



HAPPY HOLIDAYS
and a Joyous New Year

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

SEAFARERS LOG



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Maritime Overseas Takes Over

SIU Crews Man Two Former Exxon Tankers

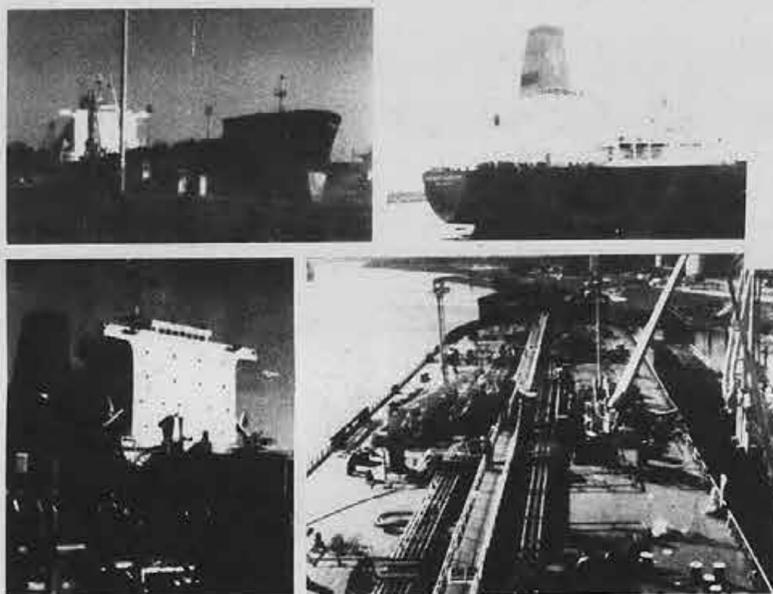
After almost a decade of being Exxon company ships, two tankers are plying the waters of the Atlantic and Gulf of Mexico under new ownership by Maritime Overseas with SIU crews aboard.

The newly named Overseas Philadelphia and Overseas New Orleans crewed in the port of Norfolk last month after being refurbished. They are running from Lake Charles, LA and Port Arthur, TX to New York, Providence, RI and Portland, ME carrying heating oil for Exxon.

The vessels are operated by Maritime Overseas of New York. The tankers were built in 1982 for Exxon, but the energy company has been reducing its fleet by selling several of its tankers in the wake of the Exxon Valdez oil spill in March.

Joe Perez, SIU representative in the port of Houston, recently

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Four views of the Overseas Philadelphia, one of two former Exxon tankers that have become part of the Maritime Overseas fleet.



Stanley Sokol, a retired SIU bosun, meets Solidarity leader Lech Walesa at the AFL-CIO Convention last month.

SIU Retiree Sokol, Who Escaped Nazis, Gets Bid To Return to Native Poland

After fifty years, Stanley Sokol, who joined the SIU in 1941, is returning to his native Poland. The retired bosun was personally invited by Solidarity leader Lech Walesa. Sokol will be returning to his native Poland for the first time since escaping from Poland two days before the Nazis invaded his homeland.

Sokol boarded the Polish passenger ship, the Batoroy, as an able seaman. The vessel was in the port of Gdynia, Poland. The date was August 30, 1939. It is a date he remembers well as it was the last time he saw his native Poland.

Today, Sokol is preparing to go home. Next spring, the 80-year-

old retired bosun will accept the invitation of Solidarity leader Lech Walesa and other members of the free Polish labor union who recently visited SIU facilities in Camp Springs and Piney Point, MD. He plans to live in Gdansk because it is a port city and "I want to help Solidarity. I'm 80 and I have a few more years to go."

Sokol met Walesa at the biennial AFL-CIO convention held in Washington, D.C. last month. Upon hearing about the struggles of Polish seamen to develop a militant, independent status in the face of government-controlled

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President's Report

This may be the time for the United States to start showing its flag. Showing it around the world, that is, as a means of reminding people of America's presence and influence for good.

For America, the world around us as we prepare for the year 1990 is a vastly different one than we faced at the beginning of 1989.

Most striking is the unexpected bloodless revolution that is taking place in Eastern Europe, where the hunger for democracy appears to have the communist hacks on the run. How these fast moving developments in Poland, Czechoslovakia, Hungary and East Germany will wind up is not certain, of course, but whether the current movements towards full democracy continue or whether they are temporarily halted or crushed, the future of the United States, as well as much of the rest of the world, will be greatly affected.



As more and more of the oppressed peoples of the world press for the freedoms of which the United States stands as the great symbol, America should move out front, playing a strong, visible role as the world's leading power.

That is where the idea of showing the stars and stripes to people everywhere comes in, particularly wherever we are acting to assist these peoples in their search for freedom and improved standards of living.

Perhaps the most effective and practical means of showing the flag is through the use of American ships, sailing under American registry, manned by Americans and flying the stars and stripes. It is an indisputable fact that the United States inspires oppressed peoples the world over to seek freedom and democracy and that we are willing to tax ourselves to pay for programs of aid and assistance in improving their standard of living.

It naturally follows that the United States would be foolish to step out of the picture when actual contact is made on delivery of aid material to the beneficiary nations, as would have happened if the first cargo of aid to the Poles had been delivered aboard a vessel of Liberian or other bargain basement registry, instead of the U.S.-flag, SIU-manned Spirit of Texas. The great exchange of good wishes and goodwill between the Polish recipients of the cargo and the American seafarers who handed it over would have been lost, and the United States would have failed to promote its interests.

In this changing world, America must actively sell itself and showing the flag can be a simple but effective way to do so. One way would be for the government to develop and support programs that would utilize U.S.-registered vessels to the maximum extent possible in the carriage of our imports and exports.



As we look ahead to the 1990's, there are clear signs the United States is going to have to be on its toes if its interests are to be protected. For one thing, we'll be faced with most of Western Europe in one market, acting as one to enhance their collective interests. That is going to present a big challenge and a lot of problems to the United States as it tries to avoid being cut out of the world market place.

There is talk of a single merchant fleet to serve the European Community, perhaps under a Euro-flag. This could mean the consolidation of the some 2000 ships that now make up the fleets under the flags of West Germany, the Netherlands, Spain, the United Kingdom, Denmark, France and Spain.

What kind of additional problems this could present for the free market theory cannot be pinpointed yet, but Uncle Sam would do well to start thinking about preserving the American-flag fleet in face of these challenges.

Very likely many of the American-flag operators are watching events as we are and planning to mount efforts to effect more favorable and equitable merchant marine or maritime programs by the administration. For its part, the SIU will be working diligently at the Washington level with all those who share our feeling that America needs a balanced fleet of ships, manned by American seamen, as a matter of economic and military necessity.



It's scholarship time again for eligible Seafarers and the children of Seafarers. Details appear elsewhere in the LOG, but I want to urge all those who are qualified to file an application. Announcement of the scholarship winners will be made by a select committee of educators in May.



Finally, let me take this opportunity to wish all Seafarers and their families a joyous holiday season and extend my best wishes for a healthy and happy new year.



The Deacon's SIU crew is pictured above with SIU Assistant Vice President Dean Corgey (right). From left to right, crewmembers are Captain L.R. "Bobby" Sarvis, Chief Engineer Jimmy Payne, DEU David Bell and AB Raymond "Mugsy" McGuire.

SIU Men Crew New Tugboat

The SIU-crewed Deacon, a Suderman & Young owned tugboat operated by G&H Towing, was christened earlier this month in Galveston, TX.

The state-of-the-art tug will be used for harbor docking work in the Gulf. Constructed by Main Iron Works of Houma, LA, it is a twin screw tug with a maximum operating draft of 16 feet and a free running speed in excess of 12 knots. The main engines can develop 3900 horsepower at 900 rpm.

The Deacon's stack profile has been lowered to provide unrestricted visibility from the wheel house while the two main and four

flanking rudders give the vessel expanded maneuverability.

The Deacon crewmembers are pleased the vessel is air conditioned and heavily insulated with noise abating materials.

The vessel is named in honor of J.N. Rayzor, a Denton County, TX business, civic and religious leader known as "The Deacon." Rayzor family members have been among the tug industry's pioneers in the Gulf region.

SIU members crew tugboats operated by the G&H Towing company. G&H vessels work primarily in the Texas Gulf waters.

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Former Exxon Tankers Added to Maritime Overseas Fleet

Continued from page 1
visited the Overseas Philadelphia during its first call to the Cities Service dock in Lake Charles, LA. "This is a very good and very clean ship," he reported to the Seafarers LOG. "The crew is happy. The ship has a good bunch of guys."

Kenneth McGregor, 53, said he



Bosun Ken McGregor relaxes in the crew lounge after the Overseas Philadelphia docked in Lake Charles, LA.

looks forward to the challenges he will face as bosun on the Overseas Philadelphia. McGregor has been sailing on tankers out of the West Coast in the 1980's, working primarily on vessels operated by IOT and Bay Tankers. He was the bosun on the Thompson Pass, which was on the Alaska run when the Exxon Valdez ran aground.

"After discharging in Long Beach, we sailed for Valdez, our regular run," McGregor remembered. "We were anchored for eight days outside the Valdez harbor while the Exxon Valdez was taken off the rocks. I got to see the disaster firsthand."

McGregor recently was at Piney Point to take the oil spill prevention class and to attend the AFL-CIO convention in Washington. The bosun began his SIU career in the late 1950's. He has served as a union official in the ports of



Chief cook Roderick Bright prepares hamburgers for lunch in the galley of the Overseas Philadelphia while it docked in Norfolk where many SIU crewmembers signed on.

San Francisco, Seattle and Wilmington.

According to Maritime Overseas, a round trip for the tankers will take approximately 14 days, which includes loading and un-

loading times.

The ships are 42,000 dead weight tons. They are 658 feet in length with 90-foot beams. The vessels have a capacity of approximately 306,000 barrels of oil.

Dream Comes True for Bosun Stanley Sokol

Continued from page 1
shipping, Sokol decided he wanted to lend a hand.

Sokol has been following the news from Poland, keeping up with the rise, fall and ultimate success of the Solidarity movement in overthrowing the Communist government. He is moved to tears when he thinks about what Solidarity has accomplished.

"I never figured I could go back," he said. "After the Communists took over from the Nazis, I never knew if I could be safe going back."

He was born Stanley Sokolowski on May 1, 1910 in Krakow. He started sailing in 1925 on Scandinavian vessels until that fateful trip in 1939.

Sokol said that he purposely transferred to the Batoroy. "I was sent a telegram to take the AB job. The younger men had been mobilized for war and the ship needed experienced seamen. We knew war was going to start any minute."

The Batoroy carried 800 American citizens as passengers, 300 more than capacity, when it set sail. It was the last passenger vessel to escape before the Germans invaded Poland on September 1.

On August 31, the vessel picked up another 100 U.S. citizens in Copenhagen, Denmark. As it was leaving, the Batoroy was asked to identify itself and its cargo by a Nazi warship. When the Polish captain announced the vessel carried American passengers, the Batoroy was allowed to pass.

"The next morning, we got word about the invasion," Sokol remembered. "We stopped in Cherbourg, France to pick up 50 Canadians, then headed for the Atlantic."

German ships and U-boats already were sinking Allied vessels. The Polish passenger ship main-



Retired Bosun Stanley Sokol served as a sergeant-at-arms at last month's AFL-CIO convention. Above, Sokol distributes material to the delegates.

tained a blackout and zigzagged across the ocean to Newfoundland where two U.S. destroyers escorted the Batoroy to Halifax and New York City.

Sokol joined the SIUNA's affiliate, the Sailors Union of the Pacific, in 1940 in the port of San Francisco. The next year he signed on with the SIU.

Sokol's World War II action in the merchant marine took him all over the world. He was onboard a ship that took 3000 Marines to New Guinea in the South Pacific. He was in the fleet that landed Allied forces at Naples, Italy. And, he returned to Cherbourg, France on the Cape Mohican for the D-Day landings.

Sokol lost his family to the Nazis during the war. He found out the sad news in 1946 from the International Red Cross.

"When people say those massacres didn't take place, I tell them I know they did. I saw a camp in Australia with 5000 Polish children—orphans—who did not know where their parents were or if they were alive. I saw another camp of children in India."

Sokol said he would go back to Krakow to try to find any distant relatives.

Sokol became an American citizen in 1953. However, under Polish law, he still is a Polish citizen.

Before retiring in 1975, Sokol rode vessels that took part in the Korean and Viet Nam conflicts. In fact, he served as bosun on the Sea-Land Beauregard that ran shuttles from large Sea-Land vessels in the Camranh Bay to Da Nang and Saigon, Viet Nam.

Sokol sailed from almost all the SIU's ports. "I went where I could work, I didn't like to wait for jobs," he said.

SIU Executive Vice President Joseph Sacco described Sokol as one of the union's greatest bosuns. "I remember paying off ships on which Stanley sailed as bosun. He ran a clean ship, no beefs. Stanley knew how to settle problems," said Sacco.

When asked for a highlight of his union career, Sokol responded, "I'm glad I joined the SIU. The union has taken good care of me."



For recent Lundeberg School graduates D. Carlton (left) and J. Reyes, the Overseas Philadelphia is their first trip. They are working as deck engine utilities.



QMED Monte Beck and AB R.A. Roman aboard the Philadelphia.



SA Curtis (Fred) Spencer waits to serve another crewmember in the Philadelphia's galley.

Applications Available For Union's 1990 Scholarship Program

Seafarers and their children who have the qualifications and who are thinking about continuing their education at the college level now can apply for the union's 1990 scholarship program.

The scholarship program is designed to ease the financial burden of college for SIU members and their families. In 1990, six awards will be granted, four to children of Seafarers and two to active SIU members.

Scholarship program application forms will be available January 1, 1990, the SIU announced this month. Accompanying the forms is detailed information on how to apply for the program and eligibility requirements.

The scholarship materials are available at any SIU union hall. In addition, prospective applicants can request a copy by writing the Seafarers Welfare Plan, Scholarship Program, 5201 Auth Way, Camp Springs, MD 20746 or completing and mailing the request form in the Seafarers LOG.

Four-Year Scholarship is \$15,000

The scholarships for dependents of union members awarded in 1990 will be in the amount of \$15,000, payable over four years in four installments of \$3,750. Two SIU members will be awarded \$6,000, paid in two equal amounts over two years.

Applications must be postmarked on or before April 15, 1990. An impartial committee of professional educators from colleges and universities will review the applications and accompanying documentation and select the 1990 scholarship awardees. The results of the committee's selection process will be announced in May.

The SIU Scholarship Program began in 1952. Since its inception, 184 scholarships have been awarded. It has produced from SIU ranks, engineers, teachers, doctors, lawyers, pharmacists, computer specialists, scientists, librarians and a federal magistrate (see accompanying story). Most scholarship winners credit the help of the SIU program with providing them an opportunity to pursue their education.

Scholarship Program
For Members
and Their Dependents



**Pick up your SIU Scholarship
Information booklet and
application at any union hall or
send in a request for a copy to
the Seafarers Welfare Plan,
5201 Auth Way, Camp Springs,
MD 20746.**

**April 15, 1990 is the
submission deadline.**

Clip and Send

Mail to the SIU Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

Please send me the 1990 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)

1966 SIU Scholarship Winner Now a United States Magistrate



Federal magistrate Tommy Miller is pictured in his chambers in Norfolk, VA. The son of SIU pensioner Captain Elmer Miller, the judge was one of the 1966 union scholarship program winners.

