

SEAFARERS' LOG

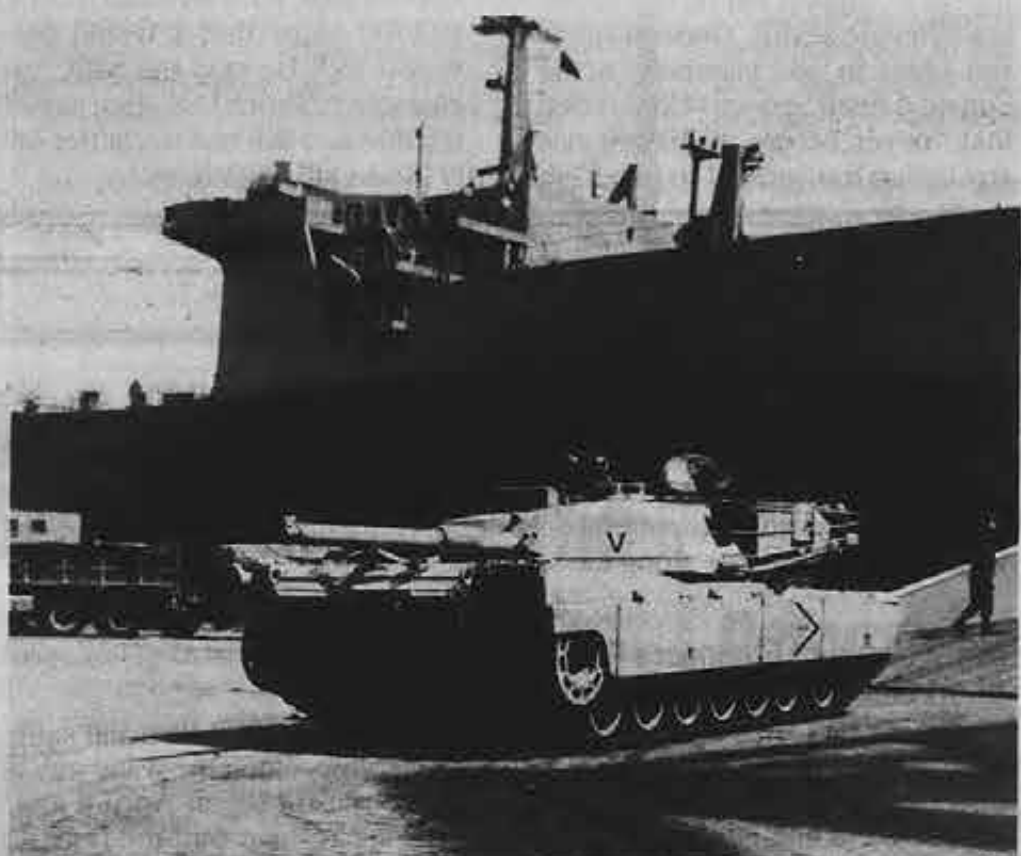
Volume 53, Number 4

April 1991



The Big Pressure Is Off

With the threat of SCUD missiles having passed, SIU crewmembers aboard the Ready Reserve Force vessel Cape Cod relax in a unique way. AB Jim Higgins provides music with a set of bagpipes while OS Chris Higgins (left) and Bosun Ervin Bronstein listen. Page 7.



Packing to Come Home

As the United Nations continues to negotiate a cease-fire in the Persian Gulf war, SIU-crewed vessels like the USNS Regulus, pictured above loading a tank in Saudi Arabia, have begun the process of bringing troops and materiel to the United States. Page 3.



Season Begins on the Great Lakes

The Great Lakes Towing tugboat Ohio, crewed by members of the SIU's Great Lakes division, tows two refurbished tugboats from Cleveland to their assignment station of Detroit as bulkers, self-loaders and other vessels begin working on the Lakes. Page 9.

Union Slates Benefits Talks In All Ports

Aim Is to Assure Fullest Member Participation

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Debate Resumes In Congress on Alaska Oil Policy

Page 4

Vessel Liability an Issue

U.S. Tanker Industry Faces Confused State Regulations

- The United States Congress passed and President Bush signed the comprehensive Oil Pollution Act of 1990 into law last August.
- The federal legislation is a far-reaching collection of measures designed to prevent and contain marine oil spills.
- The Oil Pollution Act of 1990, although extensive, leaves the door open for states to enact their own oil spill laws.
- Scores of states have taken advantage of the fact that the federal legislation does not have pre-emptive powers and have either passed or are considering state oil spill laws.
- States that have enacted legislation are in the process of promulgating regulations to put in force the new laws.
- In many cases, the laws or regulations instituted by the states on this matter are punitive in nature and run counter to the federal statute.

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President's Report

The Runaways Are at It Bigger Than Ever

As we continue to examine the role of the runaway ship registries, we find more and more reason to feel that this is an area of activity that demands serious attention. The selling of national flags to be flown on vessels seeking to escape decent wages, conditions and strict safety standards is going to be increasingly more difficult to justify in light of today's realities.



Michael Sacco

This sham of "flags of convenience" registries has been the subject of much controversy and hot debate over the years since the end of World War II, and our union, as an affiliate of the International Transport Workers Federation, has participated in many actions aimed at exposing the device for what it is.

Because the proponents of runaway registries represent enormous political and financial power, the battle has been difficult, but it has never been abandoned. But now that big changes are taking place throughout the world, a new look at the situation is in order, with a view to renewed efforts in combating the rank abuses that the runaway flags encourage.

No Democracy Here

In a nutshell, the chief attraction of the so-called flags of convenience is the opportunity for shipping companies to escape the wages and conditions, safety standards, taxes and other standards prevalent in the traditional maritime nations, which, incidentally, overwhelmingly function as democracies. Flying the flags of Liberia, Panama, the Bahamas, and the Marshall Islands, the runaway operators are free to exploit Third-World seamen who are without any voice in protecting themselves against payroll cheating, decreased safety, blackballing and other throwbacks to the last century.

As we look at conditions throughout the world today, with our own country's and the United Nation's emphasis on human rights, the dignity of the individual and talk of a "new world order" based on peace and stability, we cannot help but question how, for example, the use of the registries of Liberia, Panama and the Bahamas—where human rights abuses, rampant denial of liberty and wholesale drug trading abound—square with America's concern for the dignity of the individual.

How does any responsible shipowner justify contributing to the coffers of those who direct and control these political rackets? In Liberia, where getting your head knocked off is one of the least perils you face for trying to have your say, 12 to 15 percent of the national budget comes from contributions of runaway ship and corporate registries.

The hard fact is that the registration fees paid out to these countries by the runaway ship operator are used to strengthen the grip of the anti-democratic, anti-social forces in control. The United States, by ignoring this state of affairs, is seen as talking out of both sides of its mouth and it is time for the problem to be put on the front burner.

Runaway registries may be good for shipowners who are concerned only with bigger profits, but on the other side of the ledger there is the tremendous cost in terms of exploitation and abuse of working men and women, and loss of national self-respect.

Because the issue of runaway registries and flags of convenience can get out of hand, it has to be given new priority on the seamen's agenda.

Deserves National Attention

It also must be given attention by policy-makers in the administration and Congress. There could be no better time for taking stock of the runaway practices of American companies, especially in light of the collapse of tyranny in Eastern and Central Europe and the recent halting of aggression in the Middle East. In view of the manner in which Americans are standing up for right and justice, it seems particularly out of order for Americans to use runaway devices that exploit Third-World people.

This nation cannot afford to have two sets of standards—on one hand promoting the "new world order" of decency, peace and prosperity while on the other hand continuing to duck the responsibilities of a civilized, democratic country by exploiting working people from developing countries while propping up illegitimate regimes.

Military Leaders Advise Congress Of Nation's Sealift Requirements

A need for more trained merchant mariners, better upkeep of Ready Reserve Force (RRF) vessels and more roll on/roll off vessels are among the items being requested by military officials at congressional hearings looking into the Persian Gulf war. Both the House of Representatives and the Senate have begun to review Operation Desert Shield/Operation Desert Storm, analyzing the military's sealift capability.

From Admiral Francis Donovan, head of the Military Sealift Command, and General Hansford T. Johnson, head of the U.S. Transportation Command, the word the legislators are hearing is positive about the men and women onboard American-flag vessels. "U.S. merchant mariners have always responded to their country's call," Donovan said in a prepared statement submitted to the House Armed Services Committee's panel on seapower. "Their response to Operation Desert Storm has been no exception."

The admiral pointed out that almost "94 percent of the total cargo moved to support our forces" came via strategic sealift. General Johnson added in later testimony to the Senate Armed Services Committee that "never before in history has any nation transported so much, so

far, so fast." Among the totals carried to the Persian Gulf theater were more than 3.0 million tons of dry cargo and 4.2 million tons of fuel supplies as of the beginning of February.

Both military men have told the legislators that more U.S.-flag ships are needed to carry materiel to a front. With more ships being sought, more crewmembers are needed.

Donovan and Johnson discussed the need for keeping RRF vessels ready for call-out at any time. They noted if more ships are going to be purchased by the Maritime Administration and placed in the RRF fleet, then more dollars will have to be spent to maintain those and the vessels already being used.

"We need—and quickly—RO/RO and breakbulk ships to meet early surge requirements," Donovan told a congressional hearing. He later noted to the Journal of Commerce, "I would like to see a combination of ready reserve and operating U.S. merchant marine vessels, with another 20 to 15 RO/RO ships that I would have access to." He said the MSC had chartered all such U.S.-flag vessels it could and still had to charter others from allied nations.

Maritime Briefs

Former Virginia Congressman Named to Head Seaway Corporation

Former Virginia Congressman Stan Parris has been sworn in as the administrator of the St. Lawrence Seaway Development Corp. Parris, 61, became the sixth director of the bi-national regulatory organization designed to promote commerce along the seaway.



Army Corps of Engineers Predict Short Missouri Sailing Season

The Army Corps of Engineers is predicting a shorter than usual sailing season along the Missouri River because reservoirs along the waterway are three feet lower than this time last year. The season began April 8 and is scheduled to end November 1, but a Corps spokesman said the final date will be examined July 1 and a new, earlier date could be determined.



Three Deep Sea Companies to Experiment With New Refrigerated Containers

Three SIU-contracted companies—American President Lines (APL) Ltd., Sea-Land Service Inc. and Maersk Line—are reporting success in using a new type of container which allows the shipment of very perishable items. Sea-Land has approximately 75 of the new containers in use, while Maersk is using about 50 and APL has 25.

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At the MTD Meeting

Taking part in the MTD executive council meeting last month were, from left, Richard Mantia, president, Greater St. Louis Area and Vicinity Port Council, James E. Hatfield, president of the Glass Workers and John J. Banovic, Mine Workers secretary-treasurer. These individuals were incorrectly identified in the March issue of the Seafarers LOG.

SIU Benefits Conferences Set to Begin May 13

Schedule of Conferences On Seafarers Benefits

The benefits educational seminars will be held in all union halls on the dates listed below. Further information on the schedule of workshops will be published in upcoming issues of the Seafarers LOG and will be available at each union hall. All Seafarers, retired members and family members are invited to attend.

Houston	May 13, Monday
Mobile	May 15, Wednesday
New York	June 4, Tuesday
Norfolk	June 6, Thursday
St. Louis	June 14, Friday
Philadelphia	July 10, Wednesday
San Francisco	July 18, Thursday
Wilmington	July 22, Monday
Seattle	July 25, Thursday
Baltimore	August 8, Thursday
New Orleans	September 10, Tuesday
Honolulu	September 13, Friday
Jacksonville	October 10, Thursday
San Juan	November 7, Thursday
Algona	December 6, Friday

Aim Is to Assure Members, Retirees and Families Full Entitlements of Health, Pension, Vacation Plans

What are the union's benefits, how do they work and how can a Seafarer, pensioner and their family members receive everything to which they are entitled are among the subjects that will be addressed at conferences to be held in every port in the upcoming months. SIU President Michael Sacco announced at the March membership meeting held at Piney Point.

The purpose of the seminars is to provide the SIU membership and their families with an opportunity to fully review the benefits available through the union and its various plans. The sessions are open to all Seafarers, SIU pensioners and family members.

Leading the conferences will be officials and staff members from the Seafarers health plan, pension plan and vacation plan. The sessions coincide with the union's monthly membership meetings to give as many Seafarers as possible an opportunity to participate.

All Invited to Join Talks

In announcing the SIU benefits educational conferences at the March membership meeting at Piney Point, Sacco said, "These sessions are designed to be helpful to any Seafarer and pensioner and everyone in their families. I encourage every Seafarer and his or her family to come to these conferences."

During the conference, Seafarers will have an opportunity to ask questions, make suggestions and gather data regarding the benefits provided by the health, pension and vacation trusts.

Nick Marrone, administrator of the plans, advised the March membership meeting at Piney Point that the conferences would address the most frequently asked questions regarding the trusts' benefits and procedures. "In addition, the workshop-like atmosphere of the seminars will give us a good opportunity to hear the suggestions of the members and exchange ideas on the kinds of materials and information we should be providing."

The benefits of the Seafarers health plan will

be carefully outlined, with detailed information provided on the level of services available.

Among the items that will be reviewed are hospitalization, surgical procedures, major medical coverage, out-patient service, doctor's visits, maternity benefits, prescription drugs, dental and optical care, alcohol and substance abuse rehabilitation.

Information on the SIU's scholarship program will be available. This program offers scholarship opportunities to Seafarers and their dependents.

Detailed Discussions

Workshop leaders also will go over the protections afforded Seafarers in the case of death, dismemberment or disability. Eligibility requirements and the mechanisms for extending the qualifying factors will be discussed.

Benefits provided by the Seafarers Vacation Plan will be presented as will procedures for correctly filing claims.

Eligibility, application procedures and figuring the rate of the vacation pay will be among the items discussed at the conferences.

Planning for retirement, qualifying factors for the various types of pension benefits and the different kinds of pensions will be among the issues examined during the conference's sessions on the SIU pension plan. Health coverage for retired Seafarers and the relationship between that benefit and the medicare premiums will be studied as well.

Workshop leaders will go over the various forms used by Seafarers and their families and retirees. Additionally, all kinds of informational material will be handed out at the conferences, said Marrone.

The plans administrator also suggested that those individuals who wish to participate contact the union halls directly for a more detailed schedule of the sessions that will be held at the conference in their port.

U.S. Ships Starts Supply Line Home

As the United Nations Security Council moves closer towards approving a resolution that will officially end the war in the Persian Gulf, American ships and American seamen continue to deliver the goods—but this time the materiel is about to be brought home.

The amount of equipment shipped to the Middle East has been staggering. Under the auspices of the Military Sealift Command, the U.S. Department of Defense agency responsible for coordinating the waterborne carriage of supplies for the American armed forces, as of April 2, more than 3 million short tons of dry cargo had gone by ship to support Operation Desert Shield and Operation Desert Storm.

180 Ships Involved

The MSC reports that some 180 ships are assisting in the sealift effort. This complement of vessels includes 56 from the Ready Reserve Force, 8 fast sealift ships, 14 prepositioning vessels, 5 long-term chartered commercial vessels—all of which operate under the U.S. flag and many of which have Seafarers as its crewmembers.

Additionally, the MSC has 77 chartered ships assisting in the effort to move supplies, of which 15 are U.S.-flag vessels. Twenty tankers, 16 of them American-flag ships, are providing petroleum and petroleum products to the military's Persian Gulf operation.

