JACK NELSON



Pensioner Jack Nelson, 66, died June 7. He joined the SIU in his native Savan-

nah, Ga. in 1943. Brother Nelson completed the bosun recertification course at the Lundeberg School in 1975. He retired in March 1987.

PAUL R. ROGERS



Pensioner Paul Rogers, 70, passed away April 28 due to cancer.

He was born in Colorado and in 1967 joined the Seafarers in the port of Houston. Brother Rogers sailed in the steward department. He served in the Army from 1940 until 1945. Brother Rogers retired in February 1987. He is survived by his wife, Wanda; two sons, Ronald and Russell; his daughter, Paula; his sister, June; seven grandchildren and a great grandchild.

WILLIAM ROYES



Pensioner William Royes, 86, died June 17. A native of Jamaica, he joined

the SIU in 1951 in the port of New York. Brother Royes sailed in the steward department. He began receiving his pension in August 1971.

ROBERT RUDOLPH



Pensioner Robert Rudolph, 65, passed away June 18. He was

born in Los Angeles and in 1952 joined the Seafarers in the port of Seattle. Brother Rudolph sailed in the deck department. He served in the Navy from 1944 to 1946. Brother Rudolph retired in October 1988.

HENDRIK SWARTJES

Pensioner Hendrik Swartjes, 82, died May 29. Born in Holland, he joined the SIU in 1946 in the port of New York. Brother Swartjes sailed in the deck department. He began receiving his pension in April 1974.

CHARLES E. THOMPSON



Pensioner Charles E. Thompson, 64, passed away May 15. The native of

Los Angeles joined the Marine Cooks and Stewards in 1967 in the port of San Francisco, before that union merged with the AGLIWD. Brother Thompson began receiving his pension in February 1982.

RAPHAEL TORRES



Raphael Torres, 21, died recently. He was born in the Virgin Is-

lands and in 1989 graduated from the Lundeberg School trainee program. Brother Torres sailed in the engine department. He was an active member at the time of his death.

ALEJANDRINO VELAZQUEZ



Pensioner Alejandrino Velazquez, 65, passed away May 24. A native of Puerto

Rico, he joined the Seafarers in 1963 in the port of New York. Brother Velazquez sailed in the deck department. He retired in October 1986.

NGIT WONG



Pensioner Ngit Wong, 65, died May 15. Born in China, he joined the Marine

Cooks and Stewards in the port of San Francisco in 1954, before that union merged with the AGLIWD. Brother Wong retired in February 1979.

INLAND

GERONIMO ESPINOSA

Pensioner Geronimo Espinosa, 78, passed away June 1. He was born in the Philippine Islands and in 1961 joined the

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Final Departures

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union in the port of Philadelphia. Boatman Espinosa sailed in the steward department. He retired in June 1984.

ROGER GARES

Pensioner Roger Gares, 73, died May 23. A native of Pennsylvania, he joined the union in 1973 in the port of Philadelphia. Boatman Gares sailed in the steward department. He served in the Marine Corps from 1942 to 1946. He began receiving his pension in November 1987.

ORVILLE JOHNSON



Pensioner Orville Johnson, 72, passed away June 12. He joined the

Seafarers in 1957 in his native Baltimore. Boatman Johnson sailed in the deck department. He retired in April 1982.

TOM P. MILLER



Pensioner Tom P. Miller, 78, died May 18. The Texas native joined the

union in 1957 in the port of Houston. Boatman Miller

sailed in the engine and steward departments. He served in the Army from 1941 to 1943. Boatman Miller began receiving his pension in August 1973.

CHARLES F. MORRIS



Pensioner Charles F. Morris, 77, passed away December 1. Born in

New Jersey, he joined the union in 1961 in the port of Philadelphia. Boatman Morris sailed in the deck department. He served in the Navy from 1940 to 1945. Boatman Morris retired in December 1979.

CLAY SHERRILL

Clay Sherrill, 63, died June 2. He was born in Highland Park, Mich. and in 1972 joined the union in the port of Chicago. Boatman Sherrill sailed in the deck department.