The first telegram Tommy E. Miller received in his life was when he was 17. "I answered the phone and the voice at the other end said, 'I have a telegram for Tommy Miller.' 'Why, that's me,' I said, and I asked her to read it to me over the phone. It turned out to be the notice from the union that I had been awarded the scholarship. It was the greatest feeling."

Now a United States Magistrate, Tommy E. Miller was the first person in his family to go to college. Because his father, Captain Elmer E. Miller, was an SIU member, Tommy Miller could apply for the union's scholarship. A winning combination of good grades, hard work and the union scholarship paved the way for Miller's college degree.

Captain Miller, now 62 and retired from the union for two years, remembers coming home one day after work and seeing his son Tommy and his wife Joyce dancing around the kitchen table. "My son had just heard that he'd gotten the scholarship. We were all extremely happy for him to get it," said Captain Miller.

Judge Miller, now 41 years old, grew up in the Norfolk, VA area where his father worked as a tugboat captain on Curtis Bay (now called "Moran") vessels. Judge Miller himself had an opportunity to experience tugboat work. In the summer of 1970, after college graduation and before law school, Miller joined the SIU and worked as a deckhand.

While he never worked with his father, Judge Miller's respect for his father's work was strengthened. "My dad was a tug captain and a docking pilot. It still amazes me that despite winds and tides and the vagaries of nature, a 900,000 ton ship can be docked in a 900 foot slip with no damage."

Back in 1966, the union's scholarship of \$1,500 a year covered Tommy Miller's lodging, tuition and some expenses. He'd chosen to attend the University of Virginia, graduating with a Bachelor of Arts in 1970.

He proceeded to law school at the College of William and Mary in Williamsburg, VA. "That's when I really appreciated the SIU scholarship, because none was available for law school," recalled Judge Miller.

During his summer breaks in 1971 and 1972, Miller worked as an officer for the Virginia Beach Police Department. "That fired up my interest in criminal law. It was a people oriented kind of law," the former scholarship recipient explained.

Upon graduation from the Marshall-Wythe School of Law at the College of William and Mary, Miller became a legal advisor to the Norfolk Police Department.

He joined the state's attorney's office in 1974 as an assistant commonwealth attorney, a position he held until early 1980.

Miller went to work for the federal court system later that year. Starting as an Assistant United States Attorney for the Eastern District of Virginia, Norfolk Division, he investigated and prosecuted a wide variety of violations of federal law. For three years he served as the lead attorney for the Organized Crime Drug Enforcement Task Force of the district.

In '87, Miller was sworn in as a United States Magistrate for the U.S. District Court for the Eastern District of Virginia. Magistrates serve eight-year terms after appointment by a majority vote of the judges of the court. Among Miller's duties as a magistrate are the holding of hearings and trials, issuance of warrants, conducting investigations and conferences.

Judge Miller finds the variety of his work fascinating. "This week for instance," he said, "I've had an admiralty case involving a tug tow, today I have a criminal case, Friday I hear a civil case involving damages to property."

"I also find, the longer I'm out of school, the more I appreciate the education I have," reflected Miller. "And I appreciate the fact that the union provided financial assistance to help me through college."

Judge Miller says his father encouraged him to apply for the scholarship. Captain Miller said, "We had three other children—Tommy's the oldest—so it really helped out to have the scholarship."

Elmer Miller began his sea-going career in 1943 as a merchant mariner during World War II. He sailed with the SIUNA's affiliate, the Sailors' Union of the Pacific. "During the war, I sailed as an OS, an AB, and at the age of 19-and-a-half, I was a bosun on a ship that went around the world," recalled Captain Miller.

"We left the United States on the Liberty Ship, the Charles Willson Peale, and ended up in Portland, OR," said Captain Miller. "We carried bombs from Italy to the Marianas, then the war ended while we were in the middle of the Indian Ocean so we went to Australia to pick up deck cargo and some Navy submarine chiefs who could come home."

Captain Miller continued his deep sea sailing, becoming a third mate in 1947. In 1948 he came ashore to be married and in '51 began work as a deckhand with Norfolk-based Curtis Bay Towing Company. He became a captain and docking pilot in '55.

"When the SIU organized Curtis Bay in Norfolk in 1960, 1961, I was one of the first four to distribute pledge cards and help with the drive," recalled Captain Miller. "I wanted the SIU because it was a maritime union."

Now an SIU pensioner, Captain Miller takes pleasure in some good games of golf, and he and his wife Joyce like to travel. The Millers also enjoy spending time with their children and grandchildren.

Drug Testing Measures Start Dec. 21

SIU and Transportation Institute Lawsuit Still Before Judge

Unless a legal decision that declares the government-mandated drug testing of American seamen illegal is announced before December 21, random, probable cause, post accident and periodic testing will go into effect on that date.

Augie Tellez, SIU assistant vice president, said the union would work with the drug testing procedures even though the federal courts have not acted on the lawsuits jointly filed by the SIU and the Transportation Institute, a management research organization representing U.S.-flag shipping operators. The lawsuit says the measures imposed by the government violate privacy rights and impose overruns conditions on American-flag companies while ignoring foreign-flag ship's seamen.

"There is nothing compelling the judge to render a decision by the Dec. 21 date," he said. "If any changes are announced, we will notify the halls immediately."

Tellez announced that all members whose pre-employment drug test cards have expired after the

six-month period will have to re-test before shipping. As of the LOG's print deadline, the policy allowing those holding permanent positions to be exempt from pre-employment testing will continue after the December 21. Individuals in permanent jobs will be subject to the other four types of testing, like all other Seafarers.

Random Testing Procedures

Although the final procedure has not been announced, Tellez said random testing will be done when ships come to American ports. He explained a consortium of SIU-contracted companies will pick a number of vessels that will determine a representative percentage required by Coast Guard regulations. Everyone aboard the vessel—from captain to ordinary seaman—will be tested if the ship is picked for random testing.

When the ship arrives at a U.S. port, a professional mobile testing facility will be waiting and licensed professionals will conduct the tests. The specimens will be sent to the same labs that already conduct the pre-employment testings.

If the ship is not expected to return to a U.S. port, the sample collection will be taken aboard ship. Tellez said he expects the master of the vessel would be in charge of such tests. He said when the test is being administered to a union member, the SIU is working to insure that either the ship's chairman or department head would serve as a witness to verify the test is handled fairly and properly. In addition to random, testing for post accident and probable cause can be done on a ship. (Periodic is done only when applying for a license or documents.)

Besides requesting the SIU presence at a probable cause test at sea, Tellez said the union is negotiating for a policy that will provide the SIU member with due process. "We want to make sure the test is properly done for the protection of our members," he said.

The medical review officer still will look for marijuana, cocaine, opiates, phencyclidine (PCP) and amphetamines, as in the specimen, is currently the case with the pre-employment test.



Arthur Luellen

Gov't Services Division Luellen Runs Clean Ship

Arthur Luellen is one of those rare individuals who really enjoys what he is doing. It is evident in his work, the way he talks about it and the way others talk about him.

Luellen, 35, is a bosun's mate aboard the USNS Walter S. Diehl, a job he has held since late summer. Not only does he perform his regular duties, he also serves as the ship's chairman for the unlicensed members. The Tennessee native recently was asked why he tackled the chairman's position.

"I like to help people," said Luellen, who joined the SIU's Government Services Division in 1979. "I also am challenged because I act as a buffer between the crew and the master. The personal rewards from all this interaction are that I grow as an individual, I mature as a person and I become more seasoned which will help me later."

Luellen described the position of ship's chairman as being "the conscience of the crew and the union voice for the rights of the blue collar employees."

He noted the time consuming part of his job is when he has to check all aspects of a complaint to discover what is fact and what is fiction. He admitted that he has been embarrassed when he was not told the whole story.

"I consider I'm a fair person. When I have checked all of the facts, only then am I ready to make my recommendations to all concerned. Occasionally I find myself between a rock and a hard place because I can't help all of the people all of the time to their satisfaction."

Yet, enough members seem to be satisfied with the job Luellen has performed because the Diehl is the fifth ship on which he has been elected ship's chairman by the crew. He said that he got his start by being a deck department delegate. By standing up for his members' rights and by using tact and diplomacy, he has won the respect of his shipmates.

Luellen even gets involved in the chores that go beyond his job description. This fall he served as a guide when school children from Whittier, AK toured the Diehl while it was docked in their town.

Roy "Buck" Mercer, SIU vice president for government services, has heard about the job Luellen has been doing.

"He has a real interest in the job as bosun and ship's chairman," Mercer said. "He is a good and fair union representative."

Pay Raises Go Back to '87 For SIU Gov't Services Members

New wage, overtime and penalty rates going back to September 29, 1988 for members of the SIU's Government Services Division were announced by SIU Vice President Buck Mercer earlier this month. Mercer said retroactive pay will be distributed in checks mailed in the first quarter of 1990.

The new MSCPAC wage scale represents a three percent increase in wages and related items retroactive to September 29, 1987 and a two percent increase in wages and related items retroactive to September 29, 1988.

Mercer said the wage increases are a first step in bringing the pay scales of MSCPAC civilian mariners in line with those of commercial sector shipping seamen.

A copy of the pay scale through September 29, 1988 will be mailed to all ships covered by the labor agreement between the SIU's Government Services Division and Military Sealift Command Pacific. Copies are also available by writing the Government Services Division office at 350 Fremont Street, San Francisco, CA 94105.



Russ Levin (standing, right) oversees the work being conducted by the members of the Marine Electronics Technician class at Piney Point. Students at the desk include (from the left) Jay Moorehead (standing), Dennis McKendall, Michael D. Johnson, Earl Langley and Ed Hantsche.

Marine Electronics Technician Group Holds Class on Ship in Sea Trials

The USNS Denebola provided the classroom as students from the Marine Electronics Technician class became the electricians and junior engineers during a four-day sea trial last month.

The five students, with the help of instructor Russ Levin and the Denebola crew, acquired hands-on experience in the skills of troubleshooting radio communi-

cations equipment, emergency power systems, automation systems, satellite communications systems and three and ten-centimeter radars.

The quintet caught the Bay Tankers vessel in Norfolk, VA as it was deploying for operational dock and sea trials.

The marine electronics technician class student said the onboard training was a valuable part of the course curriculum. Levin noted that there is "nothing as good as hands-on learning."

Levin said the course participants had done well under pressure. "They did a good job during the sea trials, it was hard to imagine they were students and not seasoned electronics veterans," he said.



TELL IT TO THE LOG



The Day It Rained Fish

It was the easiest fishing experienced by any one of the SIU members aboard the tug Monitor (Crowley TMT) the day it rained fish off the Florida coast.

SIU member Charles Hawkinberry, who photographed the recent event, reported the "fish storm" was a result of a waterspout sighted near the Jacksonville sea buoy.

A waterspout is defined as a tornado or lesser whirlwind occurring over water and resulting in a whirling column of spray and

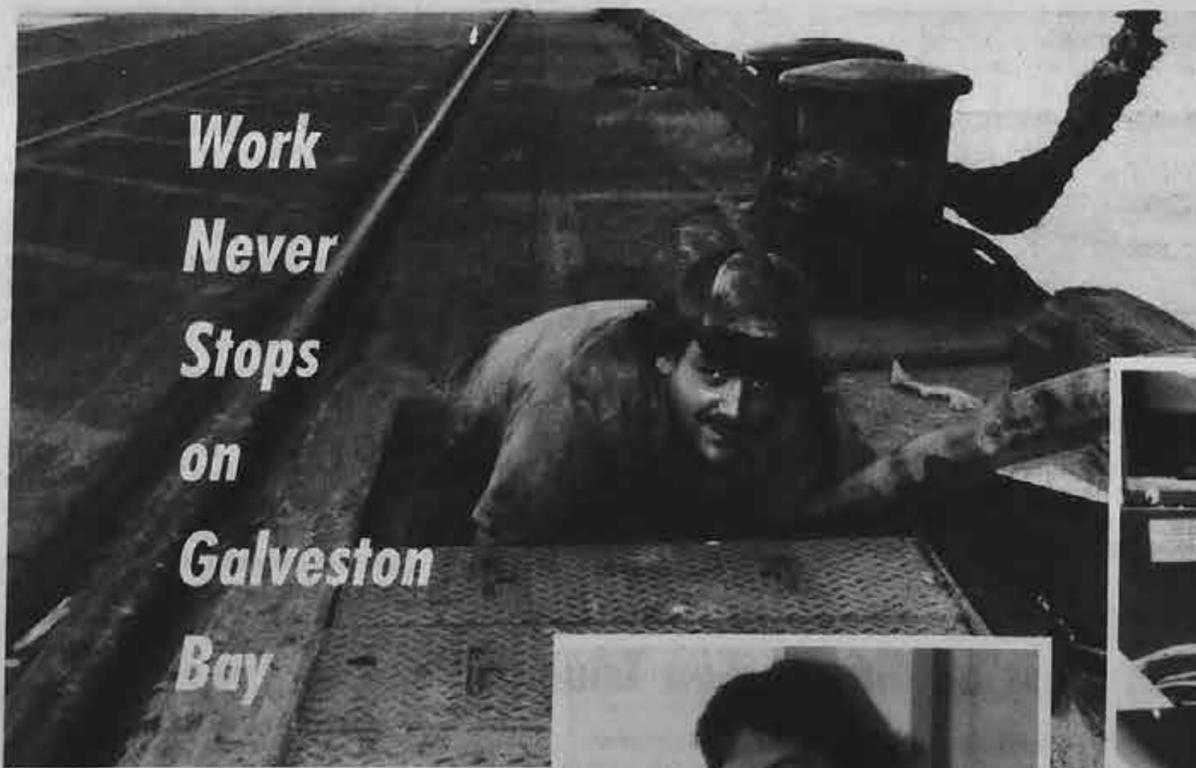
mist. Like tornadoes, waterspouts pop out of the clouds during violent changes in the weather. The tug Monitor and its barge were waiting to enter the St. John's River when the TMT approached. AB Hawkinberry said the crew was able to watch the waterspout,

but the storm missed the tug and other vessels at sea.

The Monitor's crew however did get sprayed by the storm generated whirlwind. And the whirlwind's spray sent fish flying through the air, some landing on the tug, making the easiest "catch of the day" for the Monitor's crew.



AB Charles Hawkinberry holds one of the fish that rained on the Crowley TMT tug Monitor during a thunderstorm near the Jacksonville (FL) sea buoy.



Work Never Stops on Galveston Bay

Crewmembers aboard the Galveston Bay report the work is steady and the pace is fast, even when she docks. "There is always work to be done," AB Mark Bissonette told the LOG staff.

The skeleton crew left onboard the Sea-Land Galveston Bay to continue working was photographed while the vessel was docked at the port of Jacksonville.

The container vessel runs monthly to Europe after docking in the United States at Charleston, Houston, Port Everglades and Jacksonville, FL.



Watch AB Mark Bissonette checks the roster for any visitors who boarded the Galveston Bay during the day.

QMED Danny Jackson secures a hose from the Galveston Bay to the dock during the Sea-Land vessel's visit to Jacksonville, FL.

With new containers coming onboard, Chief Electrician Clofus Z. Sullivan hustles to plug in the refrigerated boxes as soon as they are in place.