MSC reports that a number of vessels have begun to bring materiel back to the United States from the gulf region, but to date none has arrived at either east or west coast ports.

Defense Dep't Announces War Bonus for Seamen

The first news concerning a war bonus for American seamen serving aboard vessels in the Arabian Gulf during the outbreak of hostilities earlier this year was announced as the LOG went to press.

SIU Vice President Collective Bargaining Angus "Red" Campbell, in a report prepared for the April membership meeting at Piney Point, advised Seafarers of the government's actions regarding implementation of a war bonus. "As of Thursday, April 4, 1991, the Military Sealift Command (MSC) was preparing a directive to establish a war zone bonus of 100 percent on ships that operated west of 53 degrees east longitude in the Arabian Gulf," Campbell reported.

The SIU vice president also noted that MSC was evaluating a harbor attack bonus and a vessel attack bonus. He said the bonuses, once instituted, would be effective on and after January 17 and would extend until an official cease-fire agreement is reached between the United Nations and Iraq. (The UN Security Council in its Resolution 686 outlined conditions for a definitive end of hostilities.)

The membership will be kept fully informed of all developments on this matter, reported Campbell. "As soon as we receive definite instructions from MSC and MarAd, they will be

forwarded to all ports and printed in the LOG," he advised.

Based on Historic Practice

The first word of a war bonus for merchant seamen serving during Operation Desert Storm came in the form of a communication from Donald J. Atwood, deputy secretary of defense, to the secretary of the Navy. Deputy Secretary Atwood said, "Pursuant to title 5, United States Code, section 5348, I determine that it is in the public interest to authorize the payment of 'war zone' bonuses and harbor and vessel attack bonuses to merchant mariners."

Atwood continued, "Such payment is commensurate with current and historic practices in the maritime industry during periods of hostility."



A war bonus recently was announced by the Department of Defense for merchant mariners serving in the Arabian Gulf west of 53 degrees east longitude on or after January 17, until an official cease-fire is instituted.

U.S.-Flag Ship Interests Seek Alaska Oil Development

The maritime community is supporting the development of the Alaska National Wildlife Refuge (ANWR) as a means to advance energy independence for the United States. As a national energy policy is being debated within the halls of the U.S. Capitol, a critical component of the bill is whether to allow exploration of oil in ANWR.

With the Prudhoe Bay fields yielding less oil each year, Congress is deciding whether to tap the reservoir, estimated as one of the largest in U.S. history, beneath the tundra in the northeast corner of the state to help reduce the flow of imported oil.

The U.S.-flag shipping community is working with allied legislators to seek continued export restrictions of any Alaska oil. Such provisions will allocate all Alaska oil for domestic use.

Various Proposals

The Senate Energy and Natural Resources Committee has two proposals before it: a plan offered by President George Bush in February and one put together by the chairman of the committee, Bennett Johnston of Louisiana. The two bills as well as another bill introduced by Walter Jones (D-N.C.), the chairman of the House Merchant Marine and Fisheries Committee, all feature opening ANWR for oil exploration.

A major difference in the bills offered by Bush and Johnston concerns the exportation of the Alaskan oil to other countries. The administration does not seek to restrict exportation, while Johnston asks for the same restrictions

as found in the Export Administration Act for Alaska North Slope crude oil from Prudhoe Bay. The Jones bill does not include export restrictions, but an amendment adding the constraints to the package is expected once committee consideration begins.

Development of the refuge has been a major battle for years between oil producers and environmentalists. Reports have stated the fight to include ANWR in a comprehensive energy policy could be as long and drawn out as the budget battle that caused a partial government shutdown last fall. However, efforts to include the exploration began as soon as the 102nd Congress convened in January and have been gaining support since.

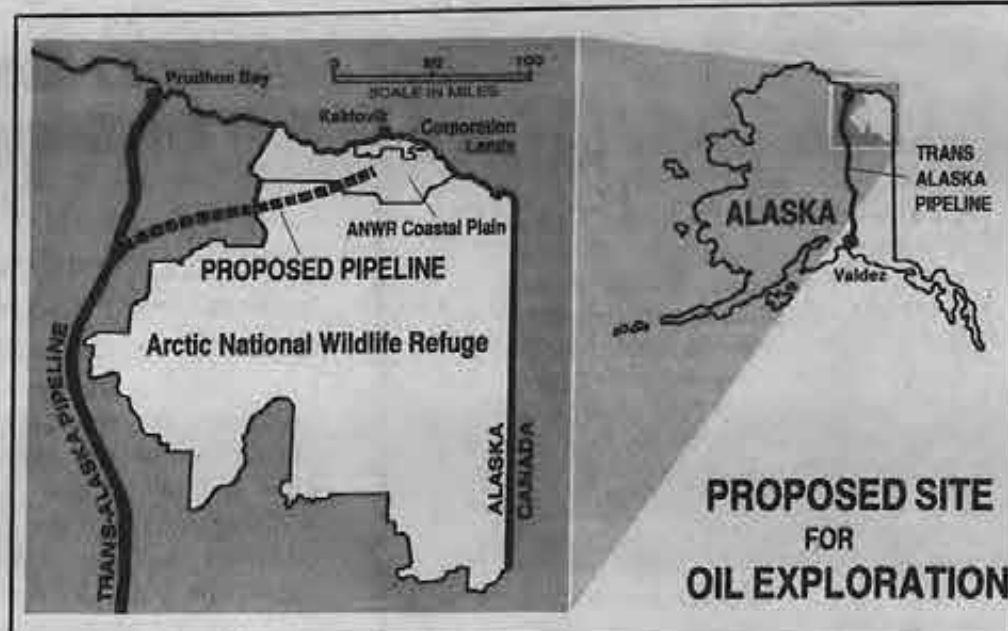
Support Mounts

The opening of ANWR for oil exploration purposes has the support of Alaska's senators—Ted Stevens (R) and Frank Murkowski (R)—and the state's congressman, Don Young (R). In fact, Representative Young has introduced a bill in the House that would allow oil exploration in the refuge.

Young's proposed legislation has garnered the signatures of more than 100 fellow congressmen. Both the Young proposal on oil exploration in ANWR and the Jones bill that is a more all-encompassing energy package will be considered in this current session of Congress.

Then the Secretary of Energy indicated the president would veto any energy bill that did not include ANWR oil exploration.

Opponents of the energy plans



and ANWR exploration state none of them does enough to slow the consumption of energy by Americans. Senator Dale Bumpers (D-Ark.) has said raising fuel efficiency standards on motor vehicles could save more fuel than the most optimistic refuge production forecast.

Estimates of the oil within the protected area in the northeastern corner of the state next to Alaska range up to 3.6 billion barrels. The proposals seek to explore across 1.5 million (an area called the Coastal Plains) of the 19 million

acres in the refuge. Both the Bush and Johnston bills view ANWR oil as a revenue raiser to implement energy efficiency programs.

A pipeline from the refuge would be built to connect with the existing trans-Alaska pipeline from Prudhoe Bay. In a Senate hearing last month, Energy Secretary James Watkins disclosed the trans-Alaska pipeline could be closed by the year 2009 because of annually decreasing amounts of oil being pumped from Prudhoe Bay unless the ANWR drilling is permitted.

Relief Positions, Time Limits Returned to Shipping Rules

Eligible Seafarers aboard deep sea vessels are able once again to call for trip reliefs effective immediately due to a ruling announced last month by the Seafarers Appeals Board.

The same ruling also returned limits on the length of time members can stay aboard their ships.

With the end of hostilities in the Persian Gulf, the board, which is comprised of representatives from both the union and its contracted companies, rescinded its decisions of August 10 to extend the time members could stay aboard ship before signing off and of December 13 to suspend relief positions. The new ruling, dated March 22, returns limits on the length of sailing and the relief provision to the shipping rules.

"We have been able to successfully meet our commitments to the armed services in the Persian Gulf," said Angus "Red" Campbell, SIU vice president for collective bargaining. "With the cessation (of the war), the board felt it was appropriate the change be made in the shipping rules."

The complete text of SAB Action 355 is printed below:

SAB Action 355

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

Whereas, on August 10, 1990 a national emergency occurred due

to hostilities in the Persian Gulf, and

Whereas, the emergency required the activation of vessels from the government's Ready Reserve Fleet, and

Whereas, the vessel activation escalated the demand for qualified seamen to man such vessels, and

Whereas, the demand necessitated modifying the Shipping Rules to ensure the delivery of materiel to the Armed Services of the United States, and

Whereas, Action 352, dated August 10, 1990 permitted Class "A" seamen to remain aboard their assigned vessels in excess of two hundred and forty (240) days, without relief and Class "B" seamen to remain aboard their assigned vessels in excess of one hundred eighty (180) days, and

Whereas, Action 353, dated December 13, 1990 waived the sixty (60) day relief for permanent ratings for a period of sixty (60) days, and

Whereas, the waiver promulgated by Action 353 was extended for another (60) days by Action 354, and

Whereas, the termination of hostilities in Iraq has resulted in the lay up of vessels from the Ready Reserve Fleet and has reduced the demands on the Manpower Pool,

Therefore, Rule 2 G 1, Rule 2 G 3 and Rule 5 A 12 (a) shall be re-instituted as specified in the Shipping Rules prior to the modifications created by the Persian Gulf national emergency.

Effective date: March 22, 1991.

TRANSCOM Deputy Chief Butcher Retires After 42 Years in Navy

Vice Admiral Paul T. Butcher, who most recently served his country as deputy commander-in-chief of the military's transport logistics arm, retired last month after serving in the U.S. Navy for 42 years. Prior to his assignment as second-in-command at the military's U.S. Transportation Command (TRANSCOM), he headed the Military Sealift Command.

Vice Admiral Butcher, who will be working in the private sector, has long been a strong proponent for the U.S.-flag merchant marine.

SIU President Michael Sacco praised the vice admiral for his support of the industry. "Vice Admiral Butcher has demonstrated during his tenure that he has a keen understanding for the merchant marine," Sacco noted. "He was more than an advocate, he was a doer for the U.S.-flag merchant marine."

While speaking out for the U.S.-flag merchant fleet, Butcher also did not withhold any criticism of the operations in which it was involved. He noted in a Los Angeles Times article, dated November 24, about Operation Desert Shield the sealift to Saudi Arabia succeeded because "we've had an almost perfect scenario in which

to do our job" through a long-term buildup and aid from allied nations.

The West Virginia native joined the Navy in 1948. After graduating from Marshall University, he received his commission in 1953. Butcher served as commanding officer aboard the USS Mosopelea, USS Camp, USS Josephus Daniels and USS Oklahoma City. He also was commander for Task Forces 73 and 75.

On shore, the vice admiral's assignments included deputy commander-in-chief and chief of staff of both the Atlantic Fleet and the Transportation Command.



Vice Admiral Paul Butcher addresses the 1990 AFL-CIO Maritime Trades Department executive board meeting.

D1 MEBA/NMU Plan Would Give Control to Food Workers

Rank-and-file anger with the DeFries/Parise scheme to control District 1 MEBA/NMU despite the wishes of the membership, has reached a new high, according to reports circulating around the nation's waterfront. Frustrated by the mounting rebellion of its sea-going members, the leadership of District 1 MEBA/NMU has devised a plan to maintain control of the besieged union by diluting the seamen's voice within the organization.

The District 1 leadership—which includes C.E. "Gene" DeFries, who serves as president, and Louis Parise, the group's secretary—embarked last month on a plan that would enable cafeteria workers, who primarily are employed by food service contractors on military bases, and government employees in Puerto Rico to dominate the union.

The move could forever prevent seamen, both licensed and unlicensed, from entirely managing their own affairs in critical areas—such as on constitutional matters, policies, financial responsibilities,

selecting union representatives and staff members and so on.

Manipulating the Structure

According to information received by the LOG from NMU and MEBA members, the mechanism for achieving this transfer of power within District 1 MEBA/NMU is the creation of a new division of non-seamen, shore-based workers who have been part of the Industrial, Technical and Professional Employees (ITPE) and ITPGE groups of the unlicensed section. The ITPE unit represents military base chow hall workers and others employed in shore-based jobs, while the ITPGE represents government employees in Puerto Rico.

Up to now, District 1 MEBA/NMU has had only two divisions—one for licensed seamen from the former MEBA union and one for unlicensed seamen from the former NMU group. Any affiliates of either District 1 Marine Engineers Beneficial Association (MEBA) or the National Maritime

Union (NMU)—including ones representing industrial, government or service workers—were kept within the respective divisions at the time District 1 MEBA and NMU merged in March 1988.

Balance of Power

By putting the ITPE and ITPGE groups in their own separate division within District 1 MEBA/NMU, the shore-based membership will have as equal a claim as do the licensed and unlicensed seamen to a portion of the delegate votes at the union's convention, thus becoming critical to the balance of power within the organization.

Maritime labor observers note the top officer posts of District 1 MEBA/NMU are not elected directly by the membership as was done in the days before the two groups merged. Now, these positions are elected at a convention, giving special significance to the inclinations of the various delegates from the unlicensed and licensed divisions and, now, the shore-based division.

The District 1 MEBA/NMU top officer slots, which are voted on at the organization's convention, are the president, executive vice president, treasurer, secretary and a vice president representing each division. The union's highest decision-making body, short of conventions and membership referendums, is the district executive committee which is made up of the officers just named. The next District 1 MEBA/NMU convention is scheduled to take place in March 1992.

Why the Change Now?

Maritime labor observers say the plan to create an entirely new division within District 1 MEBA/NMU appears to have been hastily drawn up after licensed division officers, who also serve as District 1 MEBA/NMU officials, were defeated in balloting concluded last December by a group of licensed engineers running on a platform to reform the organization.

A couple of NMU seamen sized up the situation this way: Since the plan was devised after the MEBA members ran off the licensed division officials, it now appears the leadership of District 1 is trying to lock up control of the organization even though they are devoid of support from the rank-and-file.

The ousted licensed division leadership was replaced by MEBA challengers in all of the division's officer posts, all seven branch agents, two of the three elected patrolmen and 16 of 20 delegates to the District 1 MEBA/NMU convention. The challengers organized under the banner of the so-called MEBA MAD Committee. (The acronym "MAD" has been used interchangeably for "Members Advocating Democracy" or "Members Against DeFries.")

With their election to the licensed division posts and a clear majority of licensed division convention delegates, the MEBA

challengers are one step closer to taking on the incumbent union officers—many of whom are the same individuals who lost their licensed division posts to the reform-minded engineers but are continuing to hold jobs as officers of District 1 MEBA/NMU or to serve in staff positions appointed by the union's president.

Seamen Not Allowed to Vote

The plan to create the new shore-based worker section was instigated at a February unlicensed division council meeting. During that session, a slate of officers and convention delegates for the new division was hand-picked by the District 1 MEBA/NMU leaders.

A referendum vote supposedly is taking place from March 18 to April 18 among the ITPE and ITPGE members to approve the District 1 MEBA/NMU-selected slate of officers and delegates and the ITPE division's bylaws. Neither NMU nor MEBA seamen are being included in the referendum process.

Locking in Power

According to maritime labor observers, it is rather startling that District 1 MEBA/NMU leaders, who come out of the seamen's movement, should be willing to ignore away the strength and integrity of the seamen's divisions in an attempt to control enough convention delegates to stay in power.

But many NMU and MEBA rank-and-file seamen see nothing new in the tactics of the District 1 MEBA/NMU officials. One NMU member remarked that the group of officers involved in setting up the new division was the same set of individuals that voted to give themselves huge severance payments at the time of the merger. (The so-called severance payments went to five individuals who were officials of District 1 MEBA and the NMU, who then became officers of the merged union upon its inception. The five split close to \$2 million extracted from the groups' liquid assets in the payment scheme.)