GREAT LAKES

CARL ANDERSON



Pensioner Carl Anderson, 73, passed away June 13. The Michigan

native joined the Seafarers in 1953 in the port of Elberta, Mich. Brother Anderson sailed in the engine department. He retired in August 1970.

KONRAD FROVAG



Pensioner Konrad Frovag, 80, died May 1. A native of Norway, he joined the SIU

in 1949 in the port of Detroit. Brother Frovag sailed in the deck department. He began receiving his pension in June 1976.

STEPHEN LENCHAK



Stephen Lenchak, 64, passed away June 23. He was born in Cleveland

and in 1960 joined the union in the port of Detroit. Brother Lenchak sailed in the steward department. He served in the Army from 1955 to 1957.

ATLANTIC FISHERMEN

SEBASTIANO PASSANISI

Pensioner Sebastiano Passanisi, 77, died June 1. He joined the union in 1971 in his native Boston. Brother Passanisi sailed in the deck and steward departments. He served in the Navy from 1941 to 1945. Brother Passanisi retired in December 1982.

Lundeberg School Self Study Courses

The Seafarers Harry Lundeberg School of Seamanship has revised its self-study correspondence courses. Currently available are lessons in English and mathematics. The academic department will add other subjects as they become available.

Seafarers can take advantage of this opportunity to increase their knowledge by writing to the Lundeberg School. The materials are prepared in a straight-forward, easy-to-understand manner. Simply check the boxes for the lessons which interest you, then clip and send the coupon to the address below.

Please send the materials checked below:

MATH

- ☐ Fractions
☐ Decimals
☐ Percents
☐ Algebra
☐ Geometry
☐ Trigonometry
☐ Plane
☐ Spherical

ENGLISH

- ☐ Grammar Books
☐ Writing Business Letters

Name _____
 Address _____
 Telephone _____
 Social Security # _____
 Book # _____ Rating _____

Cut out this coupon and mail to:

Academic Department
 Seafarers Harry Lundeberg School of Seamanship
 P.O. Box 75
 Piney Point, MD 20674

8/92

South Atlantic Port Council Holds Luncheon



The South Atlantic Port Maritime Council held its quarterly membership luncheon on May 20 in the Jacksonville, Fla. SIU hall. Featured speakers at the event were local legislative candidates. In the photo above, Patrolman Tony McQuay (center) welcomes Dr. Les Warren (left) and retired SIU Assistant VP George Ripoll. The galley gang who prepared the meal gather in the photo below. From the left, they are Seafarers Willie Grant, Richard Ward, Glenn D'Ambrosio and John Platts.



Congressman Meets with New Orleans MTD



U.S. Representative Bob Livingston (R-La.) talks with New Orleans Port Agent Joe Perez (center) as retired SIU Vice President Lindsey Williams welcomes guests to the June 5 meeting of the Port Maritime Council of Greater New Orleans and Vicinity.

Remembering Those Who Went Before



Retired Bosun Tony Palino (left) and SIU Vice President West Coast George McCartney flank Captain Dick Haugh of the SS Independence during the recent Maritime Memorial Day ceremonies aboard the SS Jeremiah O'Brien, a restored Liberty Ship, in San Francisco Bay. Seafarers attending the event tossed a wreath into the sea in memory of their fallen brothers and sisters. The photo was provided by SIU member John Phillips.

Connie's Galley Crew Aims to Keep Guests Happy

General Napoleon said it when he uttered his immortal phrase, "an army marches on its stomachs." And people trying to catch a loved one have said it when they turned to the old adage, "a way to a person's heart is through their stomach."

Galley gang Seafarers aboard the SS Constitution (nicknamed the "Connie" by crewmembers) recognize the simple principle that plentiful, exquisitely prepared food can be the key ingredient to a cruise ship passenger's good time.

To this end, the steward department works around the clock to make sure no passenger goes hungry and no palate goes unsatisfied during the seven-day voyage aboard the

American Hawaii Cruises ship.