Steward Scott Pioneers a Salad Bar—It's a Hit!

Robert K. Scott Sr.'s salad bar on the Cove Trader (Cove Shipping) is better than any fancy hotel's spread, say his crewmates. Brother Scott, who graduated from the union's highest steward department training program — the recertified steward course — earlier this year, is known by his shipmates as an excellent menu planner and cook.

Scott, in turn, credits his "A" team. "We have a terrific steward department on the Cove Trader," he said.

QMED Theopolis Jordan Sr. agrees. "The Cove Trader's steward department works like a team, from Scott to Chief Cook Bertrand Wright to Uncle Daddy, that's what we call Lee Arthur Jordan, they all do a terrific job," said Jordan, who sailed with the group last month. The QMED also said the steward department's salad bar was the first one he had experienced on a ship.

"In my 17 years of shipping," continued Jordan, "the Cove Trader is the second best ship I've been on in terms of the food. In fact, the whole crew on that ship is good, everyone got along real well, it was a nice ship to be on."

"Scott is a good all around steward, his cooking is good, he's a gentleman and he keeps things very, very clean," said AB Tommie Vines who sailed with the

recertified steward this fall. "Scott takes a lot of pride in his work and he always wants to make sure we've had enough to eat. To me, I would rate him an 'A,'" said Vines.

Robert Scott told the Seafarers LOG that these days part of cooking is being aware of health and nutrition issues. "The courses I completed in my recertified steward training program gave a good background in these areas so my menus can be cost effective and

Cove Trader galley gang gets high marks from shipmates.

the food can be nutritious and plentiful," said Scott. "I try to supply a variety of food so any member with a concern — such as high cholesterol or sodium or sugar — can eat well," Scott explains.

"For my salad bar, I put out hot and cold dishes," said Steward Scott. "I look for the extra little touches that will make a dish more interesting. For example, for a fruit salad I will take the time to dice a cantaloupe, or instead of tossing one big ordinary lettuce



Steward Robert Scott pictured behind one of his famous salad bars.

salad, I'll make several dishes, like tomatoes with herbs and a carrot/raisin salad, and others," said Scott.

Brother Scott, who was born and currently resides in Mobile, AL, credits the union's Lundeberg School steward department classes as the source of much of his knowledge. His studies at the Piney Point, MD-based facility included cooking and baking, nutrition, menu planning, portion control, storage techniques and handling special dietary needs.

When Scott was asked who had been helpful to him in his career, he said SIU members James (Nick) Juzang (who had started him in baking), Paul Carter and Chris Marcus. "I would also like to thank the wonderful instructors at the SIU school in Maryland who helped me through the process of higher learning," Scott said.

"Of course, my wife and sons, who have stood by me all these years, deserve a lot of credit," Scott added. "I owe them a big thanks."

Asked if he had any advice to younger members of the steward department, Scott said, "Shoot for the stars because you only see the stars at night... and try to be the best you can be. Someone out there will always help you."



Cove Trader AB Eric Young on the deck of the Cove Trader.

"Life for me," Scott said, "is my family — my wife and sons, the USA — my country, and the SIU. To me they are everything and I want to be able to give the most to my family, my union and my country."

Robert L. Scott's Holiday Recipes

Holiday Corn Pudding

- (Serves 6-12 helpings)
- 2 16 oz. cans whole kernel corn (drained)
 - 2 teaspoons chopped onion
 - 2 teaspoons chopped green pepper
 - 2 tablespoons chopped pimentos
 - 1/2 cup milk
 - 3 eggs (slightly beaten)
 - 3/4 cup sugar
 - 4 teaspoons all purpose flour
 - 3 tablespoons butter or margarine (softened)
 - salt and pepper to taste

Preheat oven to 350 degrees. Combine all ingredients in a medium bowl. Mix well. Pour mixed ingredients into a greased 1 1/2 quart oblong baking dish. Bake 40 to 45 minutes.

Holiday Cream Cheese Pecan Pie

- 1 1/2 8 oz package cream cheese softened
- 1 cup sugar
- 2 eggs
- 1 teaspoon vanilla
- 1/4 teaspoon salt
- 1 10 inch unbaked pastry shell
- 2 cups chopped pecans
- 3 eggs
- 1 cup dark corn syrup
- 1 1/2 teaspoon vanilla

Preheat oven to 375 degrees. Combine cream cheese, sugar, eggs, vanilla and salt. Blend until smooth and creamy. Spread in pastry shell. Combine chopped pecans, eggs, dark corn syrup, sugar and vanilla. Sprinkle over cream cheese filling. Bake 35 minutes until center is firm to touch.

The LOG would like to hear from other SIU members in the steward department. Send in favorite recipes and cooking tips. Pictures of food and fellow shipmates are welcome. When sending photos, either black and white or color, identify the pictured individuals by rating, first and last name, left to right. Also note whether the photos should be returned.



In the crew mess of the Cove Trader sit (left to right) AB Boston, Messman Virgil Campbell, Oiler Red Dunahoo and Bosun C. (PeeWee) Pryor.



Steward Scott calls the Cove Trader galley crew his "A" team. Pictured above are steward department members Chief Cook Bertrand Wright (left) and Assistant Cook Lee Arthur Jordan (right).



AB Frank O'Connell (photo above) and OS Keith Schiebl (left photo) secure fork lift trucks for sea trials.

Crewmembers of the USNS Denebola executed a real-life rescue operation while in the midst of underway replenishment and helicopter operations during four days of sea trials with the Military Sealift Command (MSC) last month.

The tricky rescue procedures were executed without a hitch, said Bill Hellwege, a member of the Seafarers Harry Lundeberg School of Seamanship Mobile Training Team, who was on hand to provide crewmembers technical assistance and training.

Denebola Captain C.R. "Red" Burton said, "The SIU crew, under the leadership of Bosun George Wilson, must be commended for the fine job they did during this difficult procedure."

In the first rescue operation performed on a vessel in the Denebola class, a crewmember who had suffered an accidental injury to the eye was airlifted by helicopter from the USNS Denebola to a shore-based Naval hospital.

The evacuation of the injured crewmember was made more difficult because the Denebola currently cannot handle deck land-

ings. Both the helicopter operator and the Denebola's wheel house members had to maneuver together to allow the aircraft to lift the injured SIU member from the vessel.

The union school's Sealift Mobile Training Team provided USNS Denebola crewmembers with refresher training in underway replenishment (unrep) and helicopter (helo) operations, damage control procedures, forklift truck and Hagglund crane handling.

"I think Bill Hellwege did an outstanding job," said AB Mike Finnigan, "He did a heck of a job for MSC. He took us from unrep to helo operations and gave us some valuable insights in conducting these kind of operations."

After Hellwege's instruction, Denebola crewmembers conducted an unrep exercise with the USNS Neosho, a Military Sealift Command fleet tanker.

The USNS Denebola is operated by Bay Tankers and crewed by unlicensed SIU members. It's officers are members of District 2 Marine—Engineers Beneficial Association—American Maritime Officers.

► Bosun George Wilson (left) prepares to bring over the unrep hose.



Bosun George Wilson directs the deck crew of the Denebola to seal the probe into the receiver during underway replenishment exercises between the Bay Tankers-operated vessel and the USNS Neosho.

▼ AB Mike Finnigan, acting as the landing signalman, directs helo operations on the USNS Denebola.



▲ The refueling-at-sea hose is put in place by Denebola crewmembers.



◀ Third Mate Bill Kennedy operates the communication system as Denebola crewmembers keep an eye on the USNS Neosho, the other vessel involved in the exercise and an MSC fleet tanker.



USNS Denebola Sea Trials Include Real-Life Rescue Operation



Denebola Captain C.R. "Red" Burton uses the walkie-talkie during unrep and helo operations. Captain Burton provided the LOG with the photos on pages 8 and 9.

"The SIU crew, under the leadership of Bosun George Wilson, must be commended for the fine job they did during this difficult procedure."

—Captain C.R. Burton
USNS Denebola

A chopper lifts an injured SIU crewmember from the deck of the Denebola. The member received an eye injury during unrep exercises.



AB Donald Barney in a hot suit. The special gear is used by crewmembers assigned to helo operations in the event there is a crash or some sort of fire.



Barney wears hot suit while Wilson and Finnigan don the signalman-assigned dress code—yellow.



◀ AB Donald Barney serves as a "phone talker" during the operations.



Pictured on the Denebola's deck, during unrep exercises, are (left to right) Lundeberg School instructor Bill Hellwege, Bosun George Wilson, AB Mike Finnigan, AB Donald Barney and AB Lonale Andrews.



AB Donald Barney (left) and AB Mike Finnigan in the Denebola's cargo holds.

► Pictured left to right are OMU B. B. Johnson, GSU Keith Mayer, AB Donald Barney, OMU Clarence Mosley, First Assistant Engineer James Early, OS Keith Schiebl, AB Mike Finnigan, Second Assistant Robert Eagan and Third Assistant John Nathan.



Everything is big on the 946 foot-long USNS Denebola. She is one of the largest and fastest vessels in the world and she is crewed by members of the SIU. "We've got ten-inch wide docking lines," said Acting Bosun Mike Finnigan. AB Donald Barney joked, "And don't forget the four-inch steaks." "I can get my exercise just going from one end to the other . . . its like a track out there on deck," added OS Keith Schiebl who graduated from the Lundeberg School in September. The former SL-7 class ship is Schiebl's first vessel.

B. B. Johnson, an OMU on the Denebola, and District 2 member First Engineer James (Jim) Early, said the vessel has the largest boilers ever put on a U.S.-flag vessel. "This ship can make 33 knots," said Early.

The USNS Denebola—named after a star in the constellation Leo—docks in Norfolk while on reduced operating status. An SIU crew of seven helps keep the high-speed ship maintained in a four-day, ready-for-sea status.

Donald Barney, who upgraded in 1979 to AB at the Lundeberg School, likes work on the Denebola because most days it means being able to go home in the evening.

Barney and Bosun Mike Finnigan, while crediting the union's school with excellent training, said they also learned a great deal from

Bosun Red Wilson. Finnigan explained, "Barney and I were watch partners on the John P. Bobo and Red Wilson was our bosun. He's a great bosun and we never stopped learning with him." When asked if they had a message for Bosun Wilson, the two replied, "How about 'Hey Red, how are you doing?'"

GSU Keith Mayer has been sailing since '87. He says the Denebola is "one of the best ships I've been on." Finnigan added that the vessel's captain, C. R. "Red" Burton, is also one of the best captains to sail with. Relief Steward William Perry said, "Among the crew, everyone seems to get along well on this ship."

Finnigan's father is an AB for AmSea in Guam. "I got to sail with my dad on a trip to Germany, that was great. I had a lot of fun sailing with Dad. In fact, Barney also sailed with my dad." Barney added, "His dad is a great guy. It's interesting to sail with these two Finnigans because, although

father and son, they have such different personalities."

When asked if he had any recommendations for young people just joining the union, Finnigan said he would highly recommend taking sealift courses. "You never know when you're going to need

'Among the crew, everyone gets along well on this ship.'

the training. Here, for example, we just completed four days of sea trials and many of us had taken courses at Piney Point. Because of that, we were on top of the situation."

Denebola crewmembers had some messages for shipmates and family members. Donald Barney wanted to say hello to John "Eye Ball" Landers, with whom he'd

sailed many times. Bosun Finnigan sent greetings to his father, AB John Finnigan. Keith Schiebl said he wanted to tell OS Kenny Spruill, a fellow trainee back in September, to write home more often. "Spruill's dad got us both interested in joining the SIU and I stay in touch with him. He would like to get letters from Kenny," said Schiebl.

The Denebola is one of eight Fast Sealift Ships the Navy can use to transport helicopters, tanks, vehicles and other heavy equipment to support deployed troops anywhere in the world.

Formerly a commercial ship, the Denebola was converted to a more militarily-useful roll on/roll off design. The Military Sealift Command, the transportation operating agency of the U.S. Department of Defense, described the conversion in a brochure on the vessel: "The cargo hold was redesigned into a series of decks connected by ramps so that vehicles can now be driven in and out of the storage area for rapid loading and unloading. Side ports and cranes were added, enabling the ship to handle cargo independent of a port facility. Also the emergency loading area will allow for helicopter landings."

The USNS Denebola is operated by Bay Tankers, a privately owned shipping company based in New Jersey.

▼ USNS Denebola members share a joke.

From left to right are OS Keith Schiebl, Bosun Mike Finnigan, GSU Keith Mayer and AB Donald Barney.



► GSU Keith Mayer (left) and OMU B.B. Johnson are photographed in crew mess by a LOG staff member.



► Relief Steward William Perry takes a break after preparing lunch.



▼ OMU Clarence Mosley (right) looks over the boarding patrolman report with SIU Norfolk Port Agent Mike Paladino.



30 SIU Men Join Ranks of Pensioners

The Seafarers Pension Plan announced this month the retirement of 20 SIU members in the deep sea division, eight inland, one railroad marine and one Atlantic fishermen. Boatman John R. Fitzgerald, at 71, is the oldest of the group to start receiving a pension check.

Fisherman James N. Tucker Jr. has the most years of continuous service. He started his SIU career in 1944 in the port of Boston.

Deep Sea

PEDRO ALMA SR.



Pedro Alma Sr., 65, joined the SIU in October 1968 in the port of San

Francisco. Born in Aguadilla, PR, Brother Alma sailed in the deck department. He upgraded at Piney Point in 1979. He lives in San Bruno, CA.

LAWRENCE BANKS



Lawrence Banks, 60, received his SIU permit in June 1947 in the port of New

Orleans. After a stint in the Army from 1951 to 1955, he returned to the sea to work in the steward department. Brother Banks upgraded to the position of recertified steward in 1981. He has retired in the town of his birth, Mobile, AL.

RICHARD BUIE



Richard Buie, 65, became an SIU member in September 1964 in the port of

New York. The South Carolina native worked in the steward department. Brother Buie calls Oakland, CA home.

BOBBY J. BUTTS SR.



Bobby J. Butts Sr., 55, acquired his book in October 1956 in the port of

Mobile, AL, where he lives. The Union, MS native worked on Waterman vessels early in his deck career. Brother Butts upgraded to recertified bosun in 1975.

ANDREW GREEN



Andrew Green, 70, joined the union in December 1969 in the port of San

Francisco. The steward department veteran was born in Arkansas. Brother Green resides in San Francisco.

JAMES D. HOWISON



James D. Howison, 62, became an SIU member in January 1947 in the

port of New York. His engine department career was interrupted by the Army from 1951 to 1953. The Brooklyn native primarily sailed from Seattle, WA, which has become his hometown. Brother Howison upgraded to QMED at the Lundeberg School in 1979.

GARLAND JACKSON

Garland Jackson, 62, became a member of the Marine Cooks and Stewards in March 1961 in the port of Seattle before that union merged with the SIU. Brother Jackson was born in Houston. He now resides in Seattle.

PAUL C. JOHNSON



Paul C. Johnson, 65, joined the SIU in March 1946 in the port of Galveston,

TX. Born in Sandrift, TX, Brother Johnson served in the Navy during 1942. The engine department veteran upgraded at Piney Point in 1978. He has retired to Texas City, TX.

RONALD W. JONES



Ronald W. Jones, 46, graduated from the Andrew Furuseth Training School in

Baltimore in 1962. The Richland, VA native worked in the deck department and upgraded to recertified bosun in 1984. Brother Jones lives in South Williamsport, PA.