The NMU seaman also said the District 1 MEBA/NMU ITPE maneuver giving cafeteria workers on military bases and government workers a great deal of power over the affairs of sea-going members was not surprising in light of the fact that the union's officials had established a structure at the time of the merger that in effect reduced the unlicensed seaman to a second-class status in the organization. (The District 1 MEBA/NMU constitution says the positions of president and treasurer only can be held by a licensed division member.)

What is obvious to all hands within the NMU and MEBA is that the District 1 MEBA/NMU structure was made complicated and complex, and now is being manipulated, so that a handful of individuals can stay in power, irrespective of the wishes of the membership.

SIU, NATCO Ink Three-Year Pact



SIU men George Silva (left), a mate on NATCO equipment and AB/Dragnet Bill Padgett (right) assisted in the union's contract negotiations with the dredge company.

The SIU and the North American Trailing Company (NATCO) have agreed a new three-year labor agreement.

NATCO employs approximately 115 inland division Seafarers in both licensed and unlicensed capacities aboard its dredges across the Great Lakes and the Atlantic and Gulf coasts. Captain George Silva, one of the members of the union's negotiating team, said he was pleased with the new agreement. "In total, we gained," he told the Seafarers LOG.

Dave Ling, a senior dragtender, echoed Silva comments: "We're happy with what we got. The union

gave us tremendous support." Rounding out the union negotiating team were Angus "Red" Campbell, SIU vice president for collective bargaining; Augie Tellez, SIU assistant vice president; and Frank Paladino, SIU headquarters representative.

Among the gains made by the SIU members employed by the dredge company was the addition of Martin Luther King Jr. Day as a paid holiday.

NATCO, which uses split hull dredges, gets a large amount of work from the Army Corps of Engineers in its channel maintenance and widening operations.



Steward Williams at Headquarters

SIU Recertified Steward Roscoe Williams (left) meets with the union's executive vice president, Joseph Sacco, on a recent visit to Washington, D.C.

States Enacting Oil Spill Bills

Tank Vessel Fleet Beset by Contradictory Laws

Although the federal government enacted sweeping legislation last August designed to prevent and minimize oil spills in U.S. waters, state elected officials are promulgating bills that have the same intent but that often contradict or confuse the federal statutes.

As a result, U.S.-flag tanker companies, American tank barge operators and foreign oil-transport groups find themselves operating under conditions that have been likened to one big crap shoot. Seafarers crewing U.S.-flag tankers and oil-barge tows, have a direct stake in the myriad of state laws that have been passed or that are being considered because the manner in which these statutes are fashioned could determine the extent to which responsible U.S.-flag operators can manage to remain in the business of transporting oil.

At the root of the problem is the fact that the Oil Pollution Act of 1990, while instituting a comprehensive array of procedures to eliminate oil spills resulting from the transport of petroleum and petroleum products by tank vessels (see box), did not give the federal bill preemptive powers. Consequently, states are free to push their own versions of oil spill laws, and tank vessel owners and operators find themselves pummeled with a jumbled mass of statutes and regulations.

While there is a plethora of proposals instituted by states or under consideration in dozens of state capitols that affect the carriage of petroleum by water, there are three particularly important areas that have life-or-death consequences for the oil-transport industry.

Liability Issues

First among these are measures that set no limits on the amount of money a vessel owner or operator has to come up with in the event of a discharge, including being held responsible for paying damages even if the spill is a result of circumstances beyond control. These proposals are known as "unlimited liability" and "strict liability."

The notion of so-called unlimited liability for shipping companies involved in a spill means that owners or operators of tank vessels can be held responsible for all costs which can in any way be tied to the spill. This can include not only the direct costs of the clean-up, but also administrative expenses, money to fully restore the environment to pristine conditions, damages to all affected parties and civil and criminal penalties.

The other doctrine governing the financial obligations of tank vessel operators in the event of a spill that is being bandied about by many states is the concept of strict liability. The idea here is to hold the shipping company responsible for paying all damages and allowing no defense posture except the citing of an act of God or an act of war. Under a policy of strict liability, for example, a tanker company involved in a spill caused by circumstances beyond the operator's control would be entirely responsible for paying all costs associated with the clean-up and damages caused by the discharge.

An extension of this debate is the application of the unlimited liability concept to damaged natural resources. This kind of provision, for example, holds the tank vessel owner or operator liable for the costs associated with injured wildlife, fouled beaches or coastal lands and other damages that impair the environment in some way. The mechanisms for determining the dollar value of natural resources is of great concern to the industry.

Financial Strength Tests

The second issue troubling the tanker industry is the notion that each state can request a tanker or tank barge owner or operator to post huge amounts of funds with the state as a kind of financial strength test, or a kind of collateral, in case of a spill. Known as "financial responsibility" proposals, these measures require the

tank vessel owner to come up with colossal amounts of cash or the equivalent.

Many states have concocted formulas whereby the gross tonnage of a vessel is multiplied by a dollar figure. Some states also are requiring that such a deposit be made for every vessel entering the state's waters. Tank fleet operators have countered with a proposal that a single deposit calculated on the basis of the company's largest vessel be lodged with the state. Most tank vessel companies, particularly ones not directly connected to the deep pockets of the giant oil conglomerates, simply do not have such resources available to meet the financial demands imposed by such unrealistic formulas.

These "financial responsibility" provisions, along with the unlimited liability and strict liability regimes of many states, have made it exceedingly difficult for companies engaged in the waterborne transit of petroleum and petroleum products to obtain insurance, which in the marine transportation industry is primarily secured through Protection and Indemnity (P & I) Clubs.

The world's 13 P&I clubs, which in effect are cooperative, non-profit and self-regulating insurance operations, have warned their members that the state statutes placing unlimited liability on owners for oil pollution expose the ship operator or owner to liabilities in excess of the insurance cover provided by the P&I clubs.

In the case of an oil spill, the P&I clubs insure the first \$1.6 million of a pollution claim against a member company. If the claim exceeds \$1.6 million, the cost is shared, up to \$12 million, among a pool of P&I clubs. Claims exceeding \$12 million and up to \$500 million are covered under the pool's reinsurance contract. In the current policy year, additional coverage of \$200 million is available for any one incident.

The \$700 million of possible insurance an operator or owner has seems paltry indeed when compared to the Exxon Valdez court-ordered settlement that held the company responsible for damages in excess of \$2 billion. Also, the costs to obtain insurance for oil discharges have gone up radically. The unbridled penalties tanker

and oil barge operators face make it impossible to obtain insurance at reasonable rates.

Overkill of Rules

A third area in which states are seeking to push their own agendas is the process of developing contingency plans, as well as imposing and defining a host of standards in the areas of equipment, inspections, operating procedures and so on. In many cases these state proposals are at odds with U.S. Coast Guard procedures and federal statutes which have long governed the waterborne transportation industry. In some cases, the states are attempting to define procedures which are currently in the process of being addressed by federal agencies assigned the same responsibility by the Oil Pollution Act of 1990.

Additionally, the state regimes often contradict each other, imposing a difficult situation on oil-barge operators engaged in the interstate coastal trade.

For example, some states are requiring the development of contingency plans involving the local government and vessel operators. Meanwhile, the federal oil spill bill established a systematic timetable for development of contingency plans that first requires the structuring of a national response plan and its implementation. The federal bill then requires that a coordinated plan of attack be developed and put in place between the various national, state and local government agencies with jurisdiction on the matter. The final phase of the national response plan calls for each oil transport vessel to have in place a contingency plan.

Squaring with Federal Bill

What is frustrating to the waterborne-oil-transport industry is the fact that the Oil Pollution Act of 1990 addresses each of these matters—liability limits, financial responsibility funds and contingency plans—and addresses them quite thoroughly.

To the extent possible, the industry is seeking in state after state to keep the state regulations as compatible as possible with the federal oil spill bill.

State Oil Spill Legislation Passed or Pending

	Financial Responsibility	Unlimited Liability ^{1,2}	Criminal Penalties	Civil Penalties	Tax, License Fee Generated Oil Spill Fund	Oil Spill Contingency Plan Req'd ³	Oil Spill Reporting Requirement	State/Local Reimburse (costs, tax loss, and/or fund)
Alaska	P	P	P	P	P	P	P	P
California	P	P	P	P	P	P	P	P
Connecticut		P	P	P	C	C	P	P
Delaware	P			C			P	P
Florida	P	P	P	P	P	P	P	P
Georgia		P	P	P			P	P
Hawaii		P	P	P			P	
Indiana		P				C	P	
Louisiana		P	P	P			P	
Maine		P		C	P		P	P
Maryland	P	P	P	P	P	P	P	P
Mass.	P	P	P	P			P	P
Michigan		P					C	
Mississippi		P	P	P				P
N Hampshire		P	P	P	P		P	P
New Jersey	C		P	P	P	P	P	P
New York			P	C	P	C	P	P
N. Carolina			P	P			P	P
Oregon	P	P	P	P		C	P	P
Pennsyl.		P	P	P			C	
R. Island	P	P	P	P	P		P	P
S. Carolina	P	P	P	P				
Texas	C	P	C	C	C		P	P
Virginia	P		P	P		P	P	P
Washington	P	P	P	P	P	P	P	P

Key: P = Law has passed. C = Law is under consideration.

¹ There are only 5 states that have caps on liability. They are: New York, New Jersey, Florida, Delaware, and Virginia.

² Many states have a mix of limited and unlimited liability applications, such as limits only on clean-up costs which is the standard in a state like Florida. Delaware is another state with partially limited liability.

³ In many states, such plans fall are currently being required under a regulatory process rather than through legislation. Among these states are: Maine, New Jersey, and Rhode Island.

First Merchant Vessel in Liberated Kuwait

Frances Hammer SIU Crew Racks Up Accolades

The SIU-crewed integrated tug-barge Frances Hammer received a commendation from the U.S. Navy for being the first merchant vessel to enter liberated Kuwait City despite the fact the harbor area was not free of mines and other potential hazards.

U.S. Navy Captain R. A. Crooks of the Military Sealift Command commended the crew for its efforts. "Your support to the Military Sealift Command and other military personnel assigned to the port area was outstanding," Crooks wrote the vessel on March 20 after its one week stay from March 11 to March 17.

"By allowing these personnel to utilize your facilities, they were able to keep their equipment fully operational despite the hazardous environmental conditions that threatened to curtail harbor clearance operations.

'True Professionals'

"Your timeliness in getting underway and transiting very dangerous waters demonstrates the dedication and seamanship characteristic of true maritime professionals. The U.S. Merchant Marine has steadfastly and intrepidly supported Operation Desert Storm, and (the) Frances Hammer is a shining example of this dedication to duty. Thank you for your professional and unselfish service."

Captain Peter A. Thorpe of the Frances Hammer noted "the crew's willingness to go the extra mile." He wrote to Angus "Red" Campbell, SIU vice president for collective bargaining, about the crew. "Their skill in performing their duties allowed the ship to complete its mission successfully."

Charter Since January

The Ocean Shipholding vessel, under charter to the Military Sealift Command since January, was sent to Kuwait's capital city to



Chief Cook Toyo Gonzales, shown in an earlier voyage aboard the ITB, was among the SIU crewmembers to take the Frances Hammer into Kuwait City.



The Frances Hammer, an integrated tug barge unit, was the first merchant ship to arrive in Kuwait after allied forces freed the nation from the grip of Iraq.

deliver 120,000 barrels of water for the citizens and allied forces there.

Once at the dock the Hammer incurred several problems making it unable to transfer the water from ship to shore. Iraqi troops had so destroyed the capital city's infrastructure that the military was unable to make the proper connections to safely unload the cargo. The ITB was ordered to leave after moving some of the water to a

supply vessel waiting outside the harbor.

SIU crewmembers aboard the ITB were Bosun/AB James Lewis; ABs Walter Harris, Quinton Herrera and Edward O'Connor; QMED/Pumpman Terry Jacobsen; Engine Utility George Demetropoulos; Deck Engine Utility Roan Barrett; Steward Baker Terry Jacobsen and Chief Cook Toyo Gonzales.

Cape Cod Crew Glad to Leave Gulf After Missile Alert



AB Roger Plaud displays his joy that a missile attack alert has been called off.

The Cape Cod is one of many Ready Reserve Force (RRF) vessels sailing in the Persian Gulf with an SIU crew aboard. Operated by the OMI Corporation for the Maritime Administration, the Cape Cod offloaded materiel several times in Saudi Arabia.

The crew recently was praised by the ship's master, Thomas Tray, for its outstanding work during adverse conditions, including missile dock, while tied to a Saudi dock. (See March 1991 Seafarers LOG.)

The RRF vessel was one of many SIU-crewed ships to dock in Saudi Arabia, unload its cargo and depart safely during the Persian Gulf war.

Bosun Ervin Bronstein sent these pictures of the crew during a missile attack and after leaving Saudi Arabia to the Seafarers LOG. He noted the crew was very relieved to leave the port area, but very proud to be able to deliver the goods and do its share to assist the troops in Operation Desert Storm.



Crewmembers don protective gear and gather inside the ship after a missile attack warning siren.



Bagpipe expert Roger Plaud shows the rest of the Cape Cod crew how to play a tune.



Chief Steward Henry Manning (right in white hat) throws a barbecue to help the crew relax after the vessel has departed Saudi Arabia. Bosun Ervin Bronstein is seated in the center.



OS Chris Stinger gets ready to go to the ship's deck to attend the cookout.

Letters to the Editor

Getting on a 'Good Old SIU Ship'

I joined the M/V 1st Lt. Baldomero Lopez on Friday, and I have to say that it never felt so good to climb a gangway—that says something as it was bitter cold and snowing and I had a 70 lb. sea-bag and 30 lb. suitcase in tow. The bosun said I should have hailed him, but frankly, I wasn't feeling much pain. I just wanted aboard. Tel Aviv was a bear, as you know, and my last night there we had three alerts. Once my mission was accomplished and I got my aunt out of the city, I had only one thing in mind—to get on a good old SIU ship and be privileged to join my shipmates in contributing to our country's well-being. Something that American seamen have and always will do.

This is a "world-class" ship and a fine crew. It's good to be "home."

I want to thank all of you at headquarters for being so helpful and understanding. It's wonderful to belong to a "brotherhood" such as ours which is one in deed as well as in name.

Larry Reiner
Aboard the Baldomero Lopez

Editor's Note: Brother Larry Reiner boarded the 1st Lt. Baldomero Lopez after a trip to Tel Aviv to assist a family member during the Iraqi bombing of Israel. He wrote to the LOG from Bremerhaven, Germany.

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Merchant Seamen and Women: 'You Have Not Been Forgotten'

To all of you serving in the various capacities aboard the vessels which are relying on you in the Middle East crisis, I commend and support you in your important role in the war.

I support our president, our troops and I support you, too! My prayers go out for you and your families.

It is apparent that people are not aware of the importance of the merchant seamen and women and their role in the Middle East crisis and what a big part SIU has done to meet the demand and the quick response since the very beginning of Desert Shield and now, Desert Storm.

Only once have I heard anything on the news concerning the Seafarers' role in the crisis, and it was so short, I barely remember what it was referring to. But I've not forgotten, and I'm going to speak out about just how important all of you are. You will not go unnoticed and unrecognized for your important part in this war.