Led by Chief Steward Patrick Olin, the galley gang must have a breakfast ready for the pre-dawn risers, then the regular breakfast must be prepared before lunch.

While some of the crew works on the afternoon snacks, the final preparations for dinner—which has two seatings—must be completed. Finally, crewmembers prepare the after-dinner to midnight snacks before the whole thing starts over again.

Olin noted to a Seafarers LOG reporter that there is never time to relax in the galley. "We always have a meal preparation in the works. It's a constant job to keep hundreds of people happy and satisfied."



Cook Julio Lambert slices prime rib for a passenger.



Keeping an eye on the eggs is Assistant Cook Danny Nguyen.



Assistant Baker Mario Ramiro has pancakes hot off the griddle.



Watching over the galley operations are Executive Chef Hector Morales (left) and Chief Steward Patrick Olin.



Standing by an order is Second Cook Carlos L. Madayag.



Assistant Cook Mario Firme Jr. keeps delicious meals coming.



No tears are shed while Second Cook Paul Bennett peels an onion.



Sous Chef Ozzie Stoiber is one of the galley's many experts.



Dicing a carrot is one task for Second Cook Djasni Mohamad.



Mushrooms are needed in Second Cook Eihossiny Elnaggar's recipe.



Second Baker Joseph Walsh finishes making another cherry pie.



Second Cook Jay Pichay slices bread for finger sandwiches.



Showing his proficiency for cracking eggs with one hand is Chief Baker Willie Creer.

Lundeberg School Graduates Nine Classes



Trainee Lifeboat Class 500—Graduating from trainee lifeboat class 500 are (from left, kneeling, front row) Theodore Karabinas, Victor Serrano, Jared Tryal, Jerome Scola, Stephanie Hendrick, Chris Kalinowski, (second row) Ben Cusic (instructor), Douglas Hau, James Lacy, Lorenzo Martin, Jason Simpson, Jerry Howard Jr., Willie McFadden Jr., (third row) Kyle Tabor, Dave Hayes, Thomas Hurley Jr., Benjamin DeGonia, Mark Mullen, Michael Kozak, Jason Bonelont and Jerry Herman.



Refrigeration Systems Maintenance and Operations—Completing the reefer maintenance class on June 11 are (from left, kneeling) Dean Truax, Bill Harris, Frank Bolton, Ronald Celious, James Clement, (second row) John Carr (instructor), Bob Rudd, Robert Caldwell, Ed Sacks and John Kelly.



Marine Electrical Maintenance—Completing the course leading to graduation from the marine electrical maintenance program are (from left, seated) Sheldon Greenberg, Dave Plumb, Mike Novak, Mark Dumas, (standing) Robert Stancavage, David Tillman, Lawrence Holbert, Eric Malzhuhn (instructor) and James Brock.



Upgraders Lifeboat—Members of the graduating lifeboat class on June 2 are (from left) John Watkins, Art Jonassen, Carmelita D. Henry, Kerry Tyrone Roby Sr. and Ben Cusic (instructor).



Marine Electronics Technician—Successfully completing the marine electronics technician course are (seated) Christopher Barry, (from left, standing) J.R. Hawkins, Robert A. Farmer, Scott Morris and Mark Rainess (instructor).



Able Bodied Seaman—Graduating with their able bodied seaman's endorsement are (from left, kneeling) K.C. Taylor (instructor), Otto Borden, Robert Baskin, Anthony Douglas, Grant Jones III, Obaid H. Ali, (second row, kneeling) Fred Lau, Jeffrey Robinson, Chris Stringer, Pasquale Giorgilli, Mark Lecik, David Penney, Fereza Gifford, John Favero, (third row, standing) James McCarthy, Lawrence Neslein, Fred Cintorino, Dave Chesson Jr., William Boyd, Joe Carson, Barron Jackson, Kim M. Brown, Geronimo Rawlings, Warren Barroner, James Alexander and Russ Dasaro. Not pictured is Ron Mercer.