STANLEY KRIEG



Stanley Krieg, 62, acquired his SIU book during January 1956 in his

native Seattle, where he has retired. After serving in the Navy from 1945 to 1949 and 1951 to 1955, Brother Krieg worked in the deck department.

JOHN LASKY

John Lasky, 62, became a book member in August 1950 in the port of New York. He served in the Navy from 1945 to 1946. After a career in the black gang, Brother Lasky has retired to Troy, NY.

ROBERT T. MICHAEL



Robert T. Michael, 59, joined the SIU in February 1951 in his native Jacksonville,

FL. The deck department veteran stood picket duty in the union's 1961 strike. Brother Michael still lives in Jacksonville where he shipped out most of his career.

JAMES F. RANKIN

James F. Rankin, 62, became a union member in April 1946 in the port of Philadelphia. The Louisiana native worked in the engine department. Brother Rankin resides in Oak Grove, LA.

ANGEL O. ROJAS



Angel O. Rojas, 65, came to the union in 1956 in the port of New York. The

steward department veteran was born in Bayamon, PR. His early career included work on Isthmian and Sea-Land ships. Brother Rojas walked the picket line in the 1961 New York strike. He has retired to Caugas, PR.

ARTHUR C. SANKOVITZ



Arthur C. Sankovitz, 65, joined the union in January 1947. The steward department

veteran served as a picket in the union's 1946 general and 1947 Isthmian strikes. A native of New Jersey, Brother Sankovitz lives in Passaic, NJ.

ROBERT L. SCOTTI



Robert L. Scotti, 66, began sailing with the SIU in July 1953 in the port

of New York. The Kearny, NJ native sailed in the engine department after serving in the Navy from 1948 to 1950. In November 1960, Brother Scotti received a safety award aboard the SS Antinous. He also is a member of District 2 MEBA. He calls Lachine, Quebec, Canada home.

HENRY SIMMONS



Henry Simmons, 62, started shipping with the SIU in December 1947 out of

the port of Baltimore. Born in South Carolina, the steward department veteran walked the union's picket lines in the 1946 general and

1947 Isthmian strikes. He lives in Pineville, SC.

ALFRED H. SMITH



Alfred H. Smith, 65, acquired his SIU permit in December 1949 in his native

Tampa, FL. After serving in the Navy from 1943 to 1946, Brother Smith went to work in the steward department. He still calls Tampa home.

EDWARD SPOONER

Edward Spooner, 65, got his work permit in May 1951 in the port of New York. He worked in the deck department. Brother Spooner took part in the 1963 Puerto Rico lighterage beef. The United, PA native has retired to Baltimore.

JOSE L. VERA



Jose L. Vera, 65, joined the SIU Great Lakes Division in September 1964 in the

port of Detroit. He later sailed in the union's deep sea division. The deck department veteran lives in his native Monterey, Mexico.

Inland

ARTHUR BORAWICK

Arthur Borawick, 55, signed up with the SIU in his native Baltimore. The deck department member worked on Curtis Bay Towing boats. He upgraded at the Lundeberg School in 1985 and 1987. Boatman Borawick calls White Marsh, MD home.

ROGER FARROW



Roger Farrow, 62, joined the SIU in May 1971 in the port of Norfolk,

VA. The deck department veteran was born in North Carolina. He resides in Buxton, NC.

JOHN R. FITZGERALD



John R. Fitzgerald, 71, signed up with the SIU in February 1961 in the port of

Norfolk, VA. The Albany, NY native served in the Navy from 1935 to 1960 before working on Curtis Bay vessels. Boatman Fitzgerald worked as an engineer. He lives in Virginia Beach, VA.

AUSTIN T. HAAS

Austin T. Haas, 62, joined the union in March 1971 in the port of New Orleans. He served in the Army Air Corps from 1944 to 1946.

Boatman Haas sailed as a captain on Dixie Carriers boats. The Bay St. Louis, MS native calls Nicholson, MS home.

ERNEST A. JACKSON

Ernest A. Jackson, 65, became a SIU member in June 1969 in the port of New Orleans. The Phenix City, AL native served in the Navy from 1942 to 1945. Boatman Jackson worked as a tankerman on Dixie Carriers and Interstate Oil boats before he retired to his home in New Orleans.

JOHN HAROLD JONES JR.

John Harold Jones Jr., 62, acquired his book in May 1961 in the port of Philadelphia. The Maryland native worked in the deck department. Boatman Jones attended the 1984 Sonat conference at Piney Point. He calls Princess Ann, MD home.

FRANCES X. THOMAS



Frances X. Thomas, 62, joined the SIU in September 1967 in the port of Norfolk,

VA. Brother Thomas became a captain on Curtis Bay boats working primarily from the port of Norfolk. The Philadelphia native served in the Navy from 1944 to 1966. Boatman Thomas attended the 1978 Atlantic Coast Inland Education Conference at Piney Point. He has retired to Portsmouth, VA.

THERIN D. WILSON



Therin D. Wilson, 62, joined the SIU in August 1962 in the port of Houston.

The Arkansas native served in the Navy from 1944 to 1953. Boatman Wilson sailed on Dixie Carriers vessels as a captain. He resides in North Little Rock, AK.

Railroad Marine

FREDERICK H. BREIMANN



Frederick Breimann, 62, became a union member in August 1983 in the

port of New York. He served in the Army from 1945 to 1947. A longtime employee of the New York Cross Harbor Railroad, Boatman Breimann worked in the deck department. He lives in Staten Island, NY.

Atlantic Fishermen

JAMES N. TUCKER JR.



James N. Tucker Jr., 63, joined the SIU in July 1944 in the port of Boston.

Brother Tucker worked in the deck department. He has retired to his native Gloucester, MA.

Up through the Hawsepipie says Dad

Robert Darley watched with pride the final week of training that his son, Charles, took at the Seafarers Harry Lundeberg School of Seamanship earlier this month.

The reason for the pride is Charles, 18, chose to begin his maritime career the same way his father began — in the fo'c'sle. Robert, who joined the SIU as an ordinary seaman at the port of New York in 1951, has been a master for Sea-Land since 1972.

"I asked my son if he wanted to go to Kings Point (the maritime officers' training academy in New York)," Capt. Darley, 54, said. "He said he wanted to do it the way I did, so he applied to Piney Point."

Charles admitted he has wanted to go to sea for as long as he can remember. He is the third generation of Darleys to sail with the SIU. His grandfather, Robert A., was one of the early members of the union.

These are not the only Darley offspring to sail with the SIU. Capt. Darley's brother, Mike, and two of his children, Maik and Ivonne, have sailed or are sailing in the union. In fact, the Darley ancestral tree has been traced to the Darley shipyard in England at the time the Mayflower was built.

One unique experience in the elder Darley's career was a trip on the Liberty Ship Warm Springs. "My brother Mike, my cousin Gene and I were in the deck department. All of us worked the 4-8 watch. We drove our bosun crazy because he would yell for

Darley and all three of us would respond."

Charles, who was part of the Lundeberg School's entry rating class 446, said he wants to learn as much as possible and upgrade in the deck department as soon as he can.

Although Capt. Darley beamed when he heard that his son wanted to follow in his footsteps, Robert hoped that Charles would not fol-

'The SIU has always been family-oriented.'

low his old man's precedent on his first ship.

"I was gung-ho and eager to do whatever I was asked," Robert recalled about that first voyage which took place on the Marie Hamill. "We got an order to clear the deck for the booms. So the bosun told us to throw loose items over the side. I saw these bags of sawdust. I couldn't figure out why they were on a steel ship, so I heaved 10 bags over. I thought the bosun was going to throw me over when he saw what I had done."

Despite that experience, he said he would not want to change a thing about his 38-year maritime career. "I've had a good trip. I've enjoyed it."

He said that by working his way up, he is better able to understand what all crewmembers go through. "I have more experience than someone who went through an

academy. I am partial to the fo'c'sle, but that is about the only difference between us," he said. "I encourage more members to get their licenses."

When asked how hard it was raising a family and going to sea, Robert shook his head and answered that he was not the right person to ask that question. "My wife had the rougher end. She had to raise three sons." The captain's wife, Dorothy, was spouse at home with sons Robert A. and George as well as Charles.

Capt. Darley said the SIU's benefit and vacation programs allowed him to spend more time at home with his young family, more than his own seafaring father was able to do. "The SIU always has been family-oriented. There is a lot of substance to that."

When he was 19, Robert Darley was sailing with his father when he suffered a fatal heart attack. This weighed in the back of his mind as he saw his son go to sea on a career that might place them on the same vessel.

"I have mixed emotions," the elder Darley stated. "On the one hand, I'd love to have him on my ship. I don't think I would treat him any differently than any other member. However, I don't want him to go through what I went through."

Without stopping to think, Charles said he would like one day to serve with his father. "It wouldn't be difficult taking orders from him. I've done it all my life," he said with a smile.

Bonefont's Are SIU's Family Dynasty

Carmelo Bonefont remembered the time he sailed with six other members of his family. They were all part of the unlicensed crew on one ship.

"I think the captain was always confused," he related. "There were seven of us. At payoff, he wanted to make sure he got the right Bonefont so he did everything by social security number."

Carmelo's experience is not as unusual as it may seem. Practically every SIU member for the last 50 years has had an opportunity to sail with one of the Bonefont or Bonafont family. Union records indicate close to 30 members of the clan have sailed with the SIU in all the departments—deck, engine and steward.

The original SIU member of the family was Felix. He was the first of five brothers to become a member when he acquired his book in May 1939 in the port of New York, seven months after the SIU's Atlantic and Gulf districts had been created.

Shortly thereafter came Genaro (August 1941, joining in Baltimore) and Candido (April 1942, Baltimore). After World War II, they were joined by brothers Gabriel (August 1945, Boston), Eduardo (May 1946, New York) and Juan (April 1947, New York) and cousin Bacilio Bonafont (May 1946, New York).

In Felix's family the seafaring tradition continues. The most recent addition to the SIU from the Bonefont family is Felix's great-grandson, Elias, who graduated from the Seafarers Harry Lundeberg School of Seamanship in Piney Point, MD in May 1988. In between came two sons, Felix Jr. (1960, Andrew Furuseth Training School, New York) and Jose (April 1961, Furuseth School). Felix Jr. provided the union with two sons, Rafael (June 1969, Lundeberg School) and David (August 1969, Lundeberg School).

From Gabriel's family, four sons became SIU members: Carlos (October 1960, Furuseth School), Gabriel Jr. (1964, Furuseth School), Juan (November 1966, New York) and Joseph (October 1968, New

York). Three of Gabriel's grandsons also became members: Gabriel III (May 1982, Lundeberg School), Alex (July 1982, Lundeberg School) and LaDan (May 1987, Lundeberg School).

Genaro had two sons that sailed with the union: Genaro Jr. (September 1957, New York) and Rafael (August 1961, Furuseth School). Rafael's son Ralph Jr. got his book in August 1978 at the Lundeberg School.

Cousin Bacilio Bonafont had four sons join the SIU: Carmelo (August 1960, Furuseth School), Luis (October 1963, Furuseth School), Ramon (August 1965, New York) and Severiano (December 1969, San Juan).

The family has been active in many union activities and beefs. Strike cards, going back to the 1946 general strike, fill Bonefont files. Eduardo Bonefont served as a union patrolman in the port of New York for a time.

Newer SIU members of the Bonefont family have joined the union through the entry rating educa-

tional program at the Seafarers Harry Lundeberg School of Seamanship. Instructors from the union's school have peppered Bonefont files with comments like "good worker," "100 percent effort" and "desires to make a good seaman."

Multiple Bonefont on a ship have not been unusual. "One time," recalled Ramon, "I was on the same ship with my father and uncle—three Bonefont on one ship. I also sailed with Luis, Carlos and Tito at one time or another."

"The Bonefont family is spread out now," said Carmelo, who is currently working as a crane maintenance electrician for Puerto Rico Marine. "I have family members in Puerto Rico, New York, Jacksonville, even some on the West Coast."

When asked why the call to the sea was so strong in the family, Carmelo replied, "I think all of my family wanted to see what was happening in the world. We enjoy being seamen."

Plenty Of Seamen Here



Seafarer Gabriel Bonefont is shown with one of his six sea-going brothers, Edward, and two of his eight children. Bonefont just received an SIU maternity benefit for his newest son and potential Seafarer, David.

This photo of the Bonefont family was clipped from the November 1953 issue of the Seafarers LOG.

Siblings Sail with SIU

Should you call the Johnson household of Novato, CA and ask for "SIU member Johnson," the answer you probably would receive would go something like this: "Which one?"

You see, all five of the Johnson siblings have sailed with the Seafarers at one time or another. In fact, four of the five still are active members.

The oldest of the clan, Michael, traces the family's interest to the sea to the father, Wilbert. "Dad served in the Navy during World War II," Michael said. "That was the only time he was at sea. He met Mom (Lillian) who was a nurse during the war."

Michael, 41, recently completed the bosun recertification course at the Seafarers Harry Lundeberg School of Seamanship. After serving in the Army from 1965 to 1967, Michael started his deck department career with the SIU.

He sails from the West Coast, mainly on Sea-Land container ships. He paved the way for the

rest of the Johnsons.

Before brother Kelly graduated from the Lundeberg School in 1976, he volunteered for many union assignments. He began working as a tankerman for Dixie Carriers from 1976 to 1978 before being employed by Crowley Transportation in Long Beach, CA in 1979. The 32-year-old still works on Crowley tugs.

Sister Jody, 23, graduated from Piney Point in 1982. She has worked regularly in the steward department on passenger ships. Her first jobs were on the Delta Lines. Now she works for American Hawaii Cruises.

Brother Patrick, 33, also was a 1982 Piney Point graduate. He went to work on the Long Lines in the deck department for several years before coming ashore.

Last but not least is sister Debbie. Like Jody, she has worked steadily in the steward department on the Delta Lines and American Hawaii Cruise Lines passenger vessels.

Upgraded Honeymoon

The Fay-Lindsey family members not only ship SIU, but they also honeymoon with the union. Donna Fay Lindsey and her newlywed husband John spent part of their summer honeymoon upgrading at the Seafarers Harry Lundeberg School of Seamanship.

Donna, a chief cook, was enrolled in the sealift operations course, while John, a member of the MFOW — an SIUNA affiliate,

was taking the QMED program.

Donna's father, Tom Fay, first shipped with the SIU in 1959. Currently Tom, who was one of four brothers who shipped with the union, serves as the SIU's port agent in Honolulu. When asked what he thinks about his daughter being a seafarer and marrying a seafarer, Tom said, "I think it's the greatest thing in the world."



Donna Fay Lindsey is pictured between two SIUNA men in her life—her father and her husband. Left is Tom Fay, the union's Port Agent in Honolulu and right is her husband John Lindsey.



Shipping with the SIU is a family tradition for many members of the union. On these pages, as well as on the following two, the LOG features eight families who have found a way of life in the SIU.

Shipping Is a Family Affair



The Haller brothers gather around "Special SIU Dispatcher" and mother, Anna Marie. From the left are Robert, Johnny, Chuck and Joey.

Anna Marie Haller Dispatches Four Black Gang Members

When the union's manpower office needed a member of the Black Gang in a hurry, the official in charge often would call a special "SIU dispatcher" in New Jersey: Anna Marie Haller.