My support also to the Seafarers school in Piney Point, Md. and to Ken Conklin for the young men and women who graduate from there "ready and prepared!" And to Bart Rogers of Manpower at Piney Point, Md., whom I know did his part in helping to get the ships manned as soon as possible.

Thanks again, Ken Conklin and

Bart Rogers, for always taking the time to talk with me when I have called on you. As a mother and a wife of Seafarers [wife of QMED D. Mark Freeman, mother of DEU Reece Halstead], it means so much, and I'll never forget your kindness and help.

To all you Seafarers—you are important and I support you fully. God bless you all and keep you safe.

Mrs. Grace Freeman
Panama City, Fla.

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Rebuilding the Merchant Marine

Editor's Note: Retired member Leo L. Seleskie brings to the attention of Seafarers a column by a prominent member of the American Legion on that organization's support for a strong U.S.-flag merchant marine.

The article by Vern Hill, vice chairman, Dept. National Security, Committee for Merchant Marine, which appeared in the December 1990 edition of the American Legion's official publication, follows a brief introduction by Pensioner Seleskie.

... The merchant marine rebuilding column by Mr. Vern Hill and the American Legion shows some of the strongest support regarding the gulf crisis.

Leo L. Seleskie
Spokane, Wash.

(From the December 1990 edition of the American Legion's official publication)

Again the national convention approved this department's resolution as its lead mandate on our merchant marine in Indianapolis in August. It was resolution No. 460 (Washington) REBUILD THE MERCHANT MARINE, which is extracted as follows:

In 1980 there were approximately 500 ocean-going cargo ships in the active U.S. flag merchant fleet. Today there are about half that number, carrying less than 4 percent of our total international trade; and since 1978, more than 55 shipyards have ceased operations. A total of 60,000 workers across the country have lost their jobs, and at least 14 ship companies are operating under Chapter 11 of the U.S. Bankruptcy Act. Only one shipping line has ordered a container cargo ship built at any American shipyard since 1984. The last commercial tanker built in the U.S. was in 1985. As long as foreign countries subsidize their yards and the U.S. does not, American ship builders are at a disadvantage because their costs are much higher. Our maritime industry now ranks 10th among the 16 major fleets in the world, while the Soviet Union ranks second.

The deployability of our military forces depends on a strategic sealift, and requires national priority; now, therefore, be it

RESOLVED, By the American Legion that we urge the U.S. Government in cooperation with maritime management and labor to rebuild the U.S. merchant marine to its former position as second to none in the world under the Merchant Marine Act of 1970; and, be it further

RESOLVED, That we urge action to modify the Merchant Marine Act of 1970 to promote the U.S. flagging of U.S.-owned ships now under foreign registry.

Since the foregoing was written, we have the Middle East crisis that fully demonstrates the critical need for a viable merchant fleet to supply our growing forces in a real wartime threat.

Vern Hill, Vice Chairman
Dept. National Security
Committee for Merchant Marine
Veterans of Foreign Wars

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Cape Gibson Galley Gang Thanked by SUP Crew

We of the Deck Department (SUP) on the S/S Cape Gibson would like to commend the Steward Department for going all out in preparing a wonderful Christmas dinner. Everything, from food and pastry, plus decorations, was outstanding, and without question we give special thanks to Chief Steward Wayne Ballard, Chief Cook Charles Taylor, Second Cook Paul Long, Third Cook Pat Patterson, Pass. B.R. Nicholas Gaines, Off. B.R. William Smally, Off. Waiter Esteban Luke and Crew Mess Arvis McCracklin.

The Deck Gang
S/S Cape Gibson

Editor's Note: This letter was received by SIU Vice President George McCartney and forwarded to the Seafarers LOG.

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Misinformation Abounds On Role of Merchant Marine

I don't know whether the [American people] in general heard a broadcast that I did... one of the few that praised union seafarers about their effort in the sealift to the Persian Gulf.

How do the [other] experts keep overlooking us and our importance in military operations of this magnitude—to let our merchant marine sink to its present level both in manpower and tonnage... According to a commentator, lots of the ships are having mechanical trouble...

He went on to say some ships are being chartered for as much as \$35,000 per day and one of the holdups has been getting the 7th Armored Division in place.

How could anyone, especially in the higher echelons of brain power, entertain a thought of transporting the huge behemoth tanks of these days by air—one to a plane—

as opposed to hundreds on some of our ships. . . .

I know what these GIs must be going through as I made a few trips in that locality myself. I just wish I could put my two cents in to assist them. I fully support them and the SIU's efforts.

Jack Gardner
New Orleans, La.

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Johnny 'Reb' Poovey Thanked

I began to sail for the SIU in 1975. In 1978 I was aboard ship with Johnny "Reb" Poovey. Reb was chief steward and this is when my career began to expand. Thanks to Reb! It's rare when an older person takes time to teach past experiences to a younger person. I wish more older seamen would take time to teach the younger seamen their experiences. That's an important part for the Brotherhood of the Sea. The younger ones learn from the older brothers.

Please, old timers, help us younger people!

We will pay retirement, then we can teach the next generation. If each of us doesn't help the next generation, there will be no retirement, and no union.

Thanks to Johnny Reb.

Glenn E. Bertrand
Houston, Texas

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Keep Up the Good Work

I thought it was about time someone wrote to... the union to let you know what a wonderful job the San Francisco office is doing, like Vince Coss of the Welfare Plan and Annie Lee Hensley, manager of the PMA Pension Plan. I also want you to know that your office at Camp Springs is doing a good job.

Louis Pratkan
Las Vegas, Nev.

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Remembers Sailing Days

I enjoyed my life as a seaman. When you visit and talk to other people you find out just how good of a union we are. We have the very best insurance anybody can have... I am really proud of our union... I really miss all of you and wish I could make a trip back over to Germany since the wall is down...

I always enjoy the LOG, so please keep it coming. I miss all of my old buddies and friends so much and want to thank all of you for what you have done...

Leonard O'Kennedy
Stapleton, Ala.

Editor's Note: Brother O'Kennedy would like to hear from former shipmates, fellow pensioners and Seafarers. He can be reached at P.O. Box 338, Stapleton, Ala. 36578.

Orgulf SIU Members Approve New 3-Year Contract Extension



During a stop at Moore's Landing, the crew of the Midland had time to look over the latest Seafarers LOG and other union information. They are, from the left, Steve Winsor, lead deckhand; Rickey Shirley, deckhand, and Susan Wolfe, cook.

SIU members who sail aboard Orgulf tugs recently approved a three-year extension of their contract with Orgulf Transportation Company. The newly ratified agreement is for three years, retroactive to January 1, 1991.

Orgulf operates 24 tugboats, crewed by SIU members, along the upper and lower Mississippi, Ohio, Tennessee and Missouri rivers. Four of the tugs belonging to the Cincinnati-based company are the Twin Cities, the Robert Kyle, the Midland and the B. John Yeager.

All four are pushers and operate year-round, weather permitting,

and each features a five-member unlicensed crew: a lead deckhand, three deckhands and a cook.

The Twin Cities was recently purchased by Orgulf, which is based in Cincinnati. It primarily handles loads along the upper Mississippi River and along the Illinois River. The other three—the Robert Kyle, Midland and B. John Yeager—are old timers in the Orgulf fleet. They usually work the lower Mississippi region, but can be found anywhere Orgulf operates.

The photos of SIU members appearing on this page were taken at Moore's Landing, Missouri.



The deckhands aboard the B. John Yeager are, from the left, John Thomas, Shelby Rankin and Michael Grogan.



Deckhand David Pitchford, left, and Lead Deckhand Curtis Grubbs are ready for work aboard the Robert Kyle.



June Hughes, cook aboard the Twin Cities, fills out a claims form.



Jeneta Keith, cook aboard the Robert Kyle, catches up on some paperwork.



Lead Deckhand Terry Henley, left, and Cook Terry Godden relax aboard the tugboat B. John Yeager.



Zolly Person, left, and Alvin Clark are both deckhands aboard one of Orgulf's tugboats, the Robert Kyle.



Sailing on the recently purchased Twin Cities are deckhands Mathew Diehl, left, and Tim O'Brien.

Great Lakes Division Members Ready for Busy 1991 Season

SIU crewmembers aboard freighters, bulkers and tugboats are plying the Great Lakes looking for another shipping season as successful as the one completed during winter.

While the SIU-crewed Medusa Challenger was able to get a head start on the season by leaving the docks in mid-March, the cement carrier was followed quickly by vessels from other SIU-contracted companies like American Steamship Company, Inland Lakes Management, Pringle Transit, Litton, Kinsman and Erie Navigation.

"Everything is running very smoothly," said Byron Kelley, SIU vice president for the Great Lakes. "The weather has cooperated and we have been able to maintain our fitout schedule."

The only problem Kelley noted was the ice in Lake Superior had yet to leave completely. "We've also had our typical severe spring

weather, but only the vessels already sailing have had to tie up because of those storms."

The 1990 season ran 335 days, the longest since the late 1970s. The Sault Ste. Marie locks remained opened until January 15, a total of 18 days longer than the 1989 season closing of December 28. Iron ore shipments on the Lakes totaled 69 million tons, the largest year-end amount since 1981.

Michael Patterson, captain of the Great Lakes Towing tug Superior, enjoys the recent spring-like weather in Detroit while waiting for his next assignment.



In photo at left, Byron Kelley, SIU vice president for the Great Lakes, left, talks with SIU hawsepiper Kent Ralston during fitout aboard the American Mariner.

In photo at right, Algonac Port Employee Tim Kelley, left, and Steward Dick Gimpel look over the McKee Sons before all crewmembers report aboard.



Piney Point Vacation Spot Opens for Seafarers

Is lying in the sun by the pool your idea of a vacation? Or is casting a fishing line from the side of a boat or touring historic landmarks more to your liking? Or maybe a little of each? However you are looking to spend your hard-earned time off, all these things are possible at the Seafarers Training & Recreation Center in Piney Point, Maryland.



Lauren Rumball and her mother, Se-rene, play on the school's playground. Lauren's father is Douglas Rumball, who is attending the current QMED upgrading course.

Ideally situated on the banks of the St. George's Creek, the Seafarers Training & Recreation Center, part of the SIU's Harry Lundeberg School of Seamanship, is available over the summer months as a vacation site for SIU members and their families.

Facilities Are Ideal

Housing the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States, the Lundeberg School is composed of a number of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of these rooms in the training and recreation cen-

ter are available during the summer months for vacationing SIU members and their families.

Besides comfortable accommodations for the whole family, there is plenty to do at Piney Point. On site are a swimming pool, tennis courts and health spa with the latest equipment including Nautilus and free weights. You also can visit the newly refurbished sailboat Manitu, the very boat used by John Kennedy while he was president.

Just outside the school in St. Mary's County are plenty of other sites to keep your family entertained. St. Mary's County boasts 400 miles of shoreline, public beaches, hiking trails and unspoiled countryside. The county is the home of Sotterley Mansion, an 18th century working plantation, the Patuxent Naval Air Test and Evaluation Museum and Point Lookout, site of a Civil War fort and prisoner-of-war camp.

Former Vacationers Agree

Sonny Pinkham and his wife, Patty, from Latham, N.Y. took advantage of the comfortable surroundings for their vacation last year. Pinkham, who sails as an AB and bosun out of the port of New York, said, "We both enjoyed it very much. We liked the facilities. And it's so close to Washington—really ideal." He said they had wanted to tour the nation's capital and got the chance to do so. They were able to see everything they wanted—and just a short drive later were back in a comfortable room at Piney Point—able to enjoy a dip in the swimming pool or a walk along the dock.

Pinkham, who has been with the union since 1979, noted that the maritime museum at the school was especially informative. "Most people don't have much of an understanding about the maritime industry," he said, "and the museum was very informational."

Pinkham and his wife are expecting their first child "any day," and he said Piney Point would be a good place to vacation again when the child is a bit older.

George F. and Kathryn Hofmann, both retired school teachers from New York, took advantage of the school's vacation



Gordon and Terry Cherup watch as their son, Nicholas, checks out a ship's model in the lobby of the Training and Recreation Center.

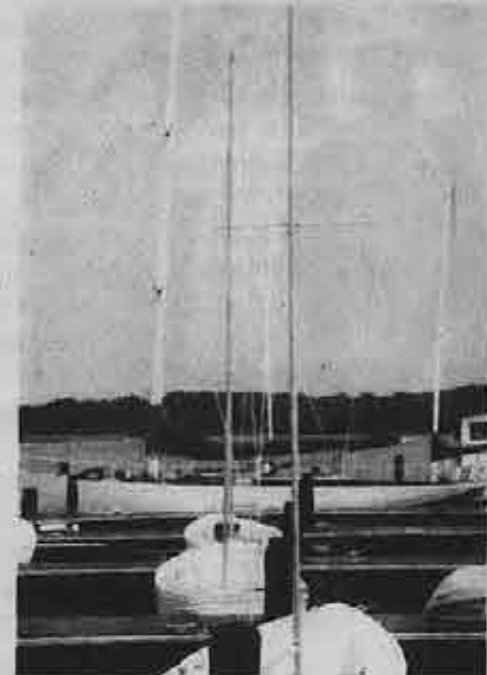
facilities to spend a few days visiting the area—and their son, George K., who was attending upgrading courses at the time.

The Bay Shore, N.Y. couple thought the whole atmosphere at the center was just lovely. They made use of the swimming pool and the dining room. "The cuisine was great. You couldn't ask for more," said Mr. Hofmann. And since they hadn't seen their son in a while, the convenience of Piney Point's location allowed them to combine sightseeing and visiting with their son when he wasn't in class.

"We want to come back," added Mrs. Hofmann.

Day Trips

Piney Point is located in St. Mary's County—not far from a number of landmarks in the area, both current and historical. There are many day trips that a vacationing SIU family can take using the



Boating and fishing activities are available to vacationing seafarers and their families at the Lundeberg School.

school as a base—Washington, D.C., Arlington, Va., Baltimore and Annapolis, Md.—and everywhere in between.



It will take more than a day—or even a weekend—to see some of the more famous landmarks in Washington, D.C. Pictured above is the Jefferson Memorial.

UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	\$ 9.45/day
Child	\$ 9.45/day

Note: There is no charge for children under the age of 12. The prices listed above include all meals.

Send the completed application form to Seafarers Training & Recreation Center, Piney Point, MD 20674 or call (301) 994-0010.

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____
 Social security number: _____ Book number: _____
 Address: _____
 Telephone #: () _____
 Number in party / ages of children, if applicable: _____
 Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____
 Stay is limited to two weeks.
 Date of departure: _____

Explanation of New Reporting Date Policy

With this edition of the Seafarers LOG, the dispatchers' reports for the deep sea, inland and Great Lakes will reflect registration, shipping and members on the beach from the 16th of two months prior to the 15th of the month before the issue's dateline. The new reporting date is due to a revised publication schedule for the Seafarers LOG. Beginning with this April 1991 issue, the Seafarers LOG will be available during the first few days of the dateline's month.

Because this edition of the Seafarers LOG is the first to be published under the new schedule, a 12-day overlap exists between these reports and those listed in the March 1991 Seafarers LOG. This will be the only time such an overlap will occur.