Upgraders Lifeboat—Receiving their lifeboat endorsements, members of the June 30 class are (from left, kneeling) Osman Haslam, John D'Alessandro, Mark Cabasag, Gary Morrison, (second row) Ben Cusic (instructor), Chris Coggins, William Ware, Kenneth Myers, Dennis Shaw and Larry Calhoun.



Firefighting—Successfully completing the advanced firefighting curriculum on June 24 are (from left, front row) Byran Cummings (instructor), David Queipo, Mel Santos, Jeff Libby, Leroy Hopkins, John Smith (instructor), (second row) Lawrence Clark, Ed Johnston, Jose Marrero, Steve Thompson, (third row) Joe Young, Jay Phillips, Leon Johnson, Marc Taylor, (fourth row) Bill O'Neill, Bob Kiefer, Rick Barnhart, Leonard White, (fifth row) Craig Pare, James Watts and Bill Mustion.



Pumproom Maintenance and Operations—Graduating are (from left, kneeling) Wayne F. Gonsalves, Donald E. Morgan, (second row) Jim Shaffer (instructor), Jon Beard, Leonardo Papa, Tony Ripoll and Eric H. Sutton.

LUNDEBERG SCHOOL 1992 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between August and December 1992 at the Seafarers Harry Lundberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 14 November 9	October 23 December 18

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

Ship Handling	August 31 November 2	September 11 November 13
Radar Observer Unlimited	September 14 November 16	September 18 November 20
Celestial Navigation	August 3 October 5	August 28 October 30
Third Mate	August 31	December 11
Tankerman	October 26	November 20

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	August 17 August 31 October 12 October 26	August 21 September 4 October 16 October 30
Lifeboatman	August 3 August 17 August 31 September 14 September 28 October 12 October 26 November 9 November 23 December 7	August 14 August 28 September 11 September 25 October 9 October 23 November 6 November 20 December 4 December 18
Basic/Advanced Fire Fighting	October 20	October 30

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 28	November 2

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	September 14	December 4
Fireman/Watertender and Oiler	August 31 October 26	October 9 December 4
All students must take the Oil Spill Prevention and Containment class.		
Pumproom Maint. & Operations	August 31	October 9
Marine Electrical Maintenance	August 17 October 19	October 9 December 11
Refrigeration Maint. & Operations	October 26	December 4
Marine Electronics—Technician I	September 28	November 6
Marine Electronics—Technician II	November 9	December 18
Basic Electronics	August 31	September 25
Hydraulics	August 17 November 23	September 11 December 18
Diesel Engine Technology	August 17	September 11
Welding	October 12	November 6

1992 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundberg School. Please contact the admissions office for enrollment information.

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

SHLSS College Program Schedule for 1992

FULL 8-week sessions	August 31 October 26	October 23 December 18
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UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Month/Day/Year
Address _____
(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 _____

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 Lifeboatman 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 _____ HELD _____ DATE _____ SHIPPED _____ DATE OF _____ DISCHARGE _____

SIGNATURE _____ DATE _____

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

DECK

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

ENGINE

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

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

STEWARD

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

ALL DEPARTMENTS

- ☐ Welding
☐ Lifeboatman (must be taken with another course)
☐ Oil Spill Prevention & Containment

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

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

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

1993 SIU Scholarships Announced

Seven scholarships will be awarded in 1993 to help members and their dependents further their college or university studies. Those interested in applying should start collecting the necessary paperwork NOW! See page 8 for additional information.

Job Corps Bestows Top Award to Seafarer Porter

When James Porter reported last month to the Seafarers Harry Lundeborg School of Seamanship as a member of class 502, it was the culmination of 18 months of hard work that saw his efforts recognized with a National Leadership Award from the National Job Corps, a federal program funded by the departments of Labor and the Interior to help young men and women between the ages of 16 and 22 obtain educational and vocational skills.

While other Job Corps award winners wore Sunday-best outfits, Porter marched to the stage in his khaki Lundeborg School uniform. "I'm proud of the uniform and what it represents to me. It was my goal and I achieved it," he told a Seafarers LOG reporter before taking part in the Washington, D.C. ceremony on July 23.