There usually was a very good chance that one of Mrs. Haller's four sons, all of whom ship in the engine department, were home. If so, she would ship him out.

"She was the best dispatcher we had for a while," recalled Ken Conklin, vice president of the union's Lundeberg School. "We knew that if we called her, she would let us know if a son was available and she would get him out."

"I used to hate to hear the phone ring when I was home," her son, Chuck, told the Seafarers LOG. "She would answer it and tell them I was home, even if I had just gotten off a vessel the day before. I knew I was going back to work."

Chuck has a soft spot in his heart for his mother, despite the fact she shortened several vacations. "She is something special, raising all four of us boys by herself."

Although he is not the oldest of the four, Chuck was the first to join the SIU. The 36-year-old has been sailing in the engine department since he became a member in the port of New York in 1970.

By 1976, Chuck had upgraded to QMED. While studying at the Seafarers Harry Lundeberg School of Seamanship, he wrote: "I and all my union brothers owe a lot more to this union than just money alone because when I came into this union I had nothing and no where to go."

Since joining, Chuck has participated in several union activities. Earlier this year, he spent some time on the staff of the Lundeberg School. One of his hobbies is boxing. He sports a 6-0 amateur record.

Shortly after Chuck joined, his brother, Joey, signed on with the SIU at the port of New York. Joey Haller started sailing in 1970. Joey Haller, 37, is the only brother to pursue a shoreside career. After completing his college degree, he became an official with the Georgia-Pacific Company.

Johnny Haller graduated from Piney Point in 1972. His early career was spent on tugs in the inland division. The 34-year-old now works on deep sea vessels as well. He upgraded to QMED in 1974.

The baby of the family, Robert, is a Lundeberg School graduate as well. He began his sea-going career in 1974 and upgraded to QMED in 1976. Like the rest of the family, Robert, 32, sails primarily from the northeast ports.



Darya and Steve Miller visit the coliseum in Rome during their honeymoon break from sailing.

Husband and Wife Team Believe in Upgrading

Darya and Steve Miller are true believers in taking advantage of the union's educational opportunities, even if it means an adjustment of the time they spend together. They are members of the SIU and they are also husband and wife.

Both Darya and Steve Miller have worked their way up from entry level personnel at Piney Point. Steve, 32, graduated from the Seafarers Harry Lundeberg School of Seamanship in 1977 and went to work in the engine department. The Maryland-native upgraded to QMED in 1982 and now has his third engineer's license.

Darya, 28, started her career in the steward department after graduating the Lundeberg School in 1980. The Rhode Island native finally landed in the deck department. She upgraded to AB in 1987. Earlier this year, Darya became the first woman to graduate from the third mate's course at Piney Point.

When Darya Marbrook met Steve Miller on the Sea-Land Boston in 1981, they became friends. She was working as a steward assistant. He was an FOWT.

They decided to continue their friendship when they got off the ship as both lived in Baltimore. They started dating when they

were ashore. They tried to sail on the same vessels. One thing led to another and Darya and Steve got married in November of 1988.

"We get to be with each other about six months out of the year," Darya said. "We have to do a lot of balancing in our schedules and watch when we register. On about half our ships we get to work together."

The Millers like being married to someone who understands the industry. "If my husband still shipped and I didn't, I'd really be jealous—especially picking him up at the airport when he just flew in from France or the Islands," Darya Miller said. "With both of us shipping, one person doesn't get stuck with all the paperwork."

Steve and Darya Miller like to sail together. Last year they went around the world on a Sea-Land ship. "It was an exciting trip," said Darya. The duty took them from the Singapore, Japan, Hong Kong and Taiwan in the Far East to the U.S. West Coast, back to the Far East, then through the Suez Canal to Italy, Spain and France. The voyage ended in New York City.

When the Millers sail together, Darya said they like to explore the cities in which they dock to learn something about the local culture.

SIU Shipping Is A Family Affair



Lois and Efram Ware are the second and third generation of Seafarers in their family. Efram points to the name of his great uncle, Thomas, who is memorialized as an SIU mariner who lost his life during World War II.

First Woman on Freighter Proud to Have Son in SIU

Efram Ware recently caught the USNS Harkness, his first ship since graduating from the Lundeberg School, as a steward assistant. He, like others, has followed in the family tradition of sailing. But the path he followed is one blazed by his mother, Lois.

Lois Ware not only helped her son join the union, but she paved the way for many women to begin sea-going careers.

She became the first woman seafarer to sail a freighter. She caught the American Presidential Lines' President Van Buren in December 1975. "That was at a time when many of the men thought having a woman on a ship would bring bad luck," Ware remembered.

On July 8, 1985, she became the first woman in the SIU to be a recertified steward.

Lois Ware has been sailing in the steward department since 1966 when she started with the Marine Cooks and Stewards on the Matson SS Lurline.

Her uncle, Thomas also sailed with the SIU. He lost his life during World War II and is memorialized on the plaque in the Paul Hall Maritime Library and Museum at Piney Point.

Unlike his mother, Efram would like to sail in the engine department once he gets enough time to upgrade, something he already is looking forward to doing.

Sailing is "in my family," he said. "I want to give it a try." The California resident said he wanted "to see the rest of the world." Like his mother, he plans to sail primarily from the West Coast.

Lois Ware has had many adventures while sailing. She was onboard the first U.S.-flag commercial ship — the APL's President Taylor — stopped by the

Iranians in January 1986 during the Gulf of Oman tanker war.

For Lois, one of the highlights of her sailing career was her graduation from the union's Lundeberg School recertified steward program. She recalled the day she completed the course, "When I walked across the stage (in Piney Point), I made a speech. 'Nineteen years ago I had a dream to sail in the union. Ten years ago part of that dream came true (sailing on a freighter). Today the whole dream came true as a recertified steward,' I said."

Ware takes pride in having helped her son choose sailing with the SIU as a way of life.

Lois Ware's motto in life is to not say something cannot be done until it has been tried.

Lois recently completed courses in psychology and algebra at the Lundeberg School. She also took her sealift and LNG exams while there. She said all of these will help her do her job more efficiently.

As she looked around the school, she took pride in knowing that she not only helped her son choose the SIU as a way of life but that she also was instrumental in helping other women go to sea. "What I did gave them a chance to sail in any department," she said. "I opened a door and got rid of all the myths that women on ships are a jinx."



SIU member James (Jim) Petersen, an eighth generation mariner, is pictured with his son Scott at his first birthday party.

Eighth Generation Seafarer Celebrates Son's Birthday

When the son of SIU member James (Jim) Petersen celebrated his first birthday, Jim and his wife Dorothy couldn't think of a better location for the party than the dining room at the union's Lundeberg School. After all, said the upgrader, "My son Scott might just be the ninth generation of Petersens to go to sea."

Scott's birthday coincided with Jim's upgrading schedule this fall at the Lundeberg School. Dorothy wanted Scott to enjoy his first birthday, so the couple invited family and friends to a celebration. The Lundeberg School's galley crew prepared a "beautiful birthday cake," said Dorothy.

Jim said, "The party was a lot of fun. It felt good to have the family around, they came from all over."

AB Jim Petersen's sea-going roots go back seven generations when members of his family sailed on Danish ships. The Petersen family's move to the United States took place when Jim's grandfather left his native Denmark and came to America. The first Petersen in the United States joined the SIU and became a bosun, a position he held until retirement.

Jim, now 19 years old, joined

the SIU two years ago through the entry rating program at the Lundeberg School in Piney Point, MD. His father, Charles H. Petersen, has sailed as a chief electrician with the SIU since 1957. His uncle Einer shipped on the Great Lakes with District 2 MEBA.

Jim is not the only Petersen of his generation that sails with SIU. His brother Charles, a QMED, has shipped with the SIU for 19 years.

Dorothy and Jim said they would be happy if their one-year-old son continues the family shipping tradition. Jim said, "Many of the members of my family that went to sea didn't have it so good, but shipping has paid off and today we have so many benefits. If my son were to sail I imagine the conditions he'll see will be even better."

Dorothy is happy with the Lundeberg School's accommodations for spouses and children of upgraders. Besides the help she and Jim received for Scott's birthday celebration, she said, "Everyone here has been so nice to us. The retired SIU members help me look after Scott as do all the upgraders. It's almost as if he has 200 babysitters."



► Joining Scott and his mother Dorothy Petersen (first row) are members of the Lundeberg School's steward crew who prepared Scott's first birthday cake. From left to right are Matthew Scott, Celena, Lloyd Ingram and Nancy Manny.

Letters to the Editor

Jim Golder's Sis Thanks Friends For Making Memorial Special

To the Editor:

I just received the LOG (for the past month). I'd like to thank you for sending the paper in behalf of my brother Jim Golder.

The LOG was special to Jim and I feel, not quite the loss, by keeping in touch.

I hope to one day be able to see Piney Point where Jim is buried. I thank all Jim's friends for making his memorial service so special.

Thank you all.

Ev. Eggleston
Jim Golder's sister
Bird Island, Minnesota

Robert Davis Jr. Thanks SIU Members for Support

To the Editor:

Robert Davis Jr., son of the late Robert Davis Sr., wishes to thank each of the SIU members who extended their expressions of condolence during this time of bereavement.

A special thanks to Mr. Gene Taylor for everything he did to help make this time less difficult.

God Bless you all.
Robert Davis Jr.
Houston, Texas

Richard Heffley Sends Greetings To Former Shipmates

To the Editor:

Just a note to say hello. I was a picket captain up in Philadelphia in the '46 general strike, up on the Schuylkill River. Anyone still around?

I was just reading the ship's meetings because I wanted to see who were the ships' chairmen. I see Leon Jekot on a Sea-Land Service ship. Hello to all.

I did not see one ship hold a minute of silence for all departed Brothers. Don't we do that anymore?

Your old pal,
Richard Heffley
Cardiff, New Jersey

Sailing on the Jeremiah O'Brien Is Recommended for All

To the Editor:

On October 15, 1989, I had one of the most rewarding experiences I've had in my last 62 years. I told my wife I had to take that ride aboard the SS Jeremiah O'Brien up the bay from Redwood City, California to her berth at Pier 3 at For Mason, on the San Francisco waterfront.

From the time I went aboard at seven o'clock in the morning until we docked some four hours later, it was pure nostalgia. All of those crewmembers who had devoted their personal time to restoring this Liberty and then manning it were the most congenial, friendly and cooperative that anyone could ask for. There were some 50 or 60 other tourists aboard and of course the old sea stories from the immaculate engine room to the bridge were really worth listening to.

I got off my last SIU-contracted Liberty in 1945 and headed for my

home here in the Midwest so this trip was special. If anyone reading this letter doesn't know about the O'Brien in San Francisco, I urge you to inquire if you ever are in that area. Please make an effort to go see this truly labor of love these veteran seamen have been able to accomplish. I don't know who will take their places, hopefully someone will.

And by the way it sure wouldn't hurt to send a donations once in a while to this floating National Liberty Ship Memorial. I'm sure the LOG can help with an address.

I still get the Seafarers LOG and enjoy every issue.

Herbert M. Widdowson
Carrollton, Illinois

Editor's Note: Inquiries on the Jeremiah O'Brien Foundation National Liberty Ship Memorial can be sent to: Fort Mason Center, Building A, San Francisco, CA 94123.

Lundeberg School Graduates



Upgrade Lifeboat Ready to go back to sea with the lifeboat training certificates are upgraders (front row, left to right) Linda Schul, John Rose, (back row) James Boss, Tony Sivola, Shelley Thompson and instructor Jim Moore.



Fireman Oiler Watertender These SIU members recently graduated from Piney Point as fireman oiler watertenders. From the left are (front row) Dan Asaadi, Mohamed Abdulla, Sean Walker, Phillip Patton, Melvin T. Knox, (second row) Roger Vogeler, Robert Cohen, Jeffrey S. Hailstone, Steve Marcus, Fred Dimino, Edwin Taylor, Olifidio Esquivel Jr., Troy D. Robin, instructor Jim Shaffer, (third row) Michael L. Edverson, David Jekot, Thomas Williamson, Maurice Elliot, David F. Williams, Rick Leach, Janusz Sowul, (fourth row) James M. Williams, Ernest D. Bernal, Tristan K. Pennewell, Ronald Smith, Robert E. Deutscher, Desmond McKellen, (fifth row) Daniel J. Crean, Glenn P. Barilik, Dennis Clay, (sixth row) William Harris and Michael Manuel.



Refrigeration Class These QMEDs recently acquired their refrigeration endorsements at the Lundeberg School. They received instruction on principles of compressors, receivers, dehydrators and evaporators. From the left are Bill Payne, Tom Doran, John Hoskins, Steve Brown, Richard Groening, instructor Eric Malzkuhn, Roy E. Matteson and Alberto Garcia.



Trainee Lifeboat 447 Class Graduating in November from lifeboat training are trainees (front row, left to right) Jesus M. Torres, Patrick M. Smith, Mike J. Holly, Gene S. deSousa, Matt J. Carr, (second row) Darrell W. Moody, Ray Jenkins, Chad Leaming, Donnie W. Collins II, Sean O'Doherty, Warren Moody, Sean McClesky, Darrin McCabe, (third row) Dave S. Coleman Jr., Dominic J. Ray, M. M. Chester, Robert Gettridge III, Mark Kraus, Benjamin W. Magliano II, Steve L. Tebbe and Jeff Peterson.

Know Your Rights

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify

the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

Full copies of contracts as referred to are available to you 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 you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—THE LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also 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 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 you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

SEAFARERS POLITICAL ACTIVITY DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In convection 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, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your 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 and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

LEGAL AID

The following list of attorneys is provided for the convenience of Seafarers who may have need for legal assistance.

- | | | |
|---|--|---|
| <p>Alabama
John Falkenberry
300 N. 21st St.
Birmingham, AL 35203
(205) 322-1100
Simon, Wood & Crane
1010 Van Antwerp Bldg.
Mobile, AL 36602
(205) 433-4904
California
Les Ostrov
Fogel, Feldman, Ostrov,
Ringle & Klevens
5900 Wilshire Blvd.
Suite 2600
Los Angeles, CA 90036
(213) 834-2546
John Paul Jennings
Henning, Walsh & King
100 Bush St.
Suite 440
San Francisco, CA
94104
(415) 981-4400
Florida
Frank Hamilton III
Hamilton & Associates,
P.A.
2620 W. Kennedy Blvd.
Tampa, FL 33609
(813) 879-9842
Illinois
Katz, Friedman, Schur
& Eagle
7 S. Dearborn St.
Chicago, IL 60603
(312) 263-6330
Thomas Lakin
Lakin & Herndon, P.C.
251 Old St. Louis Ave.
Wood River, IL 62095-
0027
(618) 254-1127
(800) 851-5523
toll-free</p> | <p>Louisiana
Louis Robein
Gardner, Robein &
Urann
2540 Severn Ave.
Suite 400
Metairie, LA 70002
(504) 885-9994
Kristi Post
Canal Place One
Suite 2300
New Orleans, LA 70130
(504) 524-6207
(504) 524-6208
Maryland
Charles Heyman
Kaplan, Heyman,
Greenberg, Engelman
& Belgrad
Sun Life Bldg.
Charles & Redwood Sts.
Baltimore, MD 21201
(301) 539-6967
Massachusetts
Orlando & Associates
1 Western Ave.
Gloucester, MA 01930
(508) 283-8100
Michigan
Victor G. Hanson, P.C.
19268 Grand River Ave.
Detroit, MI 48223
(313) 532-1220
Christopher Legghio
Miller, Cohen, Martins
& Ice
1400 N. Park Plaza
17117 W. Nine Mile Rd.
Southfield, MI 48075
(313) 559-2110
1-800-554-8119</p> | <p>New York
Howard Schulman
485 Madison Ave.
New York, NY 10022
(212) 421-0017
Pennsylvania
Kirschner, Walters &
Willig
1608 Walnut St.
10th floor
Philadelphia, PA 19103
(215) 893-9000
Margaret Browning
Spear, Wilderman,
Sigmond, Borish &
Endy
260 S. Broad St.
Suite 1500
Philadelphia, PA 19102
(215) 732-0101
Texas
Marvin Peterson
1200 Travis
Suite 2020
Houston, TX 77002
(713) 659-4422
Virginia
Arthur Rutter
Rutter & Montagna
415 St. Paul's Blvd.
Suite 720
Norfolk, VA 23510
(804) 622-5000
Washington
Rob Williamson
Davies, Roberts & Reid
101 Elliott Ave. West
Suite 550
Seattle, WA 98119
(206) 285-3610</p> |
|---|--|---|

Machinists Carry Eastern Struggle Into the Coming New Year

As 1990 approaches, the SIU continues to assist its labor brothers and sisters in the International Association of Machinists who are on strike against Eastern Air Lines.