May & June Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point
Monday, May 6
Monday, June 3

New York
Tuesday, May 7
Tuesday, June 4

Philadelphia
Wednesday, May 8
Wednesday, June 5

Baltimore
Thursday, May 9
Thursday, June 6

Norfolk
Thursday, May 9
Thursday, June 6

Jacksonville
Thursday, May 9
Thursday, June 6

Algonac
Friday, May 10
Friday, June 7

Houston
Monday, May 13
Monday, June 10

New Orleans
Tuesday, May 14
Tuesday, June 11

Mobile
Wednesday, May 15
Wednesday, June 12

San Francisco
Thursday, May 16
Thursday, April 18

Wilmington
Monday, May 20
Monday, June 17

Seattle
Friday, May 24
Friday, June 21

San Juan
Thursday, May 9
Thursday, June 6

St. Louis
Friday, May 17
Friday, June 14

Honolulu
Friday, May 17
Friday, June 14

Duluth
Wednesday, May 15
Wednesday, June 12

Jersey City
Wednesday, May 22
Wednesday, June 19

New Bedford
Tuesday, May 21
Tuesday, June 18

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

Dispatchers' Report for Deep Sea

FEBRUARY 16-MARCH 15, 1991

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	All Groups Class C	All Groups Class A	All Groups Class B	All Groups Class C		All Groups Class A	All Groups Class B	All Groups Class C
DECK DEPARTMENT										
New York	25	9	7	28	6	7	1	39	12	6
Philadelphia	2	2	4	1	0	4	0	3	4	1
Baltimore	5	7	0	3	7	2	1	8	3	2
Norfolk	7	13	9	7	7	8	0	13	7	4
Mobile	10	7	15	8	5	7	3	14	3	13
New Orleans	22	11	14	14	9	5	0	36	10	17
Jacksonville	17	11	16	10	4	6	0	30	14	13
San Francisco	27	13	16	9	9	7	1	45	17	15
Wilmington	15	12	10	10	10	4	0	31	4	9
Seattle	22	7	20	21	6	13	0	39	5	10
Puerto Rico	11	2	1	1	1	1	0	17	2	1
Honolulu	4	7	3	2	8	4	0	8	13	1
Houston	26	16	19	27	11	13	0	40	12	12
St. Louis	1	3	0	0	0	0	0	1	3	0
Piney Point	1	5	5	0	4	5	0	1	5	5
Totals	195	125	139	141	87	86	6	325	114	109
ENGINE DEPARTMENT										
New York	15	2	8	11	8	7	0	28	1	7
Philadelphia	1	3	4	1	3	4	0	2	1	1
Baltimore	2	6	3	1	2	4	0	2	5	0
Norfolk	3	7	2	1	5	2	0	4	4	0
Mobile	5	4	5	5	4	1	0	9	3	7
New Orleans	10	4	10	11	4	4	0	22	4	10
Jacksonville	11	8	9	8	4	6	0	14	4	6
San Francisco	15	7	7	9	8	7	0	23	9	8
Wilmington	8	3	12	6	2	10	0	13	4	7
Seattle	9	1	6	9	3	6	0	12	2	1
Puerto Rico	3	2	0	1	0	0	0	9	4	0
Honolulu	2	1	11	1	4	8	0	6	10	8
Houston	18	4	11	15	5	7	0	23	6	6
St. Louis	1	0	4	1	0	3	0	0	0	1
Piney Point	1	5	3	1	10	3	0	1	6	2
Totals	104	57	95	81	62	72	0	168	63	64
STEWARD DEPARTMENT										
New York	18	4	5	8	8	4	1	29	0	3
Philadelphia	1	1	0	1	0	0	0	0	1	1
Baltimore	3	0	3	1	1	1	0	2	2	2
Norfolk	4	2	7	2	2	8	0	3	3	1
Mobile	4	4	1	1	2	0	0	9	3	2
New Orleans	4	3	2	3	4	2	0	11	3	3
Jacksonville	4	5	1	6	3	1	2	10	5	0
San Francisco	24	11	4	17	5	3	0	61	11	7
Wilmington	13	2	0	1	1	0	0	21	3	1
Seattle	19	6	1	7	1	2	0	36	6	1
Puerto Rico	3	0	0	2	0	0	0	5	0	0
Honolulu	3	11	10	2	6	5	17	7	31	24
Houston	15	4	3	14	3	1	0	16	2	5
St. Louis	2	0	0	0	0	0	0	2	0	0
Piney Point	2	9	7	1	2	5	1	3	11	3
Totals	119	62	44	66	38	32	21	215	81	53
ENTRY DEPARTMENT										
New York	10	15	58	2	7	41	0	20	32	63
Philadelphia	2	1	3	2	0	2	0	2	3	5
Baltimore	2	3	2	1	2	2	0	4	4	0
Norfolk	1	17	8	2	8	7	0	2	10	5
Mobile	1	10	13	0	5	7	0	2	10	11
New Orleans	10	20	20	2	6	11	0	18	29	42
Jacksonville	1	4	23	4	4	10	0	1	5	23
San Francisco	14	13	44	11	9	9	0	31	20	60
Wilmington	2	9	13	3	3	1	0	10	14	18
Seattle	3	6	4	4	4	5	0	4	13	8
Puerto Rico	6	5	2	2	3	0	0	11	10	3
Honolulu	1	22	100	1	13	40	0	2	52	198
Houston	6	8	13	1	9	4	0	9	16	20
St. Louis	0	3	1	0	1	0	0	0	3	2
Piney Point	0	57	1	0	34	1	0	0	45	2
Totals	59	193	305	35	108	140	0	116	266	460
Totals All Departments	447	437	583	323	295	330	27	824	524	686

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

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

A total of 975 jobs were shipped on SIU-contracted deep sea vessels. Of the 975 jobs shipped, 323 jobs or about 33 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From March 1 to March 15, a total of 26 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,653 jobs have been shipped.

Dispatchers' Report for Great Lakes

CL—Company/Lakes L—Lakes NP—Non Priority
FEB. 16-MAR. 15, 1991

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
Algonac	0	21	4	0	6	0	0	28	2
Algonac	0	13	3	0	5	2	0	21	1
Algonac	0	4	0	0	3	0	0	14	1
Algonac	0	25	11	0	0	0	0	56	10
Totals All Departments	0	63	18	0	14	2	0	119	14

***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

FEBRUARY 16-MARCH 15, 1991

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
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	12	0	0	5	0	0	73	14	4
Mobile	0	0	2	0	0	2	0	0	2
New Orleans	12	10	1	3	0	2	3	0	2
Jacksonville	1	0	6	3	0	0	1	0	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	3	0	0	0	3	3	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	3	6	0	0	0	0	0	0
Algonac	19	6	0	0	2	3	4	3	6
St. Louis	0	0	0	0	0	0	61	22	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	49	20	18	11	2	7	145	42	26
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	0	0	3	0	0	8	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	2	2	0	0	0	0	0	0
Algonac	14	9	0	0	0	0	0	0	2
St. Louis	0	0	0	0	0	0	39	19	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	19	11	2	3	0	0	47	19	2
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	0	0	2	0	0	8	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	3	0	1	1	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	2	0	1
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	4	4	0	0	0	2	0	0	9
St. Louis	0	0	0	0	0	0	26	9	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	14	4	10	3	0	2	37	9	11
Totals All Departments	82	35	30	17	2	9	229	70	39

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

Seafarers International Union Directory

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

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Baltimore, MD 21202
(301) 327-4900

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

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Honolulu, HI 96819
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Mobile, AL 36605
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New Bedford, MA 02740
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New Orleans, LA 70130
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PINEY POINT
St. Mary's County
Piney Point, MD 20674
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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
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Seattle, WA 98121
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4581 Gravois Ave.
St. Louis, MO 63116
(314) 752-6500

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510 N. Broad Ave.
Wilmington, CA 90744
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Digest of Ships Meetings

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

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

AMERICAN EAGLE (Pacific Gulf Marine), September 30 — Chairman Billy Eastwood, Secretary F. W. Bishop, Educational Director E. Chappel. Chairman advised members to buy films for VCR while in port. Educational director urged members to attend Piney Point. No beefs or disputed OT reported. Crew had questions for contracts department about war pay. Crew requested new range and chest-type freezer for galley, water fountain for crew's mess and TV antenna for crew's lounge. Steward department given vote of thanks. Crew also appreciated good air conditioning in Persian Gulf.

USNS INVINCIBLE (U.S. Marine Management Inc.), September 10 — Chairman Gary B. Scott, Secretary P. S. Pitcher. Chairman discussed OT concerning watchstanders chow relief, seniority of personnel relating to watch bill and clarification of bosun as day worker. No beefs or disputed OT reported. Engine delegate advised round makers to keep careful watch on bilge level, help conserve water and to report electrical problems in living quarters. Announcement of emergency shipping situation in Persian Gulf read to crew. Members expressed concern about watch bill placing two ABs on bridge during fire/collision drills leaving fire teams inadequate.

USNS INVINCIBLE (U.S. Marine Management Inc.), November 14 — Chairman Gary Scott, Secretary D. Rusk, Deck Delegate M. Johnson, Engine Delegate T. Dunn, Steward Delegate L. Skipper. Minutes from previous meeting read. Crew elected new departmental delegates. Educational director said he would look into new mattresses and lack of towels and wash cloths. No beefs or disputed OT reported. Engine delegate noted items in weight room need to be secured and no smoking should take place in mess during meal hours. Steward delegate announced concern about unauthorized people being in galley and said cold cuts, cheese and dinner leftovers will be available for night lunch. Crew reminded to keep ship clean.

ALEX BONNYMAN (Maersk Line), December 16 — Chairman Richard Grissom, Secretary J. Mortenger, Educational Director Benjamin O. Conway, Steward Delegate Amor B. Myers. Chairman announced all business and anything from union will be posted. Educational director reminded members to upgrade at Lundberg School. Treasurer reported \$6 in ship's fund. No beefs or disputed OT reported. Crew expressed concern over lack of gas mask filters aboard ship. Crew asked contracts department for clarification on Martin Luther King holiday and for a Maersk contract. Members noted a lack of mail, but expressed thanks for fresh Christmas tree.

OMI SACRAMENTO (OMI Corp.), December 30 — Chairman Ray Gorju, Secretary David Der, Educational Director Vincent Kirksey, Deck Delegate Charles H. Foley, Engine Delegate Ronald Gordon, Steward Delegate John Foster. Chairman announced vessel would be in Egypt for nine days. He said agent would notify crew if there are any problems in members sightseeing or moving around freely while there. No beefs or disputed OT reported. No communications received. Crew asked for new movies to be sent to vessel.

AMERICAN EAGLE (Pacific Gulf Marine), January 27 — Chairman George L. Cruz, Secretary Douglas A. Thomas,

Deck Delegate David Kolm, Engine Delegate Thomas V. McArdle, Steward Delegate F. Manandic. Chairman reported receiving LOGs in Suez Canal. He requested verification of hazardous duty pay and explosive cargo. No beefs or disputed OT reported. Crew received notice of no reliefs. Crew submitted proposals for increased dental and optical benefits to contracts department.

CAPE CLEAR (OMI Corp.), January 13 — Chairman Carlos H. Canales, Secretary Michael A. Pooler, Deck Delegate Edgar Townsend, Engine Delegate Mark Stewart. Chairman reported captain to buy TV for crew. \$375 reported in ship's movie fund. Disputed OT for steward department concerning building boxes for deck department after chief mate okayed work. No other beefs or disputed OT. Crewmembers reminded to clean up behind themselves. Members also reminded to have proper attire during meals. Captain agreed to make repairs on galley deck. Chairman reports laundry being fixed.

CAPE CLEAR (OMI Corp.), January 27 — Chairman Carlos H. Canales, Secretary Michael A. Pooler, Deck Delegate Edgar Townsend, Engine Delegate Mark Stewart. Captain bought new TV, 10 new movies. Ship's fund still at \$375. Educational director cautioned crew about buying appliances in Germany—cannot use 220 volts in 110 outlet. No welding allowed aboard ship because of ammunition. No beefs, no disputed OT. Got December LOGs in Germany. Crew looking forward to hearing from union about reliefs. Galley deck has been repaired.

CAPE COD (OMI Corp.), January 13 — Chairman Ervin I. Bronstein, Secretary Henry Manning, Steward Delegate Samuel P. Sinclair. Chairman reminded crewmembers to pay more attention in picking up after themselves. Ship's fund reported to have \$450, earmarked for barbecue pit and movies. No beefs, no disputed OT. No communications received. Steward department thanked for good hot food. More coffee cups, tea bags needed at night.

CAPE FAREWELL (IMC), January 24 — Chairman John A. Morales, Secretary Gary E. Owens. Chairman directed steward department to work with company to provide more food for crew during long voyages. No other beefs or disputed OT.

CAPE MOHICAN (OMI Corp.), January 20 — Chairman David N. Martz, Secretary Manuel Faria, Deck Delegate Ronnie Makinski, Steward Delegate Luis Lopez. Crew discussed advent of random drug testing. Chairman asked crew to separate plastic and reviewed fire and boat drill procedures. No beefs, no disputed OT reported. Crew requested company check on slow receipt of mail. Steward delegate requested more rice on menu. Members asked if radio operator could give more news on world events. Vote of thanks to steward department for job well done.

CHARLES L. BROWN (TransOceanic Cable), January 31 — Chairman Jeremiah J. Harrington, Secretary Delvin Wilson, Deck Delegate Larry Lee, Engine Delegate Ken Stratton, Steward Delegate Donald Polzin. Chairman went through contract changes. Educational director reminded crewmembers of safety aboard vessel. Ship's fund has \$1,200, including \$75 from cleaning out

scrap metal from warehouse. Still collecting scrap copper and brass to be cashed in. Deck delegate said food has been terrific. No OT disputes or beefs from any department. TV antenna and VCR need repairs. Next port: Honolulu.

EQUALITY STATE (IOM), January 6 — Chairman Wilfredo C. Rice, Secretary Pat Brawley, Educational Director Steven Foster. Chairman reported no communication from company concerning imminent danger wages. Engine delegate reported OT dispute. No beefs, OT disputes from steward delegate. Crew raised strong concerns with food. Next port: Sunny Point, N.C.

FALCON CHAMPION (Seahawk Management), January 27 — Chairman T.S. Barnes, Secretary P. Cox, Education Director D.R. Ingram, Deck Delegate Scott J. Jones, Engine Delegate Michael Langenbach, Steward Delegate C. Willey. Beef reported in deck department, possible disputed OT. Engine delegate reported dispute resulting from delayed sailing. Steward delegate reported no disputed OT, no other beefs. Article 2, Sections 2 and 3 and Article 2, Section 25 were read aloud to the crew and chairman explained how members should go through proper channels with beefs. Crew requested LOGs and correspondence from headquarters.

PRIVATE HARRY FISHER (Maersk Line), January 13 — Chairman Michael F. Hurley, Secretary Bernard Tyler, Educational Director K. Jones, Deck Delegate Robert A. Koppel, Engine Delegate I. Clemmons, Steward Delegate Billy Gigante. Chairman said there were no disputes or problems. He noted crew was glad to be heading home. Educational director encouraged members to upgrade at Lundberg School. Treasurer explained workings of ship's fund to crew. No beefs or disputed OT reported. Crew asked language tapes be purchased for ship. Next port: Bayonne, N.J.

GALVESTON BAY (Sea-Land Service), January 20 — Chairman David Manson, Secretary R. Hicks, Educational Director H. Schlueter, Deck Delegate Robert Shaw. Chairman announced ship would be paying off in Elizabeth, N.J. He reminded crew to take advantage of upgrading opportunities at Piney Point. No beefs or disputed OT reported. Notice posted about tighter control at gate when overseas because of Persian Gulf War. Crew reminded to carry "Z" card when ashore. Deck department thanked for keeping vessel very clean. Special thanks given to galley gang for good food and keeping everything running smoothly.