Helped Support Family

Becoming a member of the Seafarers became Porter's goal as soon as he heard about the union



Seafarer James Porter (center) receives his National Leadership Award from Dr. Michael Murphy (right) from the National Office of Job Corps, while Maryland Delegate Ulysses Currie watches.

when he entered the Harpers Ferry (W.Va.) Job Corps Center in January 1991.

Earlier in his life, the 23-year-old had dropped out of high school to help his mother support the family. Even though he enjoyed working with his hands, Porter discovered he was not able to hold or acquire a construction job without a high school diploma. He got upset and let his weight climb to 360 pounds.

About this time, Porter met a Job Corps recruiter who told him the program could help him acquire a high school equivalency diploma (GED) as well as train him with a job skill. Porter left his Newport News, Va. home and headed for Harpers Ferry Job Corps Center where he met Bud Casto, its placement coordinator and instructor for building and apartment maintenance.

Casto took Porter under his wing. After retiring from a Fortune 500 company, Casto returned to his home state of West Virginia where he was asked if he would teach a skill to young men and women through the federally funded program. In the back of his mind, Casto remembered the Seafarers' 1959 summer-student program that gave him an opportunity to sail aboard an SIU-contracted vessel out of the port of Brooklyn. "I made more money in those four weeks than any of my friends who stayed home and worked all summer," he recalled.

Piney Point Recommended

Casto had kept up with the SIU and knew about the union's school in Piney Point when he started with Job Corps seven years ago. He visited Piney Point, liked what he saw and



Showing off his achievement award to Bud Casto of the Harpers Ferry (W.Va.) Job Corps Center (left) and his mother, Evalyn Porter, is Seafarer James Porter.

reported it to the national program. Since then, Harpers Ferry Job Corps center has recommended 27 men and women, including Porter, to the Lundeborg School. In fact, Casto's daughter Kimberly sails as a cook/baker.

"When I met James, I encouraged him to look at the merchant marine as a career," Casto said. Porter added he was attracted to the SIU because of the travel, "plus I saw a couple of the pay stubs. You can't beat that." But both noted, before he could enter Piney Point, Porter had some work to do.

That work included acquiring a GED, studying 2,000 hours in electrical and pipefitting courses and losing 94 pounds, which Porter said he did by dieting and using Casto's boxing gym. "It wasn't a piece of cake which is something I had to give up," he added.

However, Porter persevered at Job

Corps. He studied, became a dorm leader, was placed in charge of several other groups at the old Civilian Conservation Corps site and was named a winner of the program's "National Leadership" award for his region. Finally, days before reporting to Piney Point, he was informed he had won the national award. "I just couldn't believe it when I heard," Porter stated.

Number One Job Corps Student

Not only did he receive the recognition, but he "graduated as the number one student in the Job Corps program nationwide," Casto added. "That's out of 50,000 students. James is a prime example of what can be done through Job Corps with a goal like the SIU."

Upon graduation from the Lundeborg School, Porter plans to enter the engine department. His goal is to become a QMED.

One Vote Counts



The first step to voting in this year's general elections on November 3 is registering with the local board of elections. In photo above, New York members obtain their registration forms from SIU Assistant Vice President Kenneth Mangram (seated, right) and receive assistance in filling them out. All SIU members and pensioners are encouraged to exercise their right to vote.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the membership of the SIU to help locate Mary Elizabeth Green.

Missing from Arden, N.C. since August 6, 1991 when she was 15 years old, Mary Green is considered an endangered runaway.

At the time of her disappearance, she was 5 ft. 10 inches tall and weighed 155 lbs. She has blonde hair and blue eyes. Mary Elizabeth Green has a scar on her back, a mole on her neck and a pockmark on her right cheek. She has a heart condition and needs medication which she does not have with her.

Anyone having information should contact the National Center for Missing and Exploited Children

(800) 843-5678 or the Buncombe (N.C.) County Sheriff's Office, Missing Persons Unit at (704) 277-8080.



Mary Elizabeth Green