Across the country, Seafarers are helping by walking picket lines and donating food from their cupboards and financial support from their wallets.

Frank Ortis, a spokesman for the striking Machinists, said the fact that the SIU remembers helps his members a lot. "We appreciate all that you are doing and the interest that your union has shown," he said recently from his Miami union hall.

The Machinists appreciate the SIU's help.

Although the pilots and flight attendants unions called off their sympathy strike with the Machinists over Thanksgiving, Eastern's management said there was not room for them. Texas Air Corporation, parent company for Eastern, said the names of the returning strikers would be placed on a list. Former seniority with the company would not be honored if recalls take place. Those who signed up for work first would be taken first.

The sympathy strike, which started when the Machinists were locked out March 3, was called off after President George Bush vetoed a bill calling for a blue-ribbon panel to investigate and settle the strike. Bush sided with

Frank Lorenzo, Texas Air president, by striking down the legislation the night of November 22, a mere 20 minutes before it was to become law. Bush's rationale was that government should not interfere in such a business dispute.

Ortis said the Machinists will attempt to override the veto when Congress convenes in January. He said that the action taken by the pilots and flight attendants has not affected the Machinists and that they would continue to pound the pavement until a settlement was reached.

Ortis proudly noted of his membership that "less than 4 percent have crossed the line. Lorenzo needs maintenance for his planes and he doesn't have it as long as we're out."



White caps are evident as SIU members walk an informational picket line with Machinists outside an Eastern Air Lines office in Washington.

**Seafarers International
Union Directory**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Deep Sea

NOVEMBER 1-30, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	40	11	8	35	16	7	4	66	13	4
Philadelphia	2	3	1	2	4	1	0	2	2	1
Baltimore	8	2	2	6	2	0	2	7	6	2
Norfolk	17	11	5	18	9	5	1	17	6	7
Mobile	12	4	7	12	4	6	0	17	7	7
New Orleans	36	10	9	27	8	7	2	44	10	8
Jacksonville	34	7	10	28	1	5	2	43	11	11
San Francisco	31	14	7	31	9	2	4	48	12	9
Wilmington	14	7	5	14	7	4	2	26	5	6
Seattle	38	5	4	28	4	2	6	65	5	3
Puerto Rico	16	3	2	12	2	1	0	19	3	1
Honolulu	5	5	11	4	5	6	18	9	7	10
Houston	40	18	12	45	14	8	7	40	10	13
St. Louis	2	2	2	2	2	2	1	0	0	0
Piney Point	3	4	1	4	4	2	0	2	3	0
Totals	298	106	86	268	91	58	49	405	100	82
ENGINE DEPARTMENT										
New York	23	6	2	16	2	0	7	34	10	23
Philadelphia	2	4	0	2	2	0	1	4	5	1
Baltimore	3	1	0	4	3	1	0	9	1	0
Norfolk	6	6	0	7	9	1	3	4	3	3
Mobile	9	4	0	5	0	0	0	13	5	2
New Orleans	17	4	3	15	5	3	2	27	3	5
Jacksonville	18	6	4	19	8	1	2	29	2	5
San Francisco	19	6	2	14	5	3	4	20	4	3
Wilmington	10	5	2	6	2	2	2	17	4	1
Seattle	18	6	2	13	2	0	1	35	9	3
Puerto Rico	9	1	0	6	0	0	0	10	1	1
Honolulu	3	6	15	3	3	12	4	4	10	10
Houston	21	5	2	18	5	1	3	29	7	1
St. Louis	1	0	0	1	0	0	0	0	0	0
Piney Point	3	5	5	1	2	3	0	3	5	2
Totals	162	65	37	130	48	27	29	238	69	40
STEWARD DEPARTMENT										
New York	15	2	1	16	3	0	0	33	2	2
Philadelphia	1	0	0	0	0	0	0	2	2	0
Baltimore	3	3	0	0	2	0	1	4	4	0
Norfolk	9	0	3	10	0	0	1	5	1	3
Mobile	8	3	0	5	2	0	1	11	3	1
New Orleans	13	3	1	5	5	1	0	24	2	2
Jacksonville	13	8	0	9	2	0	2	17	7	1
San Francisco	37	5	1	25	3	1	5	72	11	4
Wilmington	7	3	0	7	1	0	0	20	3	0
Seattle	20	6	2	15	2	0	2	28	6	4
Puerto Rico	1	0	0	3	0	0	1	4	0	0
Honolulu	1	30	17	6	19	21	24	1	37	23
Houston	14	0	1	16	2	0	7	17	1	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	11	2	3	7	3	2	3	12	1
Totals	146	74	28	120	48	26	46	241	96	43
ENTRY DEPARTMENT										
New York	14	15	3	8	10	7	0	27	23	9
Philadelphia	2	2	1	0	0	1	0	2	3	1
Baltimore	2	4	1	2	5	0	0	4	2	2
Norfolk	2	10	2	3	9	3	0	6	4	3
Mobile	3	14	3	0	5	1	0	7	21	4
New Orleans	15	5	7	6	5	12	0	20	11	16
Jacksonville	5	12	7	0	7	1	0	6	17	14
San Francisco	19	8	16	9	4	5	0	41	18	25
Wilmington	7	8	3	7	6	0	0	13	9	4
Seattle	13	5	3	10	6	1	0	29	8	3
Puerto Rico	8	5	1	2	5	0	0	15	12	1
Honolulu	1	37	141	3	35	98	0	2	64	208
Houston	13	15	10	8	14	8	0	10	19	18
St. Louis	0	0	2	1	0	1	0	0	0	1
Piney Point	1	27	1	1	14	2	0	0	15	2
Totals	105	167	201	60	125	140	0	182	226	311
Totals All Departments	711	412	352	578	312	251	124	1,066	491	476

***"Total Registered" means the number of men who actually registered for shipping at the port last month.
 ***"Registered on the Beach" means the total number of men registered at the port at the end of last month.
 Shipping in the month of November was up from the month of October. A total of 1,265 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,265 jobs shipped, 578 jobs or about 45 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 124 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 11,089 jobs have been shipped.



HELP SPAD HELP YOU!

Dispatchers' Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
NOV. 1-30, 1989									
DECK DEPARTMENT									
Algonac	0	14	9	0	45	25	0	7	11
ENGINE DEPARTMENT									
Algonac	0	3	3	0	25	8	0	3	4
STEWARD DEPARTMENT									
Algonac	0	4	2	0	8	5	0	4	4
ENTRY DEPARTMENT									
Algonac	0	9	19	0	0	0	0	18	32
Totals All Departments	0	30	33	0	78	38	0	32	51

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

Dispatchers' Report for Inland Waters

NOVEMBER 1-30, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	4	2	0	1	0	0	4	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	0	0	6	0	0	82	18	5
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	1	0	0	0	0	0
Jacksonville	1	0	19	1	1	12	0	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	4	13	15	12	118	11	5	37
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	1	0	1	0	1	0	1
Algonac	26	10	0	22	1	0	31	16	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	43	17	33	46	15	130	129	40	50
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	1	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	1	0	0	20	5	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	4	0	0	0	0	0
Jacksonville	0	0	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	1	0	1	4
Algonac	17	8	0	17	2	0	25	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	22	8	1	22	3	1	46	29	9
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	0	2	0	1	3	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	0	0	1	0	0	17	1	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	2	0	1	0	0	1	2	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	2	0	1	0	1	2	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	0	0	0	0	0	0	0	0	0
Algonac	7	4	0	5	0	0	10	6	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	2	0	1	2	0	0	0
Totals	14	5	5	8	2	4	33	9	5
Totals All Departments	79	30	39	76	20	135	208	78	64

***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.

January Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday, January 8
 - New York**
Tuesday, January 9
 - Philadelphia**
Wednesday, January 10
 - Baltimore**
Thursday, January 11
 - Norfolk**
Thursday, January 11
 - Jacksonville**
Thursday, January 11
 - Algonac**
Friday, January 12
 - Houston**
Tuesday, January 16
 - New Orleans**
Tuesday, January 16
 - Mobile**
Wednesday, January 17
 - San Francisco**
Thursday, January 18
 - Wilmington**
Monday, January 22
 - Seattle**
Friday, January 26
 - San Juan**
Thursday, January 11
 - St. Louis**
Friday, January 19
 - Honolulu**
Friday, January 19
 - Duluth**
Wednesday, January 17
 - Jersey City**
Wednesday, January 24
 - New Bedford**
Tuesday, January 23
- Each port's meeting starts at 10:30 a.m.*

PERSONALS

JAMES BOYLE
Please call Lance Padgett collect at (301) 737-2597 or contact headquarters and ask for extension 247.

WALTER "SKIPPY" CHIPMAN
Please contact Capt. Brown's son, Richard at (800) 922-5880.

SEAFARERS WELFARE PLAN NOTICE

COBRA: Continuation Health Coverage

If you or your dependents lose your eligibility for health care coverage under the Rules and Regulations of the Seafarers Welfare Plan, you and your dependents may be eligible to purchase, at a premium, Welfare coverage directly from the Plan. If you find that you have lost your eligibility for Plan coverage, you must notify the Plan office immediately to find out whether or not you or your dependents may elect to continue your benefits under this program.

If you want more information concerning this program you can call the membership services office.

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

or write
 COBRA Program
 Seafarers Welfare Plan
 5201 Auth Way
 Camp Springs, Maryland 20746

NOTE: A detailed article explaining this program appeared in the April 1989 issue of the LOG.

Digest of Ships Meetings

The following ships minutes are just a sampling of the many meeting reports the SIU receives each month from its ships around the world.

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

LIBERTY BELLE (Liberty Maritime Corp.), September 3 — Chairman Perry Greenwood, Secretary Kevin Dougherty, Educational Director C. Boudreau, Deck Delegate Winston A. Dodson, Engine Delegate Jimmie Nicholson, Steward Delegate Isidro Santiago. Chairman reported company upgraded living conditions on vessel, reminded crew to keep ship clean and to not track grease and oil into living quarters. Treasurer announced \$56 in ship's fund. No beefs or disputed OT reported. Bosun thanked for providing videotapes. Steward department thanked for making crew fat. Next ports: Singapore and Los Angeles.

SUGAR ISLANDER (Pacific Gulf Marine), September 17 — Chairman P. Laborde, Secretary R. Young, Educational Director C. Hall, Deck Delegate James Crane. Chairman informed crew that previous situation regarding meeting minutes was being investigated by union. Educational director urged members to upgrade at Lundeberg School. Deck delegate reported some disputed OT. Engine and steward delegates reported no beefs or disputed OT. Contract suggestion: members should be able to retire at full pay after 20 years of sea time. Crew requested dryer be fixed, new washer for street clothes be installed and new carpet be laid for cabins. Steward department thanked for job well done.

ALEX BONNYMAN (Maersk Lines), October 15 — Chairman W. Byrne, Secretary G. Shirley, Educational Director J. E. Williams. Chairman stressed importance of reporting for duty on time. He would like AB's to have more training. Secretary reminded crew next repatriation to U.S. would be November 22. Engine delegate reported disputed OT, deck and steward delegates reported none. Crew asked contract department to look into getting 14 days of vacation under Maersk contract. Next port: Diego Garcia.

AMERICAN EAGLE (Pacific Gulf Marine), October 15 — Chairman Billy Eastwood, Secretary Frank Costango, Deck Delegate Wayne Proudlove, Engine Delegate Dennis Clayborn, Steward Delegate Calvin Hazzard. Chairman reminded crew of October 23 payoff in Savannah. No beefs or disputed OT reported. August Seafarers LOG received and distributed. Steward department thanked by crew. Next ports: Savannah, GA and Charleston, SC.

BROOKS RANGE (IOT), October 28 — Chairman Robert Edwards, Secretary J. Pitetta, Educational Director J. Fair. Chairman reported chief engineer will get parts to repair washing machine. He said new VCR would be in port about 40 hours for repairs. No beefs or disputed OT reported.

COVE TRADER (Cove Shipping), October 29 — Chairman C. E. Pryor,

Secretary Robert L. Scott, Deck Delegate B.B. Born, Steward Delegate L. Jordan. Chairman reported launch service not provided while ship in port for Columbus Day. He noted water on vessel is bad. Secretary urged members to upgrade at Lundeberg School. Treasurer sought donations for ship's fund. All delegates reported disputed OT and engine delegate reported beef. Steward department thanked for excellent food. Chief cook asked that work be done on galley equipment. Next port: Houston.

GUAYAMA (Puerto Rico Marine), October 16 — Chairman Paul Dornes, Secretary Paul Stubblefield, Educational Director Robert Tompkins, Deck Delegate W. Taylor, Engine Delegate J. Barone, Steward Delegate Peter Mazzitelli. Chairman announced payoff for October 18. No beefs or disputed OT reported. Crew suggested VCR exchange so three-speed tapes could be played and crew could view their own videos. Water fountain placed outside mess so people who are not crewmembers will stay out of galley. Next port: Elizabeth, NJ.

ING ARIES (ETC), October 8 — Chairman W. Mitchell, Secretary D. Paradise, Educational Director R. Robertson, Deck Delegate G. Graham, Steward Delegate G. Evans. Chairman said all going well. He asked crewmembers to keep noise level down and to contribute to SPAD and upgrade. Secretary asked members to clean rooms when leaving and prepare clean linen for new members. Treasurer announced \$280 in ship's fund after purchasing recreational equipment and donating \$200 to buy refrigerators for rooms. No beefs or disputed OT. Next port: Himeji, Japan.

ING TAURUS (ETC), October 22 — Chairman Robbynson Suy, Secretary Doyle Cornelius, Educational Director Bruce Smith, Deck Delegate Charles Kahl, Engine Delegate Charles Dahlhaus, Steward Delegate Udjang Nurdjaja. Chairman stressed need to upgrade at Piney Point and to donate to SPAD. Secretary thanked everyone for keeping crew lounge clean. Treasurer announced \$410 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done, especially at pool parties. Next port: Tobata.