CPL. LOUIS J. HAUGE (Maersk Line), January 13 — Chairman Wayne Dean, Secretary Clancy Hennigan. Chairman advised crew patrolman would be boarding vessel when it docks in U.S. port. Secretary reported \$41.53 left in ship's fund after \$250 spent on new tapes. Educational director urged crew to upgrade at Piney Point and read Seafarers LOG. No beefs or disputed OT reported. Crew waiting for determination on war pay. Crew asked for dumpsters in every port and slop chest be open more than once every seven days. Cabinets built for tapes.

FRANCES HAMMER (Ocean Shipholding), January 20 — Chairman Richard Wilson, Secretary Eddy Usmany, Deck Delegate Royce Kauffman, Engine Delegate George Demetropoulos, Steward Delegate Toyo Gonzales. Chairman said captain would request port relief for crew while in Jacksonville, Fla. He reminded crew of change in shipping rules allowing members to stay aboard longer. Secretary noted \$100 in ship's fund. Educational director advised crew to make use of Lundberg School and upgrade as soon as possible. No beefs or disputed OT reported. Crew reported it was proud to be serving country and union. Crew asked contracts department to look into war bonus and better life insurance. All members thanked galley gang for great job.

JULIUS HAMMER (Ocean Shipholding), January 10 — Chairman David Zurek, Secretary Donald Williams, Educational Director Dan Diehl. Chairman said crew is requesting checks at payoff. He reported ship needs new antenna, dryer and small fans for members' cabins. Secretary noted good trip to Russia and back. He thanked Chief Cook George Sapp for job well done. No beefs or disputed OT reported. Changes in shipping rules received. Next port: Jacksonville, Fla.

INGER (Sealift Bulk), January 20 — Chairman S. Jan Dora, Secretary A. M. Martinez. Chairman stated everything going smoothly. He reminded members safety precautions should be taken at all times. He said vessel would be going through Panama Canal on its way to Lake Charles, La. No beefs or disputed OT reported.



Playing Tourist

Bosun Ferdinand Gongora (left) and Steward Bill Collins spend the new year amid the ancient ruins in Athens, Greece—a well deserved break from their duties aboard the USNS Sea-Land Pacific.

LAWRENCE GIANELLA (Ocean Carriers), January 27 — Chairman Peter Hulsebosch, Secretary D. Cunningham, Educational Director Wayne Toole, Deck Delegate Don Oates, Engine Delegate Ernie Lacuza, Steward Delegate Vincent Ortiz. Chairman updated crew about pre-employment drug testing. He thanked crew for good job of putting together and installing replenishment rigs. He informed crew about SAB action regarding reliefs. Educational director advised crew that video training about the procedures for new rigs is available. He noted safety manuals are in lounge. Treasurer announced \$127 in ship's fund. No beefs or disputed OT reported. Deck delegate reminded crew to keep noise down and not slam doors. Crew asked contracts department about war pay and lack of mail reaching vessel. Crew asked not to fill garbage bags completely so deck department will be able to handle them. Crew noted need for new washing machine. Steward reminded members to wash hands and change from clothes with paint on them before entering mess. Galley gang thanked for job well done.

LNG GEMINI (ETC), January 27 — Chairman Aubrey L. Waters, Secretary William Christmas, Educational Director W. Fey, Deck Delegate Amin Rajab. Chairman stated contracts received in last port of call. He thanked

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Ships Digests

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crewmembers for not smoking during meal hours in mess hall. He asked crew to keep noise down and not to slam doors on 01 and 02 levels. He announced ETC vice president would be joining vessel in Singapore and new TV and VCR would be installed soon. Secretary thanked crew for keeping mess and lounges clean. He announced vessel would be going into yard in late April so all linens should be turned in before leaving ship. Educational director suggested members upgrade at Lundeborg School. He also told members to be careful when ashore. Treasurer reported \$375 in ship's fund. No beefs or disputed OT reported. Union welfare and upgrading forms requested. Steward department thanked for job well done. Next ports: Arun, Indonesia and Nagoya, Japan.

MAERSK CONSTELLATION

(Maersk Line), January 15 — Chairman Thomas Grosskurth, Secretary Patrick Briggs, Educational Director C. Petersen, Deck Delegate Brad Shelly, Engine Delegate Shawn Harlburt, Steward Delegate Andre Zene. Chairman updated crew on Persian Gulf situation. He said small ice machine too small for crew in hot climates. Secretary announced receipt of Seafarers LOG for November and December. He said very little mail has been received. Educational director urged members to upgrade at Lundeborg School. Treasurer reported \$200 in ship's fund. Crew reported disputed OT for Martin Luther King holiday. Crew asked contracts department about restriction to ship pay. Question raised regarding extra pay when working cargo lashings in holds/deck. Steward had copies of standard freightship agreement. Microwave oven received, but buffer had to be returned as it was wrong voltage. Crew gave big vote of thanks to galley gang for good food and excellent barbecues. Deck department thanked for nice job painting the pool. Crewmembers hope war ends soon so people can live at peace with each other.

NEDLLOYD HOLLAND (Sea-Land Service), January 13 — Chairman Louis W. Hachey, Secretary J. P. Speller, Educational Director Charles F. Welsh, Deck Delegate Douglas Jones, Engine Delegate Nathan Adams, Steward Delegate John Willis. Chairman spoke with captain about draws for new crew coming aboard in Houston. He reported some rooms have refrigerators because they were installed by U.S. Lines and they will not be replaced when they break. Engine delegate reported disputed OT. Deck and steward delegates had no beefs or disputed OT. Crew asked to leave ashtrays alone for smokers. Bathroom fans need repair. 12-4 and 4-8 ABs need separate phones. Steward department thanked for good food and job well done.

**Meeting On the Brooks Range**

Reviewing the most recent voyage on the Brooks Range are (seated, from left) Steward Delegate Joe Gonzalez, Chairman M.G. Gutierrez, Education Director Bob Hamill, (standing, from left) Deck Delegate Fred Collins and Engine Delegate Dave Goosby.

NEDLLOYD HUDSON (Sea-Land Service), January 27 — Chairman John Neff, Secretary R. G. Connolly, Educational Director Mike Overgaard, Engine Delegate Ali Mohsib, Steward Delegate M. Hussein. Chairman said crew is requesting more information about reliefs for permanent personnel, especially if member gets sick or injured. Secretary said crew discussed telex received about change in shipping rules concerning reliefs. Engine delegate reported disputed OT. Deck and steward delegates reported no beefs or disputed OT. Bosun reminded crew to keep ship clean. Crew offered moment of silence over passing of former Secretary-Treasurer Joseph DiGiorgio. Crew thanked Chief Cook M. Hussein and GSU J. Santiago for good food and keeping things in order. Next port: Elizabeth, N.J.

OMI SACRAMENTO (OMI Corp.),

January 20 — Chairman Ray Gorju, Secretary David W. Der, Educational Director Ronald Gordon, Deck Delegate Charles Foley, Steward Delegate John Foster. Captain thanked crew for good trip. Chairman announced vessel would pay off January 25. He reminded crew to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked company for shortwave radio. All departments thanked for jobs well done.

OVERSEAS MARILYN (Maritime Overseas), January 20 — Chairman Paul Butterworth, Secretary C. Hazzard, Deck Delegate Peter Pinkerton, Engine Delegate Richard D. Holmes, Steward Delegate Charles Wilson. Chairman announced payoff set for Corpus Christi, Texas on January 27. He advised crew not to leave vessel without proper relief. He reminded crew to donate to SPAD and upgrade at Lundeborg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked contracts department for clarification on duties for DEU. Crew thanked steward department for job well done. Members reminded to clean rooms before leaving. Galley gang thanked for job well done and wonderful holiday dinner and spread.

OVERSEAS VIVIAN (Maritime Overseas), January 13 — Chairman Richard O'Brien, Secretary Hector Guilbes, Educational Director D. Campos, Deck Delegate William Jackson, Engine Delegate Kenneth Harder, Steward Delegate M. Ortez. Educational director urged all members to attend Piney Point to upgrade their skills. No beefs or disputed OT reported. Seafarers LOGs received. Crew asked contracts department for clarification about which contract is being used during Persian Gulf crisis and to seek from the company a change in location where reliefs join the vessel.

PAUL BUCK (Ocean Shipholding), January 28 — Chairman S. Drafts, Secretary J. Casalino, Educational Director L. Lee, Deck Delegate Chris Fairfax, Engine Delegate Mel Grayson, Steward Delegate Adolphus Young. Chairman reminded crew to separate trash, order paper bags and eliminate use of plastics. He updated members on use of washing machine in laundry room. Educational director told members to take advantage of upgrading opportunities at Lundeborg School. Treasurer announced \$270 in ship's fund. No beefs or disputed OT reported. Letter from Angus "Red" Campbell posted on bulletin board concerning gulf crisis and change in shipping rules. Crew asked to show consideration of others by holding noise down. Crew received job-well-done commendation from captain of USS Detroit for consol operation.

RALEIGH BAY (Sea-Land Service), January 20 — Chairman Howard C. Knox, Secretary H. Johnson, Deck Delegate Robert Brakeman, Steward Delegate Alfred L. DeSimone. All delegates reported beefs. Crew thanked steward department for wonderful Christmas dinner and keeping ship clean.

SAM HOUSTON (Waterman), January 4 — Chairman L. R. Colangelo, Secretary C. Rooks, Educational Director

Russell W. Zeller. Chairman asked contracts department for clarification if company payroll master can override call for replacement of member. Educational director advised bosun to give repair list to chief engineer rather than chief mate. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew asked company to repair TV or replace stolen remote control. Crew advised to make sure pay is accurate before leaving pay-off area. Crew will talk with patrolman about changes in shipping rules created by gulf situation. Next port: New Orleans.

SEA-LAND ACHIEVER (Sea-Land Service), January 27 — Chairman John Bertolino, Secretary Robert Outlaw, Engine Delegate Jerry Dellinger. Chairman announced payoff scheduled upon arrival February 3. He said TV antenna would be repaired and new 21-inch TV is ordered. Secretary said all was going well. He reminded those leaving vessel to strip linens and clean rooms. Engine delegate reported beef. No beefs or disputed OT reported by deck and steward delegates. Crew asked for dryer to be repaired. Galley gang thanked for its fine work.

SEA-LAND ATLANTIC (Sea-Land Service), January 24 — Chairman W. C. Byrd, Secretary J. Darrow, Educational Director C. M. Devonish, Deck Delegate Claude Dick, Engine Delegate Charles Grogan, Steward Delegate Sisto DeAnda. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew asked company to provide more variety of beef, fish and fresh fruit and more skim milk. Crew still waiting for individual room refrigerators. Vote of thanks given to steward department. Next port: Houston.

SEA-LAND CHALLENGER (Sea-Land Service), January 29 — Chairman S. J. Rallo, Secretary L. Perales, Engine Delegate Valentin Martinez, Steward Delegate Jessie Lee James. Chairman said crew is requesting another washing machine be installed as present one is constantly in use. He advised crew to be on watch for strangers coming aboard and keep doors locked in port. Educational director urged members to attend Piney Point. No beefs or disputed OT reported. Crew thanked captain for replacing VCR. Steward department thanked for cleaning up ship. Deck and engine departments thanked for cleaning and painting their areas. Next ports: Elizabeth, N.J., Jacksonville, Fla. and San Juan.

SEA-LAND EXPEDITION (Sea-Land Service), January 20 — Chairman Marvin Zimbro, Secretary E. Vazquez, Educational Director David Dukehart. Chairman talked with crew about laws prohibiting plastics being dumped overboard. He reminded crew to separate plastics from garbage. Secretary said everything was running smoothly. No beefs or disputed OT reported. Crew asked contracts department to seek additional AB and steward assistant for ship during next negotiation. Vote of thanks given to galley gang for job well done.

SEA-LAND FREEDOM (Sea-Land Service), January 27 — Chairman S. Call, Secretary M. Sami, Deck Delegate J. S. McKnight, Engine Delegate Richard Surrick, Steward Delegate Paul Fiore. Treasurer announced \$75 in ship's fund. No beefs or disputed OT reported. Crew reminded to strip beds before signing off vessel. Members asked for lounge TV to be repaired or replaced. They also asked for additional copies of freightship agreement. Next port: Seattle.

SEA-LAND INDEPENDENCE (Sea-Land Service), January 20 — Chairman J. A. Lewis, Secretary Paul Calimer. Chairman announced vessel would pay off January 22 in Tacoma, Wash. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Change in shipping rules notice posted. Bosun donated 50

movies purchased from captain to uncensored members' movie locker. Next port: Tacoma.

SEA-LAND ILE DE FRANCE (Sea-Land Service), January 13 — Chairman J. Hassan, Secretary E. Doffoh, Educational Director E. Bain, Deck Delegate M. Masek, Steward Delegate William Campbell. No beefs or disputed OT reported. Next ports: Boston and Elizabeth, N.J.

SEA-LAND MARINER (Sea-Land Service), January 27 — Chairman A. R. McCree, Secretary P. P. Lopez, Educational Director G. R. Speckman, Deck Delegate R. E. Charrion, Engine Delegate J. M. Graves, Steward Delegate D. S. Skretta. Chairman announced everything running fine. He will ask patrolman about crew reliefs. He thanked crew for keeping vessel clean. He noted port time would be short as ship is behind schedule. Secretary advised crew to see patrolman with questions concerning upgrading at Lundeborg School. He asked members to keep reading material in lounge. Educational director urged crew to read Seafarers LOG for union matters and current events. No beefs or disputed OT reported. Crew warned to keep eye out for suspicious people aboard ship and in port. Next port: Tacoma, Wash.

SEA-LAND PACIFIC (Sea-Land Service), January 30 — Chairman M. Whitsitt, Secretary Frank Sison, Educational Director J. Martin, Deck Delegate B. Trainor, Engine Delegate S. Alnagbig, Steward Delegate R. Rombach. Treasurer noted \$43 in ship's fund. No beefs or disputed OT reported. Crew advised not to turn back mooring lines while docking or undocking vessel. Members reminded to keep lounge clean and asked officers to stay out of crew's lounge. Electrician thanked for providing extra lighting in work areas. Galley gang thanked for good food and barbecues. Next port: Long Beach, Calif.

SPIRIT OF TEXAS (Seahawk Management), January 6 — Chairman S. W. Parr, Secretary P. Batayias, Deck Delegate G. E. Warren. Chairman urged all members to read letter received from headquarters posted on bulletin board. He asked crew to stay aboard as long as possible because of situation in Persian Gulf. He reminded members they should be properly relieved before signing off. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Bosun noted food on last trip was not sufficient in quantity and quality. Crew thanked steward department for job well done. Next port: New Orleans.

ULTRASEA (American Maritime), January 27 — Chairman C. Gutierrez, Secretary R. Kennedy, Educational Director H. Bergeron, Engine Delegate P. Boyd Jr. Secretary reminded members to return ice cream bowls to galley. He asked members to turn in any excess linens. Treasurer announced \$25 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Letter from Maritime Administration regarding terrorists read to crew and posted. Crew debated need for protection aboard ship from chemical weapons. Members recommended watches be stood 24 hours a day and noise be kept down in passageway for those sleeping. Vote of thanks given to steward department.