ING VIRGO (ETC), October 29 — Chairman Billie Darley, Secretary N. Duhe, Educational Director P. Wolf, Engine Delegate Kevin Conklin, Steward Delegate William Christmas. Chairman welcomed new members aboard. He reported telex advising crew to beware of contaminated food and cigarettes in Indonesia. He asked members to be considerate of others who might be sleeping when playing tapes or radio. Treasurer reported \$14.40 in ship's fund. No beefs or disputed OT reported. Steward department thanked for making crew quarters

habitable and for having food ready when members arrived at shipyard.

NUEVO SAN JUAN (Puerto Rico Marine), October 23 — Chairman Ronald Mena, Secretary Carroll C. Kenny, Educational Director C. J. Gallagher. Crew asked negotiating committee to look into an emergency leave provision in contract for members who have a death in their immediate family. Steward delegate reported some disputed OT. No beefs or disputed OT in deck and engine departments. Arrangements are being made to have separate tapes for crewmembers and officers. Members asked to care for new furniture installed in lounge. Steward department thanked for excellent job.

NEDLOYD HUDSON (Sea-Land Service), October 1 — Chairman E. Bronstein, Secretary R. Connolly, Educational Director M. Overgaard, Engine Delegate Pedro Santiago, Steward Delegate Angel Correa. Crew asked union to look into cost of living raises for pensioners. Steward department praised for good food and ship's cleanliness. Crew reported problem with lookout getting sick from stack gases. Next port: Houston, TX.

OVERSEAS ALICE (Maritime Overseas), October 9 — Chairman S.W. Cope-land, Secretary C. Loper Jr., Educational Director A.D. Bombita Jr., Deck Delegate Troy Smith. Chairman announced chief mate thanked crew for supreme job during recent refueling-at-sea maneuvers with 7th Fleet. Chairman reminded crew to have drug tests before returning to vessel. Secretary thanked crew for making steward department job easier during exercises by being prompt for meals. Educational director trying to institute physical fitness program by getting more equipment onboard. Treasurer reported \$240 in ship's fund. No beefs or disputed OT. Crewmembers requested payoff in foreign port take place with American currency unless ship's check is requested. Steward department, especially chief cook, thanked for fine job. Next port: Subic Bay, Philippines.

OVERSEAS HARRIETTE (Maritime Overseas), October 13 — Chairman Ray E. Todd, Secretary Vincent Sanchez, Deck Delegate William Cronan, Engine Delegate Bobbie Clark, Steward Delegate A. Langlois. Chairman announced vessel will be in New Orleans for three to seven days before returning to Alexandria, Egypt. He said crewmembers should be home for Christmas. He warned members about using tools that are not American made that could be substandard and unsafe. No beefs or disputed OT reported. Crew requested television antenna in crew's lounge be checked. Next port: New Orleans.

OVERSEAS JOYCE (Maritime Overseas), October 15 — Chairman Duane E. Stevens, Secretary Steve Parker, Educational Director O. Pariana, Steward Delegate Samuel Johnson. Secretary requested members stay out of galley at night. He announced steward would be leaving for one trip and chief cook would relieve him. Educational director stressed need for upgrading at Lundeberg School. He announced availability of tape on ship's safety equipment and procedures. Treasurer asked for donations to ship's fund. No beefs or disputed OT reported. Members asked to separate plastics from trash as bosun has to keep track of disposal. Next ports: Baltimore, New York and Boston.

OVERSEAS NEW YORK (Maritime Overseas), October 19 — Chairman M. Zepeda, Secretary N. Evans, Educational Director E. Self, Deck Delegate J. Poleate, Engine Delegate C. Edwards, Steward Delegate J. Ortiz. Chairman noted payoff upon arrival in Nederland, TX. He asked anyone injured to report to medical officers so record would be kept. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Crew requested second washing machine for cleaning leisure clothing. Oil and paint from cleaning of work clothes has been getting on other clothing. Steward department thanked for fine work. Next port: Nederland, TX.

SEA-LAND ATLANTIC (Sea-Land Service), October 15 — Chairman R. Short, Secretary J. Rivera, Educational Director A. Cuevas. Chairman announced payoff would be held upon arrival in Houston on October 23. No beefs or disputed OT reported. Crew requested microwave oven and radio for lounge. Crew noted problems with ship's heating system. Crew asked for consideration to raise pensions to equal social security. Steward department thanked for job well done. Next ports: Charleston, Port Everglades, Houston and Jacksonville.

SEA-LAND ENTERPRISE (Sea-Land Service), October 15 — Chairman Elex Cary Jr., Secretary G.S. Lynch, Educational Director James E. Roberts, Deck Delegate Edward F. O'Brien, Engine Delegate Joseph Collins, Steward Delegate John Collins. Chairman thanked members for keeping ship sailing smoothly. Secretary announced ship entering yard soon and members should inform department delegates of needed repairs. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Steward department thanked for fine chow and cookouts. Crew told movie library was quite large because of volunteer movie recorders. Next port: Long Beach, CA.

SEA-LAND EXPLORER (Sea-Land Service), October 8 — Chairman L. Cope, Secretary W. Hawkins, Deck Delegate K. Moore. Chairman reported microwave replaced and new television ordered. He said payoff will take place in Long Beach, CA rather than Oakland, CA. Members getting reliefs reminded to have up-to-date drug tests before returning to vessel. Treasurer stated \$317 in ship's fund. No beefs or disputed OT. Contract department asked to investigate matter of a member keeping accrued day off if it was not taken before signing off for relief. Next port: Long Beach, CA.

SEA-LAND HAWAII (Sea-Land Service), October 24 — Chairman Joseph SanFilippo, Secretary Jose M. Bayani, Educational Director James J. Flynn, Deck Delegate W. Douglas, Engine Delegate James Brown. Chairman reported all fine onboard. Secretary thanked deck and engine departments for keeping lounge and mess areas clean. No beefs or disputed OT reported. Crew noted air conditioning not working properly. Steward department thanked for outstanding job. SA Clarence L. Page and DEU Yahya S. Ali thanked for keeping ship clean. Next port: Oakland, CA.

SEA-LAND NAVIGATOR (Sea-Land Service), October 14 — Chairman E. Cain, Secretary John Alamar. Chairman reported matter of being taken from wheel while ship at sea settled by Honolulu port agent. Secretary stated problems concerning duties of DEU settled. Treasurer announced

Continued on page 21

Continued from page 20

\$89.39 in ship's fund. No beefs or disputed OT. Crew would like advances during stops in Honolulu, Guam and Okinawa or Taiwan. Members asked for contract and welfare information. Next port: Long Beach, CA.

SEA-LAND PACER (Sea-Land Service), October 4 — Chairman Emilio V. Sierra, Secretary J. Williams, Educational Director C.R. Dunn, Deck Delegate H.F. Morris, Engine Delegate R.J. Butch. Chairman reported microwave oven and air conditioning not working. He discussed keys, bus service for crew and issue of pension increases. Secretary noted lack of ventilation in galley. No beefs or disputed OT. Because of unrest in area of Manila Bay, Philippines — where vessel is docked — crew requested bus service to go into town. Steward department thanked for job well done.

SEA-LAND TRADER (Sea-Land Service), October 5 — Chairman A.L. Palino, Secretary R. Spencer, Educational Director M.L. Mefferd. Chairman announced payoff scheduled for arrival in Long Beach, CA. Crew reminded to clean dryer after use. Steward said new toaster arriving for mess. Steward department thanked for fine job.

SEA-LAND VALUE (Sea-Land Service), October 5 — Chairman F. Adams, Secretary Juan Gonzalez, Engine Delegate Ernesto Pagan, Steward Delegate Roberto Arana. Chairman reminded members to donate to SPAD and upgrade at Lunedeo School. He announced everything running smoothly. Educational director urged members to read Seafarers LOG from cover to cover. Engine delegate reported beef. No beefs or disputed OT from deck and steward delegates. Crew asked that dirt be removed from air vents. Steward department sought one hour pay per day for cleaning rooms. Next port: Elizabeth, NJ.

SEA-LAND VOYAGER (Sea-Land Service), October 28 — Chairman G. Poer, Secretary C. Gibson, Educational Director R. Risbeck. Chairman stated all going well on vessel. No beefs or disputed OT reported. Crew would like new movies. Steward department thanked for good job. Next port: Tacoma, WA.

SGT MATEJ KOCAK (Waterman Steamship Co.), October 17 — Chairman posted headquarters report referring to garnishment of vacation pay for tax purposes. He announced payoff would take place on October 19. He thanked everyone for cooperation. No beefs or disputed OT reported. Crew asked headquarters to send information on 1989 EPA monies due ship's crew. Steward department thanked for providing A-1 food. Next port: Jacksonville, FL.

SPIRIT OF TEXAS (Seahawk Management), October 15 — Chairman Fred Sellman, Secretary R. Jones, Educational Director J. Badgett, Deck Delegate Teddy Daniels, Engine Delegate Edward L. Haney, Steward Delegate Larry Aldridge. Chairman reminded crew they would be first Americans many Poles in Gdynia had seen. He asked crew to make best impression possible. Secretary noted letter to Lech Walesa from SIU President Michael Sacco and speech in New Orleans by SIU Vice President Thomas Glidewell had been posted. No beefs or disputed OT reported. Chairman reaffirmed Seahawk's policy of no alcoholic beverages aboard. Violation of



USNS Hess gangway watch AB Richard Lujan pictured while the vessel was docked in Singapore.

rule would mean discharge for cause. Hats off to steward department for making trip good. Next port: Gdynia, Poland.

STAR OF TEXAS (Seahawk Management), October 29 — Chairman Gene Paschall, Secretary T. Fletcher, Educational Director James Gaines, Deck Delegate Geoffrey Brecht, Steward Delegate Frank Howard. Chairman reported excellent trip with very good crew and officers. He asked members to leave rooms clean when leaving ship. Educational director reminded crew about cargo preference laws to help union vessels. Deck and engine delegates reported disputed OT. Steward delegate reported no beefs or disputed OT. Steward department thanked for job well done. Crew asked that ship get satellite antenna.

THOMPSON PASS (IOM), October 29 — Chairman G. L. Hoover, Secretary Curtis Phillips, Educational Director Mark Grendahl, Deck Delegate Marshall Airey, Steward Delegate Lionel St. Julien. Educational director urged members to upgrade at Piney Point and to donate to SPAD. No beefs or disputed OT reported. Steward department thanked for great meals. Crew would like ice machine repaired and remote control acquired for VCR. Next port: Long Beach, CA.

USNS ALTAIR (Bay Tankers), October 15, 1989 — Chairman Larry A. Ambros, Secretary T. Wright, Educational Director B. Ball. Chairman reported ship running smoothly. He announced deck department submitting repair list before vessel arrived in Savannah, GA and asked other departments to do the same. Secretary noted repairs needed in some rooms and in forward lounge refrigerator. Educational director said ship could use additional VCR and more tapes. No beefs or disputed OT reported. Steward department thanked for fine job. Moment of silence was observed for departed brothers and sisters. Next port: Savannah, GA.

WESTWARD VENTURE (IOM), October 22 — Chairman Dana M. Cella, Secretary Florencio Nieves Jr., Educational Director John T. Ross. Educational director announced Coast Guard issuing new regulations requiring documents to be renewed every five years. Crew asked for more information on that and drug testing. No beefs or disputed OT reported. Company will provide cable television aboard at cost of \$12.50 per man and company will make up difference.

system in lounge. Steward department thanked for good job, especially poolside barbecues. Next port: Oakland.

NEDLOYD HUDSON (Sea-Land Service), November 5 — Chairman John Neff, Secretary R.G. Connolly, Educational Director Mike Overgaard, Engine Delegate Terry Preston, Steward Delegate Gina Lightfoot. Chairman reported on U.S. government's zero tolerance policy. Deck delegate reported beef. No beefs or disputed OT raised by engine and steward delegates. Crew thanked CC Gina Lightfoot and GSU Vern Payne for excellent job in steward department.

ROVER (Ocean Carriers), November 5 — Chairman D. Ellette, Secretary E. Harris, Educational Director J. Parkhurst, Deck Delegate M. Santana, Engine Delegate F. Brown, Steward Delegate I. Monassar. Chairman announced vessel going into shipyard in January. He reminded members to register when getting off and to stay in touch with union about re-crewing ship. He said new washer and dryer would be installed at shipyard. Treasurer stated \$87 in ship's fund. No beefs or disputed OT reported. Bosun thanked deck department for work when ship refueled in Diego Garcia. Crew requested juice be kept in pantry refrigerator during day and larger sheets for beds be acquired. Next ports: Singapore and Subic Bay.

SEA-LAND DEVELOPER (Sea-Land Service), November 5 — Chairman P. Gallagher, Secretary L. Lightfoot, Deck Delegate Clyde B. Luse, Engine Delegate John Day, Steward Delegate Jake Dusich. Chairman thanked crew for cooperation in separating plastics. He said crew had questions concerning breaking of watches in port when stay is less than 24 hours. Secretary asked all members to leave rooms clean when they are being replaced. Treasurer announced \$40 in movie fund. No beefs or disputed OT reported. Crew asked for new washing machine. Steward department thanked for good meals, service and salad bar. Next port: Tacoma, WA.

SEA-LAND EXPRESS (Sea-Land Service), November 5 — Chairman J.M. Ard, Secretary J.A. Zurick, Educational Director Daniel Compeau, Deck Delegate George Vukmir, Engine Delegate Domingo Milla, Steward Delegate William Bryley. Treasurer said \$23 left in movie fund after 46 movies purchased. Deck delegate reported disputed OT. No beefs or disputed OT given by engine and steward delegates. Bosun reminded crew to lock movies while in port. Crew wished CE Daniel Compeau long and happy retirement when he leaves vessel and presented him with cake. Brother Compeau began sailing in 1944. Steward department thanked for job well done. Next port: Tacoma, WA.

LNG AQUARIUS (ETC), November 14 — Chairman U. Veach, Secretary Frank Robertson, Deck Delegate Jack Rhodes, Engine Delegate Randall Firestone, Steward Delegate Rebecca Sleeper. Chairman told members to watch themselves when ashore in Indonesia. He urged crew to exercise caution shopping because some items that are legal in Indonesia are illegal in United States. Secretary stated drug testing is for real and help is available if needed. Lundberg School. Treasurer noted \$100 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done.

LNG CAPRICORN (ETC), November 13 — Chairman J. W. Garner, Secretary R. Adams, Deck Delegate B. Gillis, Engine Delegate T. R. Van Pelt, Steward Delegate Alex Bonfont. Chairman announced vessel going into yard in February. Treasurer reported \$560 in ship's fund. Engine delegate reported beef. No beefs in deck or steward departments. Galley crew received vote of thanks. Next port: Osaka, Japan.

MAERSK CONSTELLATION (Maersk Lines), November 13 — Chairman Sal Ciulla, Secretary Pat Briggs, Educational Director R. Baker, Deck Delegate Robert Trainor, Engine Delegate Eddie McClain. Steward noted microwave ovens ordered during last trip had not arrived; however, broken television replaced and VCR and radio fixed. Educational director stated two members going to Piney Point to upgrade at end of voyage. Treasurer listed \$217.30 in ship's fund. No beefs or disputed OT reported. Crew requested clarification of overtime, permanent jobs and transportation procedures in contract with Maersk Lines. Crew said mail service is slow and should be investigated. Also, larger coffee system is needed. CE Ralph Baker thanked for repairing entertainment



Final Departures

Deep Sea

ALFRED AAVA

Alfred Aava, 81, passed away November 1. The Estonian native joined the SIU in November 1943 in the port of Norfolk. He worked in the engine department. Brother Aava collected his first union pension check in August 1973.

JAMES COLOSIMO



James Colosimo, 26, died in September. Born in Langhorne, PA, he served in the Army from 1980 to 1982. Brother Colosimo started his deck department career as a 1987 graduate of the Seafarers Harry Lundeberg School of Seamanship. He was an active member at the time of his death.

JACOB COOK

Jacob Cook, 84, passed away November 4. Although he was born in Holland, he served in the U.S. Army from 1941 to 1945. In August 1948, Brother Cook acquired his SIU book in the port of Baltimore. He retired from the steward department in June 1970. His wife, Ann, survives him.

MACARIO B. HIDALGO

Macario B. Hidalgo, 85, died November 16. He was born in the Philippines. Brother Hidalgo received his

SIU permit in May 1957 in the port of Seattle under the name of Macario Delores. The steward department veteran began his retirement in May 1977.

HAROLD L. MOORE



Harold L. Moore, 62, passed away October 21 at the Houston (TX)

Methodist Hospital. He served in the Air Force from 1946 to 1950 after joining the SIU in December 1944 in the port of New York. Although he began his sailing career in the deep sea division, Brother Moore also held a full inland book. The black gang member upgraded at the Lundeberg School in 1974 and 1977. Funeral services were held October 24 in his native Gainesville, FL. He is survived by his stepmother, Berta Thomas Moore; a daughter, Marilyn J. Mollman; a sister, Dorothy Sanders, and a brother, Mitchell Moore.

ALF O. OLSEN

Alf O. Olsen, 70, died November 17. Brother Olsen, who was born in Norway, joined the union in February 1944 in the port of New York. The deck department veteran walked picket duty during the union's 1961 strike. He began receiving his pension in May 1982.

ESTEBAN OQUENDO

Esteban Oquendo, 72, died September 24. The steward department member was born in Puerto Rico. He received his SIU book in February 1944 in the port of New York. His wife, Fannie, survives him.

CONSORCIO PADIOS

Consortio Padios, 81, passed away November 20. The Philippines native became a book member in August 1953 in the port of New York. Brother Padios served in the steward department. He is survived by his wife, Blanche.

DONALD K. POILLON



Donald K. Poillon died October 14 in Honolulu. Brother Poillon worked several years aboard both the SS Constitution and SS Independence in the engine department. He was an active member at the time of his death.

Inland

BEVERLY E. DUNSTON

Beverly E. Dunston, 86, passed away November 11. The Virginia native joined the SIU in July 1961 in the port of Norfolk. He worked on McAllister Brothers vessels as a captain. Boatman Dunston retired in November 1968. His wife, Vernetta, survives him.

ELLIS G. FOSTER

Ellis G. Foster, 49, died August 26. Born in Belhaven, NC, he became a union member in July 1961 in the port of Norfolk. Boatman Foster worked in the deck department as a mate and captain. He is survived by his wife, Frances, and three children, Paula, Ellis and Loretta.

FRANCIS LEE LANDRY



Francis Lee Landry, 22, was involved in a fatal car accident September 4 in St. Martin Parish, LA. He sailed as a deckhand. He was buried September 5 in his native Arnaudville, LA. He is survived by his wife, Ida; his mother, Laura, and his father, Curley.

RALPH T. MEGEE



Ralph T. Megee, 86, passed away May 5. The Delaware native joined the union in June 1961 in the port of Philadelphia. He sailed most of his life on Independent Towing Company boats as a captain.

Boatman Megee was buried May 8 at Prince George's Cemetery in Dagsboro, DE. He is survived by his wife, Elizabeth, and son, Ralph Jr.

WILLIAM WOYTOVITCH



William Woytovitch, 74, died October 4. He served in the Army from 1941 to 1946. Boatman Woytovitch joined the SIU in April 1961 in the port of Philadelphia. Born in Philadelphia, Brother Woytovitch sailed in the steward department on Curtis Bay Towing vessels. His wife, Irene, survives him.

Correction

In the October 1989 issue of the Seafarers LOG, the obituary for Brother Jack W. Spencer Jr. inadvertently left out some of his surviving family members. From correspondence received by the LOG, surviving him besides his wife, Thelma, are three daughters, LaVerne Hollis, Trinia Hayes and Marian Washington; five sons, Jackie Spencer, Michael Spencer, Londell Washington, Ray Anthony Spencer and Carlos Eaves; and seven grandchildren as well as his former wife, Virgil Lee Wells.

SUMMARY ANNUAL REPORT

MCS-PMA SUPPLEMENTARY PENSION PLAN

5201 Auth Way
Camp Springs, Maryland 20746

(301)899-0675

This is a summary of the annual report of the MCS-PMA Supplementary Pension Trust Fund EIN 51-6097856 for the year ended December 31, 1988. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust.

Plan expenses were \$1,638,890. These expenses included \$150,152 in administrative expenses and \$1,488,738 in benefits paid to participants and beneficiaries. A total of 2,277 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$10,868,175 as of December 31, 1988, compared to \$10,841,812 as of January 1, 1988.

During the plan year, the plan experienced an increase in its net assets of \$26,363. This increase included unrealized depreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for these assets. The plan had a total income of \$1,665,253, including employer contributions of \$537,313, gains of \$406,075 from the sale of assets, and earnings from investments of \$721,865.

MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report.
2. Assets held for investment.
3. Transactions in excess of 5 percent of plan assets.
4. Actuarial information regarding the funding of the Plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)899-0675. The charge to cover copying costs will be \$3.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U. S. Department of Labor in Washington, D. C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N. W., Washington, D. C. 20216.

1990 UPGRADING COURSE SCHEDULE

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

January-March 1990

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

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	February 5	March 16
Lifeboatman	January 22	February 2
	February 19	March 2
	March 19	March 30
Simulator Shiphandling	January 22	February 2
	March 5	March 16
Third Mate	January 29	May 11

Upon completion of course, the Sealift Operations & Maintenance course must be taken.

Steward Upgrading Courses

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

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

Oil Spill Course

Oil Spill Prevention & Containment (1 week)	February 19	February 23
	March 19	March 23

Upon completion the Sealift Operations course must be taken.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	February 19	May 11
Fireman/Watertender and Oiler	January 8	February 16
	March 19	April 27
Marine Electrical Maintenance	January 8	March 2
Marine Electronics Technician	January 8	March 30
Diesel Engine Technology	January 8	February 2
Hydraulics	January 8	February 2
Welding	February 5	March 2
Pumproom Maintenance & Operations	March 5	April 13
Electro-Hydraulics	March 19	April 27

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

1990 Adult Education Schedule

The Adult Education courses of Adult Basic Education (ABE), High School Equivalency (GED) and English As A Second Language (ESL) are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	January 8	February 10
	March 5	April 14
Adult Basic Education (ABE)	January 8	February 9
	March 5	April 13
English as a Second Language (ESL)	January 8	February 9
	February 12	March 23
ABE/ESL Lifeboat Preparation Course	January 8	January 19
	January 29	February 16

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes.

Developmental Studies	March 12	March 16
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Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 29	March 5
Bosun Recertification	March 26	May 7

SHLSS College Program Schedule for 1990

FULL 8-week Sessions

January 8 through March 2
March 19 through May 11

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member Lakes Member
Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Veteran of U.S. Armed Forces: Yes No

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, fill in below)

Trainee Program: From _____ to _____

Last grade of school completed _____ (dates attended)

Have you attended any SHLSS Upgrading Courses:

Yes No
(if yes, fill in below)

Course(s) Taken _____

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

Yes No

Firefighting: Yes No CPR: Yes No

Date Available for training _____

Primary Language Spoken _____

With this application COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You must also submit a COPY of the first page of your union book indicating your department and seniority, as well as, a COPY of your clinic card. The Admissions Office WILL NOT schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

DECK

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

ENGINE

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation

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

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course.

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundberg Upgrading Center, Piney Point, MD. 20674

SEAFARERS LOG

Volume 51, Number 12

December, 1989

Seafarer 1989 Activities Reflected in World Events

As is not unique for those whose livelihood takes them to every corner of the globe, Seafarers found themselves on the front lines of history again in 1989. Whether in peace or conflict, shipping actively reflected headline-making events around the world.

As the communist states of Eastern and Central Europe crumbled, SIU-manned vessels pulled into the port of Gdynia, Poland carrying American food cargoes to assist the new government led by the democratic trade union movement in its struggle to lift the Polish people out of the despair and destitution in which the communist dictatorship had kept them.



The smokestack of the Francis Hammer docked in Jacksonville.

As a result of policies instituted by Gorbachev, American access to the Soviet Union was increased. Thus it was that SIU crews took the Julius Hammer and Francis Hammer, filled with liquid fertilizer, to Soviet farmers in the Ukraine. The product carriers, prior to this fall, had been non-union, but now are operated by SIU-contracted Ocean Shipholding.

Readiness Record Set

The U.S. government's battle with Panamanian strong-arm ruler Manuel Noriega brought the SIU-crewed USNS Bellatrix to Panama carrying Army cargo in late spring. The SIU and District 2 MEBA, the two unions responsible for supplying personnel for the Military Sealift Command vessel, set a readiness record in having the vessel become fully operational. All crewmembers were onboard and the ship was ready to sail only 22 hours after receiving the activation command, beating MSC's requirement of 96 hours by three days.

During 1989, the SIU repeatedly called to the attention of government policy-makers the hollowness of the so-called theory of "effective U.S. control" over American-owned runaway flag vessels. In light of the American government's beef with Noriega, Panamanian-flag vessels, while owned by U.S. citizens, hardly

could be considered militarily useful, the union noted. Late in the year, the Bush administration announced Panamanian-flag vessels would not be allowed entry in U.S. ports.

SIU Sets Up Oil Spill Training

In the United States and throughout the world, environmental concerns dominated public debate. Immediately following the oil spill created by the grounding of the Exxon Valdez in the Prince William Sound of Alaska, the SIU developed and implemented a training course for Seafarers in spill prevention and containment techniques.

Seafarers on U.S.-flag vessels began separating plastics from their garbage in a worldwide effort to prevent marine pollution.

The attempts of some American companies to wipe out the security attained by their workers were highlighted by bitter strikes in 1989. The most critical involved the machinists at Eastern Air Lines, coal workers at the Pittston Company and telephone workers at the regional phone companies. Continuing the SIU's longstanding tradition of aiding brother and sister trade unionists, white capped Seafarers walked these unions' picket lines in the course of the year.

Government Orders Drug Testing

Domestic concerns over the pervasive use of drugs brought harsh regulations on testing for usage of chemical substances among transportation workers, including seamen on U.S.-flag vessels. The SIU joined with the Transportation Institute — a management research organization — in challenging the government-imposed measures, noting foreign-flag vessels in U.S. ports were excluded, individual rights to privacy were circumvented and maritime employers were forced to act as government agents.

While the lawsuit made its way through the courts, pre-employment drug testing procedures for Seafarers went into effect. The new program was instituted with very few glitches. By the end of the 1989, the federal district judge assigned to the lawsuit had not ruled on the legality of the other four kinds of drug testing mandated by Department of Transportation and U.S. Coast Guard regulations — periodic, probable cause, random and post accident.

In a year in which the last four months saw a series of natural disasters, Seafarers continued the maritime tradition of assistance to those in distress. Rallying to the aid of the victims of Hurricane Hugo, SIU members supplied generators, organized food and ma-

terial drives and assisted in shipping and distributing the collected goods. The SIU-contracted Crowley TMT shipping line donated trailers and transportation of the emergency supplies.

In San Francisco, after the October 17 earthquake hit, measuring 7.2 on the Richter scale, members of the SIU's Government Services Division sprang into action, assisting Military Sealift Command Pacific's office staff clean up and reorganize.

Close to Home

In his first year as president of the union following his election by the membership, Michael Sacco began a series of steps to streamline and make the union's operation more effective and better able to serve the members' needs. High on the list was a series of actions to improve the communications between union representatives and SIU members at sea and ashore.

Keeping Seafarers abreast of changes in maritime technology was a top priority of the union and its Harry Lundeberg School of Seamanship. The Lundeberg School instituted new classes in marine electronics, ship handling and oil spill prevention and containment, and incorporated the newest Red Cross life saving techniques into the standard curriculum.

The union and its welfare plan distributed educational materials on the subject of AIDS and HIV infection to SIU members and coordinated with contracted companies to address work-place related issues.

Constant Vigilance in Washington

There was in 1989 the usual need for the union to maintain its constant battle against those who would destroy the Jones Act, cargo preference and the other legislative provisions which are basic to the maritime industry's survival.

The union, working in concert with a coalition of maritime groups, was extremely active in seeking removal of maritime from the discussions on service industries from the world trade talks known as GATT.

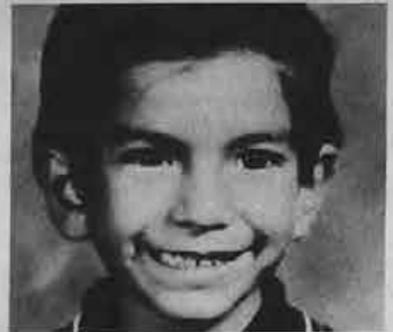
Maritime interests beat back a vituperous attack on cargo preference late this year. Taking advantage of an emotional issue farm interests attempted to exempt government-generated food cargoes to Poland from the nation's cargo preference laws. A united maritime industry and its friends in congress succeeded in defeating the proposal.

Once again it was demonstrated on numerous occasions throughout the year that support of SPAD is fundamental to the union's survival.

HAS ANYONE SEEN THESE CHILDREN?



Angelina Gonzales



Jacob Gonzales

Parent Is Suspect In Gonzales Case

Angelina and Jacob Gonzales have been missing for nearly two years. Like many of the cases that the National Center for Missing and Exploited Children handles, they are suspected of being kidnapped by a non-custodial parent.

Their mother last saw them on May 20, 1988 in San Bernardino, CA. Angelina was seven, Jacob was just one month short of his sixth birthday.

The National Center has attracted a great deal of attention in recent years as a result of several highly-publicized child-kidnaping cases. But of the 24,000 cases the National Center has handled since its inception several years ago, only 511 involve abductions by strangers.

A majority of the cases, 13,000, involve runaway children. The remainder of the missing children, about 10,000, are like Angelina and Jacob Gonzales—kidnapped by non-custodial parents.

In addition to providing a network for information about missing children, the National Center serves other valuable functions. The campaign sends a message to all parents to be aware of their children's activities, and to work through legal channels in custody cases.

Just as important, it provides support for the parents of missing children. As one parent whose child has not been found said, losing his child was the most difficult thing he had ever experienced. But the National Center enabled him to cope with his grief, and gave him the satisfaction of knowing he was doing everything possible to regain his child.

ANYONE HAVING INFORMATION SHOULD CONTACT
The National Center for Missing and Exploited Children
1-800-843-5678
OR
San Bernardino District Attorney's Office (California)
Missing Persons Unit
1-714-387-8522