AMERICAN CORMORANT (Pacific Gulf Marine), February 10 — Chairman Charles Davis, Secretary M. Pond, Educational Director L. Parker, Deck Delegate Donald Smith, Engine Delegate L. V. Hargeshiemer, Steward Delegate Dante Slack. Chairman told crew ship's fund has \$80 outstanding because new movies were purchased. He praised steward department for job well done. Secretary reported arrival of January Seafarers LOG. Educational director announced 140 movies aboard ship, but VCR needs repairs. No beefs or disputed OT reported.

The Seafarers Pension Plan announces the retirement of 13 members this month. A total of 11 sailed in the deep sea division, while one each came from the inland and Great Lakes divisions.

Two of the new pensioners were born outside the United States. They are deep sea members Gerald J. McCarthy (Canada) and Stanislaw Kolasa (Poland).

Two other retirees, Arthur Beck and William D. Morris, were classmates in the July 1974 recertified bosun training at Piney Point, Md. Brief biographical sketches of these and the other new pensioners follow.

DEEP SEA



ARTHUR BECK, 62, joined the Seafarers in May 1951 in his native New York City. A veteran of the Army from 1946 to 1948, Pensioner Beck assisted in several organizational drives between sailing in the deck department. He became a recertified bosun in September 1974 at the Lundeberg School. He lives in Keyes, Calif.

sioner Beck assisted in several organizational drives between sailing in the deck department. He became a recertified bosun in September 1974 at the Lundeberg School. He lives in Keyes, Calif.

JACK D. BROWN, 62, joined the SIU in March 1945 in the port of Tampa, Fla. Born in nearby Lakeland, he served in the Marines from 1952 to 1954. Pensioner Brown shipped in the deck department, last sailing as an AB before retiring to Mobile, Ala.

EDMUND L. BURNETT, 63, joined the union in May 1960 in the port of Houston. The Honolulu native sailed in the steward department. Pensioner Burnett now calls Galveston, Texas home.



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

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



JOHN B. CRANE JR., 65, joined the Seafarers in August 1951 in the port of Savannah, Ga. He was born in Georgia and served in the Navy from 1943 to 1945. Pensioner Crane shipped in the deck department. He resides in Clermont, Ga.

RALF DAVIS, 62, joined the SIU in July 1957 in the port of New Orleans. Pensioner Davis last sailed as a QMED before he retired to his native Pearl River, La.



EDWARD JOHNSON, 59, joined the union in November 1961 in the port of Baltimore. Born in Catonsville, Md., he served in the Air Force from 1950 to 1952. Pensioner Johnson graduated as a recertified steward from the Lundeberg School in December 1985. He lives in Baltimore.



STANISLAW KOLASA, 65, joined the Seafarers in May 1959 in the port of New York. A native of Brzostowa, Poland, he served in the U.S. Coast Guard from 1949 to 1951. Upon graduating as a recertified

steward at the Lundeberg School in November 1980, Pensioner Kolasa wrote: "I am proud to be a member of this organization, SIU, which gave me the chance to become an educated person." He calls New York City home.

PHILIP B. LIVINGSTON, 66, joined the SIU in September 1947 in the port of Norfolk, Va. The Massachusetts native shipped in the galley gang. Pensioner Livingston resides in Fremont, Calif.



GERALD J. MCCARTHY, 66, joined the union in May 1947 in the port of New York. He was born in Newfoundland, Canada and sailed in the deck department. Pensioner McCarthy also is a member of District 2-MEBA. He has retired to South Ohio, Nova Scotia, Canada.



WILLIAM D. MORRIS, 65, joined the Seafarers in February 1953 in his native New York. Known as "Rocky," he served in the Navy from 1943 to 1947. Pensioner Morris became a recertified bosun at the Lundeberg School in July 1974. He continued his upgrading by attending the LNG class at Piney Point in 1978. He calls Baltimore home.

FRANK J. SIRIGNANO, 69, joined the SIU in June 1972 in the port of New York. The Brooklyn native served in the Army from 1941 to 1945. He upgraded to assistant cook in March 1978 at the Lundeberg School. In between shipping, Pensioner Sirignano worked in the Jacksonville, Fla. hall. His last voyage was on the Sea-Land Crusader. He lives in Jacksonville.



INLAND

JOSEPH W. BERRYMAN, 62, joined the union in November 1962 in the port of Norfolk, Va. He served in the Air Force from 1946 to 1949. Pensioner Berryman sailed as a captain on Interstate Oil Transport vessels before he retired to his native Surry, Va.

GREAT LAKES

WALTER W. DURECKI, 60, joined the Seafarers in December 1960 in the port of Detroit. Born in Rogers City, Mich., he served in the Army from 1954 to 1956. Pensioner Durecki spent many seasons sailing in the deck department aboard the Detroit Edison. He continues to reside in Rogers City.

NOTICE

Maritime Day Service To Be Held in Texas

A Maritime Day service will be held on May 18 at 10:00 a.m. at the Sundial Memorial on Lakeshore Drive in Port Arthur, Texas. All SIU members and retirees are invited to attend.

Additionally, the local port chaplains have asked that names of individuals who have died at sea be forwarded to Father Sinclair Oubre, so mention can be made of these seamen during the service.

Father Sinclair Oubre can be reached by telephone at (409) 866-5088 or in writing at 6825 Gladys Street; Beaumont, Texas 77706.

PERSONALS

WALLY LAU

Mail from Jack and me has been returned several times. Where are you? Please contact J & J Sartup at 675 Summerfield Road, Apt. #15, Santa Rosa, California 95405.

TELESFORO VASQUEZ

Please contact the Seafarers LOG at (301) 899-0675 to obtain a message regarding your father's estate.



Wedding Bells for SIU Member Venable

SIU member Robert W. Venable and Maria Isolina Cardoso, who is from Sao Paulo, Brazil, recently tied the knot in Jacksonville, Fla. Originally from Boston, but now sailing out of the port of Jacksonville, Venable joined the SIU two years ago. He sails as an AB aboard Crowley TMT vessels.

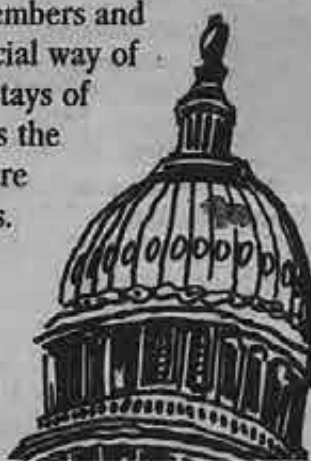


SPAD is your eyes and ears to government while you are at work. Keep it working for you. Donate today.

Elected legislators are confronted with issues concerning the maritime industry on almost a daily basis. Seafarers must make their voices heard on legislation that directly affects their livelihoods.

The Seafarers Political Action Donation, or SPAD, is made up of the voluntary contributions from SIU members. Through support of elected candidates, the SIU can work with legislators to promote the American merchant marine, protect the jobs of its members and pursue a better economic and social way of life for their families. Such mainstays of the American merchant marine as the Jones Act and Cargo Preference are debated continuously in Congress. Federal agencies issue rules that regulate the maritime industry.

SPAD monies are used solely to assist the agenda of Seafarers and their families.



Final Departures

Deep Sea

SANTOS G. ALEGAR



Pensioner Santos G. Alegar, 71, passed away February 5. Born in the Philippines, he joined the Marine Cooks and Stewards in 1956 in the port of San Francisco. He retired from the MCS in 1978, the same year the union merged with the AGLIWD.

DANIEL M. ALVINO



Pensioner Daniel M. Alvino, 81, died February 24. The Jersey City, N.J. native joined the Seafarers in January 1947 in the port of New York. The deck department member was very active in union efforts. Brother Alvino started collecting his pension in February 1971.

JOE C. ARNOLD



Pensioner Joe C. Arnold, 76, passed away February 25. He was born in North Carolina and served in the Navy from 1942 to 1944. Brother Arnold joined the SIU in August 1947 in the port of Norfolk, Va. He began drawing his pension in September 1983.

GEORGE BARNES

Pensioner George Barnes, 73, died February 12. After serving in the Marines from 1944 to 1946, he joined the union in his native Philadelphia in April 1957. Brother Barnes last sailed in the deck department in August 1986.

FERDINAND BERNARD



Pensioner Ferdinand Bernard, 72, passed away February 12. A veteran of the Army from 1942 to 1946, Brother Bernard joined the Seafarers in February 1948 in his native New Orleans. He sailed in the steward department before retiring in July 1983. He was buried in New Orleans' Lake Lawn Park Cemetery.

ARVEL M. BINION



Pensioner Arvel M. Binion, 65, died February 19. Born in Crowley, La., he served in the Navy from 1944

to 1946. After joining the SIU in June 1951 in Wilmington, Calif., he shipped in the engine department aboard Waterman vessels. He started collecting his pension in January 1984.

WILLIARD BLUMEN



Pensioner Williard Blumen, 73, passed away March 13. He joined the

union in May 1951 in his native New York. The deck department veteran began collecting his pension in July 1969.

JOSE BORGES

Pensioner Jose Borges, 71, died January 22. He joined the Marine Cooks and Stewards in 1957. The galley gang veteran retired in April 1974, four years before the MCS merged with the AGLIWD. Brother Borges is survived by his wife, Natividad.

JERRY BROWN

Pensioner Jerry Brown, 89, passed away December 24, 1990 at his home in Oakland, Calif. A native of Louisiana, he joined the Marine Cooks and Stewards in 1946 and started collecting his pension in July 1969. Brother Brown was buried in St. Joseph Cemetery in San Pablo, Calif.

JACKSON R. CAVANAUGH

Jackson R. Cavanaugh, 57, died February 24. Born in Los Angeles, he served in the Navy from 1951 to 1960. Brother Cavanaugh joined the Seafarers in October 1970 in the port of New Orleans. He upgraded his deck department rating at the Lundeberg School in 1973 and 1975. He was an active member at the time of his death.

PABLO P. DOLEND



Pensioner Pablo P. Dolendo, 71, suffered a fatal heart attack February 18. The

black gang member was born in the Philippines. He joined the union in February 1953 in the port of New York. Brother Dolendo started collecting his pension in January 1975.

ALFRED FARIAS



Pensioner Alfred Farias, 80, died of a heart attack August 8, 1990. A native of

Hawaii, he joined the Marine Cooks and Stewards in 1940. Brother Farias began drawing his pension in December 1972. He was buried at Holy Sepulchre Cemetery in Hayward, Calif. His wife, Julia, survives him.

LEO DEKENS

Pensioner Leo Dekens, 65, passed away January 26. The Riverside, Calif. native served in the Navy from 1942 to 1945. He joined the SIU in November 1962 in the port of Wilmington, Calif. Brother Dekens' first ship as a steward department member was the Northwestern Victory. He retired in April 1986.

EDWARD R. LAFOUGE



Pensioner Edward R. "Frenchy" LaFouge, 72, passed away recently in

California. Born in Seattle, he was a member of the Marine Cooks and Stewards and came aboard the AGLIWD in 1978 when MCS merged. Brother LaFouge was held as a prisoner of war in the Philippines for three-and-a-half years during World War II. He started collecting his pension in 1979. He was buried at Holy Cross Cemetery in San Pedro, Calif. He is survived by three children and four grandchildren.

LEON LOCKEY



Pensioner Leon Lockey, 70, was the victim of a house fire February 20. The

native of Fayetteville, N.C. served in the Army from 1942 to 1949. He joined the Seafarers in June 1956 in the port of Baltimore. Brother Lockey upgraded his engine department rating at the Lundeberg School in 1974. He began drawing his pension in September 1985.

ROBERT A. LORD



Robert A. Lord, 63, died March 2. After serving in the Army from

1944 to 1947, he joined the SIU in April 1968 in his native New York. Brother Lord upgraded his deck department rating at the Lundeberg School in 1974.

JAMES B. LUNA



Pensioner James B. Luna, 83, passed away April 3, 1990. The Phil-

ippines native served in the Army before joining the Marine Cooks and Stewards in 1945. He retired in 1970 after sailing aboard the Oregon Mail. Brother Luna's remains were scattered at sea. He is survived by a daughter, Susan Hughes, and a grandson, Ronnie Hughes.

ANTHONY J. MELANSON



Pensioner Anthony J. Melanson, 75, died February 22. He was born in New-

foundland, Canada and served in the U.S. Army from 1943 to 1945. Brother Melanson joined the SIU in October 1947 in the port of New York. The engine department veteran also was a member of District 2-MEBA. He started drawing his pension in March 1981.

ULDARICO MERJUDIO



Pensioner Uldarico Merjudio, 106, passed away February 22. The Phil-

ippines native was believed to have been the oldest living member at the time of his death. After serving in the Navy from 1919 to 1924, he joined the Seafarers in December 1944 in the port of New York. Brother Merjudio sailed in the steward department before he retired in September 1969. He remained active in his retirement, attending a pensioners conference in 1970 and the union's 50th anniversary celebration in 1988, both at Piney Point, Md. He was buried in St. Peter's Cemetery in West Brighton, N.Y. He is survived by his wife, Theresse Golez.

JOSEPH P. NEVERS

Pensioner Joseph P. Nevers, 67, died February 19. Born in Pittsburgh, he joined the union in March 1944 in the port of Philadelphia. Brother Nevers shipped in the deck department. He started drawing his pension in March 1981.

EVANGELOS P. NONIS

Pensioner Evangelos P. Nonis, 76, passed away recently. He was born in Greece and joined the Seafarers in October 1961 in the port of New York. The black gang member began collecting his pension in June 1979.

EDMUND PACHECO



Pensioner Edmund Pacheco, 60, suffered a fatal heart attack February 25. He

joined the SIU in March 1949 in his native New York. The engine department member upgraded his rating at the Lundeberg School in March 1975. Brother Pacheco retired in August 1986.

FELIMON PENIARANDA

Pensioner Felimon Peniaranda, 78, died February 18 in a Seattle hospital. Born in the Philippines, he joined the Marine Cooks and Stewards in 1951. He started collecting his pension in 1972, six years before

MCS merged with the AGLIWD. Brother Peniaranda is survived by his wife, Vilma.

ALEJANDRO R. PEREZ

Pensioner Alejandro R. Perez, 80, passed away December 9, 1990. The Corozol, P.R. native joined the Marine Cooks and Stewards in 1954. Brother Perez began drawing his pension in February 1971.

JOHN D. PSATHAS



Pensioner John D. Psathas, 86, died recently. He was born in Greece and

joined the Seafarers in November 1957 in the port of New York. Brother Psathas sailed in the deck department. He retired in November 1969.

BRYON RICKETTS

Pensioner Bryon Ricketts, 91, passed away March 1. The native of Jamaica was a charter member of the SIU, having signed on in January 1939 in the port of Boston. The galley gang member's first vessel was the City of Chattanooga. Brother Ricketts started drawing his pension in April 1964.

FRANCISCO SOLIS

Pensioner Francisco Solis, 73, died February 27. Born in Puerto Rico, he joined the union in May 1945 in the port of New York. Brother Solis shipped in the steward department until he retired in June 1978.

ALFRED T. VAUGHN



Alfred T. Vaughn, 61, passed away March 12. A native of Franklin

County, Va., he graduated from the Andrew Furuseth Training School in Baltimore in May 1960. He upgraded his engine department rating at the Lundeberg School in 1976, 1977 and 1981. Brother Vaughn was shipping from the port of Jacksonville, Fla. when he died.

GERALD C. WESTPHAL

Pensioner Gerald C. Westphal, 70, was the victim of a fatal heart attack March 1. After enlisting in the Coast Guard during World War II, he joined the SIU in 1949. Brother Westphal served the Seafarers as a patrolman and port agent across the Great Lakes in Chicago, Milwaukee and Detroit. He retired in 1967. He was buried in Milwaukee's Veterans Cemetery. He is survived by his wife, Florence; a son, SIU bosun Gerald M.; a daughter, Delores Penkowitz; and four grandchildren.

ROBERT WILLIAMS

Pensioner Robert Williams, 72, died November 28, 1990. The

Continued on page 17

Final Departures

Continued from page 16

Washington native joined the Marine Cooks and Stewards in March 1959 in the port of Seattle. Brother Williams started collecting his pension in February 1981.

Inland

LEWIS G. GIBBS



Pensioner Lewis G. Gibbs, 69, succumbed to cancer March 8 at his home in

Townsend, Va. Born in Capeville, Va., he served in the Navy from 1940 to 1956. Boatman Gibbs joined the union in December 1972 in the port of Norfolk, Va. He sailed as an engineer until his retirement in March 1984. He was buried in the Capeville Masonic Cemetery.

GEORGE M. GLOER



Pensioner George M. Gloer, 82, passed away February 21. A native of

Luckey, La., he joined the Seafarers in August 1963 in the port of Port Arthur, Texas. Boatman Gloer worked as an engineer for Sabine Towing. He started drawing his pension in September 1973.

THOMAS H. MARONSKI

Pensioner Thomas H. Maronski, 65, died January 4. He joined the SIU in June 1961 in his native Philadelphia. Boatman Maronski sailed in the engine department for Curtis Bay Towing. He began collecting his pension in August 1987.

EARL E. MOORE

Earl E. Moore, 52, passed away January 27. He was born in Call Junction, Texas and served in the Navy from 1956 to 1959. Boatman Moore joined the union in February 1965 in the port of Port Arthur, Texas. He sailed as a tugboat

captain before retiring in October 1985.

JONATHAN SIMAR

Jonathan Simar, 73, died January 23. A native of Iota, La., he joined the Seafarers in September 1964 in the port of Port Arthur, Texas. Boatman Simar shipped as an engineer before he began collecting his pension in June 1981.

Great Lakes

THOMAS NOBLE



Pensioner Thomas Noble, 92, suffered a fatal heart attack January 25. Born

in Wisconsin, he joined the SIU in February 1960 in the port of New York. Brother Noble shipped as a fireman before he retired in April 1966. He was buried in the Green Hill Cemetery in Saratoga, Wis.

ROBERT VAN DINTER



Robert Van Dinter, 55, passed away February 18. The Appleton, Wis. native

served in the Navy from 1952 to 1955. He joined the Seafarers in July 1964 in the port of Detroit. Brother Van Dinter was an active member of the engine department at the time of his death.

Atlantic Fishermen

CUSTODIO CECILIO



Pensioner Custodio Cecilio, 79, succumbed to cancer November 29, 1990.

The Gloucester, Mass. native was one of the first members of the Atlantic Fishermen's Union. Brother Cecilio sailed as a fishing boat captain until he retired in April 1976, prior to the union's merger with the AGLIWD. He was buried in Gloucester's Calvary Cemetery. His wife, Mary, survives him.

Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

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

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

To obtain more information about this program, Seafarers may call the membership services office at: 1-800-CLAIMS-4 (1-800-252-4674) or may write to:

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

Know Your Rights

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

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

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

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

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

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

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

Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

NOTICE

All Seafarers are advised to keep voting in mind when they plan to be away from home whether for work or pleasure.

Members of the U.S. armed forces or merchant marine and their spouses and dependents temporarily residing outside the United States and other overseas citizens voting under the Uniformed and Overseas Citizens Absentee Voting Act may apply for an absentee ballot by mailing a Federal Post Card Application (FPCA) to the county absentee voting clerk. The completed FPCA must be submitted from outside the county and received by the county absentee voting clerk not later than seven days before the election. Ballots are mailed approximately 45 days before the election and voted ballots must be received by the close of polls on election day.

Questions which cannot be answered locally may be referred to the Director, Federal Voting Assistance Program, Department of Defense, Pentagon, Washington, D.C. 20301-1155, or call (202) 695-0663.



Gov't Services Members Benefit from Computer

The USNS Pecos, a Military Sealift Command (MSC) fleet oiler crewed by members of the SIU's Gov't Services Division, is the first MSC ship to be outfitted with fiber optic cables to run its shipboard computer system. Showing Pecos captain Mark LaRoche how to work the system, which will improve shipboard communications, are MSC employees Tom Grabow (seated) and Tony DeVenuta.

Lundeberg School Graduates Eight Classes



Trainee Lifeboat Class 468—Recently graduating from trainee lifeboat class 468 are (front row, left to right) Ben Cusic (instructor), Charles A. Vanders, Ray Mack, Michael Ribeiro, Pete Murtagh, Andre Skevnick, Misty J. Shaw, Roger Shivers, (second row) Willis E. Cahoon, Edward E. Louis, Andrea L. Simmons, Kimberly M. Casto, Erik R. Larka, Bryan Blackwell, Steve Hoffman, Anthony DeCicco, Thomas Humphreys, Danette M. Funk, Norman A. Jackson, Ron Brown and Ryan Nowacki.



Refrigeration Systems and Operations—Instructor Eric Malzkahn led these eight members in classroom and practical shop training of mechanical refrigeration and repair techniques. With Malzkahn, far right, are (front row, left to right) Eugene Thompson, Rick Grosso, (second row) Robert Zientak, David Tillman, Rick Harris, Jim Musker, Isadore Campbell and Charlie Betz.



Celestial Navigation—Six members successfully completed the celestial navigation course. They are (front row, left to right) Brian Carolan, Jean-Pierre Visier, Heley O. Mareno, (second row) Mark Guinn, James L. Wood II, Jim Brown (instructor) and George Walker.



Upgraders Lifeboat Class—Completing the March 13 lifeboat class are (front row, left to right) Jake Karaczynski (instructor), Clinton Sherrod (MSC), Augustus C. Udan, Robert Hathcock (MSC), Charles Conine, Michael Congress, Ralph Carlton (MSC), Karl Scott, Joey Mateo, Otis Marshall, Thomas Wilhelm (MSC), (second row) Rafael Rosado, Dwayne A. Saunders (MSC), Frank Messick, Wesley Fry, Norman Tourtellot, Frank Hedge, Steve Nelson, Robert Seaman, John Bulawan, Robert St. Robert (MSC), (third row) Mark Gowan, Andrew Wessner, Jon Deenik, Roberto Bonilla, Vincent Moore (MSC), Daniel Blue (MSC), Frank Templeton and Charles Franks.



Trainee Lifeboat Class 469—The graduates of trainee lifeboat class 469 are (front row, left to right) Keeper Brown, Steve Derham, Dean Layer, Charles Collier Jr., Antony Bach, Rodney Baptiste, Richard A. Guitar, Robert Ditch Jr., Robert M. Penn, (second row) Clinton Bows, Tim Dumsha, Eric McKinney, John Mannino, Rodney Jimenez, Darryl Coale, Robert L. Rice Jr., Robert M. Ely, Scott M. Langlois, Kelly J. McDonald, Jasper Brown, (third row) Tommy Gainey, Barrett Duncan, Eric Jeffers, Adam Clifton, Otis J. Hawks II, Robert Grove, Russell R. Benjamin, Fred M. Stover III and Joseph H. Buczynski.



Welding—Completing the four-week welding course are (front row, left to right) Butch Vane, Curtis Jackson, John Smith, (second row) Bill Foley (instructor), Brett Gary Lammers, Mike Las Dulce and Billy D. West.



Upgraders Lifeboat Class 469—Learning lifeboat skills and water survival techniques leads to lifeboatman certification at the Lundeberg School. Under the instruction of Jim Moore (right), the following members completed the course of study: (from left to right) Bobby Williams, Jr., German Valerio, Nelson Griffin, Lionel Leroy Noble and Pedro Aponte.



Able Seaman Class—The Lundeberg School graduated 25 members as able bodied seamen on February 27. Sitting in front is Jeff Frank. In the front row (left to right) are Mark Stabler, Charles Werner, Lindy Beth Wilkin, Erik Bekkelund, Carlos Goncalves, Greg Jenkins, Ali Lugman, Fr. Beasley, (second row) Dennis Thompson, Matthew Holley, Walt Ritvalsky, Kevin Struzik, Nicholas Carey, Glenn Tate, Steven Williams, Steve Nelson, Jake Caraczynski (instructor), (third row) Kevin Baldado, George Bishop, Joe Cullison, Stephen Votta, Tim Thompson, Chuck Larson, Shawn Orr, David Endom and Phil Maguire (instructor).

1991 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 13 July 8 September 2	June 21 August 16 October 11

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

Lifeboatman	May 13 May 27 June 10 June 24 July 8 July 22 August 5 August 19 September 2 September 16 September 30	May 24 June 7 June 21 July 5 July 19 August 2 August 16 August 30 September 13 September 27 October 11
Ship Handling	May 27 June 24 August 19 September 30	June 7 July 5 August 30 October 11
Radar Observer Unlimited	May 20 July 8 September 2	May 24 July 12 September 6
Inland Deck Licenses	June 10 September 30	August 16 December 6
Celestial Navigation	July 15	August 2
Third Mate	September 2	December 13

Upon completion, the Sealift Operations course must be taken.

Tankerman	May 27 August 19	June 21 September 13
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SHLSS College Program Schedule for 1991

FULL 8-week Sessions	June 3 August 12	July 26 October 4
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Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 3	July 8
Bosun Recertification	September 30	November 4

Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	May 13 June 24 August 5 September 16	May 17 June 28 August 9 September 30

Upon completion, the Sealift Operations course must be taken.

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	May 13 September 30	August 2 December 20
Fireman/Watertender and Oiler	June 10 September 2	July 19 October 11

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

Pumproom Maintenance & Operations	September 30	November 8
Marine Electrical Maintenance	August 5	September 27
Refrigeration Systems		
Maintenance & Operations	May 27 August 19	July 5 September 27
Marine Electronics Technician	May 27 September 30	August 16 December 20
Electro-Hydraulics	June 10	July 19
Basic Electronics	April 15	May 10
Hydraulics	June 10 July 22	July 5 August 16
Refrigerated Containers Maintenance	July 8	August 2
Welding	September 30	October 25

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

1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	July 29	September 13
Adult Basic Education (ABE)	July 29	September 13
English as a Second Language (ESL)	July 29	September 13
ABE/ESL Lifeboat Preparation Course	September 29	October 18
	June 17	July 12

UPGRADING APPLICATION

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

Address (Street)

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

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

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

Social Security # Book #

Seniority Department

U.S. Citizen: ☐ Yes ☐ No Home Port

Endorsement(s) or License(s) now held

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

If yes, which program: from to

Last grade of school completed (dates attended)

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

If yes, course(s) taken

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

If yes, how many weeks have you completed?

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

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

Date available for training

Primary language spoken

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

VESSEL RATING HELD DATE SHIPPED DATE OF DISCHARGE

SIGNATURE DATE

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

DECK

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

ENGINE

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

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

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course. RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundeberg Upgrading Center, P.O. Box 2674

Lundeberg School Trains Upgraders for Disasters at Sea

Advanced Firefighting Teaches to Plan for the Unexpected

If ever there is a time that the Brotherhood of the Sea truly is needed, it is when a ship thousands of miles from home catches on fire and the only people able to answer the call are shipmates.

At that moment crewmembers do not have the luxury of calling a fire department. They only have time to squarely meet the situation and utilize the training each has received for just such a situation.

That is why intensity and danger of a fire actually are simulated for upgraders taking the Advanced Firefighting course at the Seafarers Harry Lundeberg School of Seamanship taught by Byron Cummings and John Smith, both qualified to teach the course and both former firefighters.

Preparing for Disaster

The class lasts one week. The first four days involve classroom lectures and studies to prepare the upgraders for a mock disaster aboard a ship and a 100-question final exam.

"We want to cover everything possible in this class," Cummings said. "They already have taken the basic [firefighting] course and should have a working knowledge of the equipment on a ship. This course teaches the students to plan ahead on how to tackle a disaster that could happen at sea."

"With the planning and thinking taking place when crewmembers are under no pressure, then people can react when a fire or explosion occurs rather than ask what to do next," Cummings continued.

In the classroom sessions, upgraders actually design a blueprint

of a vessel for firefighting. Cummings explained this is needed so members can identify the many ways a fire could spread, members could escape to safety and firefighters could attack flames. The upgraders devise a station bill to be used later in the mock fire.

Search-and-Rescue Tactics

The upgraders then learn training procedures for firefighting and search-and-rescue aboard a ship. "During the course, the students use every kind of hose and a variety of search procedures when they have drills," Cummings noted. "This shows upgraders many ways of holding drills to provide crewmembers with different options for attack."

Training next covers how to fight a fire at sea and in port. "When you are at sea, you can't count on someone coming to your aid, so everyone should know his place," the instructor said. "In port, you can count on shore-based firefighters. But crewmembers still serve as the eyes [on a ship] because they have the knowledge of the ship and where a fire could spread."

Before the mock drill, upgraders receive training on the various types of fires as well as how explosions could happen on vessels. They learn what can happen when chemicals mix, how to keep vessels afloat when water is used to extinguish a blaze and what determines when a search-and-rescue or body recovery operation should take place.

Finally the upgraders get to test what they have learned aboard the



Instructor Byron Cummings (on right with clipboard) reviews a mock disaster scenario with the upgraders who just have completed the mock disaster.

Bull Shepard, a permanently docked training ship named after a former union official at the Lundeberg School. Cummings takes one of the station bills designed by an upgrader and provides a disaster scenario. Then he turns it over to the students and monitors their decisions by roaming the ship or listening on a radio.

The Final Test

Once the drill begins, crewmembers are fitted with masks obscured with tape. This gives them limited vision, similar to what they would encounter in a very smoky fire. Cummings may grab an upgrader and tell him to stay put as he has become "trapped" by the mock flames. His shipmates then have to discover the disappearance and determine if or how to rescue the member.

When the drill is over, as determined by Cummings, the students muster on the deck to discuss what went right and wrong. The process is repeated using other scenarios set up by different station bills.

Then the students prepare for

the final day exam covering both the basic and advanced firefighting courses.



Upgraders wearing visibility-limiting masks make their way through a mock fire while instructor Cummings checks on their progress.

Help Locate This Missing Child

The National Center for Missing and Exploited Children is seeking the help of Seafarers in locating young Delta Jane Bartlett. The young girl was abducted by Charles Paul Elliott on December 5, 1989 from Rockmart, Ga.,



Delta Jane Bartlett

and a felony warrant for kidnapping has been issued.

At the time Delta was taken, she was 5 ft. 2 in. tall, weighed 113 pounds and had blonde hair and blue eyes. She will be 16 years old on June 10. She wears glasses or contact lenses and was last seen wearing a black shirt and blue jeans.

Charles Paul Elliott is a white male, 35 years old, 5 ft. 11 in. tall, with brown hair and brown eyes. He weighs 240 pounds and has tattoos on his arms.

Anyone having information should contact The National Center for Missing and Exploited Children at 1-800-843-5678 or the Rockmart (Ga.) Police Department at 1-404-684-6558.



"Victim" James Paul Miller watches a fellow upgrader search for him during a mock fire. The mask worn by the upgrader all but blinds him as if he were in a smoke-filled room. He only can see through a piece of X-ray film.