

SEAFARERS LOG

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MTD TO BUSH: 'DUMP QUARTEL'

Page 3



Doing it the American Way

Proudly flying the American flag on her stern, a new AT&T cable ship, manned by Seafarers in the unlicensed crew, has completed her shakedown cruise. The skipper of the vessel, which will conduct cable-laying operations, praised the quality of the crew's performance. Page 7.

Seaman Tax Gets House Hearing; Cong. Tauzin to Seek Repeal

Page 3



He'll Give it a Shot

Congressman Gerry Studds told MTD delegates he will be looking for creative and new solutions to help revitalize American-flag shipping. Page 3.

President's Report

Editor's Note: The following column contains the text of comments by SIU President Michael Sacco on economic growth. Sacco's remarks were delivered to the executive board of the AFL-CIO Maritime Trades Department meeting in Florida last month during a discussion on the state of the nation's economy.



Michael Sacco

If you will allow me, this is a point at which I would like to add some comments. As bad as things are in this country, with all of our mounting problems, the American labor movement can take pride in the fact that it has been trying to tell the people of this nation that they should wake up.

It is the labor movement which, more than any other grouping, has been ringing the alarm about runaway health costs and the need for a national program of protection for all citizens.

It is the American labor movement which has been warning of the disaster that will come from a trade agreement that will open Mexico as an official runaway shop for profiteers.

It is the American labor movement which kept hammering at the inadequacy of unemployment insurance as the recession deepened. On and on it goes, in regard to every major social issue, the labor movement alone is alert to the problems that confront the mass of Americans.

Unfortunately, our warnings are not always properly recognized.

In fact, Americans—and polls have demonstrated this—hold unions partially responsible for the nation's economic plight. The rabble-rousers, the union haters and union busters, the low-wage payers and chiselers, aided and abetted by a national administration that thinks this country should be run for the benefit of a few, have been deluding too many people that this country is better off when unions are weakened.

And while I share the anger of most Americans at the Japanese criticisms of American workers, as "lazy," "stupid" and "uncompetitive," I'm glad in a way that it happened. In the words of the old after-shave lotion commercial: "We needed that."

That Japanese misjudgment is serving to wake up the American people who, for some unknown reason, thought of themselves as separate from the working class. But they are taking the Japanese criticism personally and are examining the realities: For too long, the American worker has been taking the rap for our country's decline. For the past 10-12 years, unions, in an effort to halt the sliding economy, kept wages down, improved productivity and otherwise cooperated with management and government to fight the stumbling economy.

After all that effort, things kept getting worse, until even the President had to acknowledge the problem. And now the nation is beginning to understand that unions are not the problem they were made out to be.

Much of the deep hole that we all find ourselves in was dug by inept, greedy management and lax and permissive government. Their stewardship of the people's welfare over the last dozen or so years can fittingly be described as the "creaming of America."

While workers were accepting wage cuts and give-backs, management was rewarding itself with enormous salary and perk increases that kept going up as sales and business declined and layoffs mounted. Almost without exception, top management of thousands of major corporations have been bilking their stockholders and companies as they and their appointed rubber-stamping directors skimmed millions and billions of dollars in profits through so-called stock option scams.

Talk about violations of democracy and the rights of shareholders! You'd think that by now the victimized shareholders would be picketing the Securities and Exchange Commission demanding an end to this legalized pocket-picking. But nobody beefs—except for the labor movement.

All of this is finally getting the public's attention. It is beginning to understand the real causes behind this nation's dilemma.

Just consider what the deregulated banking and investment businesses have cost this nation enormously as the country's workers pick up the tab for the wild period of leveraged buyouts, unsecured mortgage loans and in many cases—outright thievery by giant business. The latest calculations now are that the cost of this disgraceful episode alone to Americans will be 450 billion dollars. It's still counting.

All the while the national administration encouraged this kind of "competitiveness," if you'll pardon the expression. There has been case after case of federal administration insiders being involved in these scams, paving the way for set-ups, evading the law, cooking the books, and squeezing out millions for themselves that are now to be paid for by us, our children and grandchildren.

Despite all of this, we still hear the tired, worn-out cries from those who sat on their hands when all of this was happening that "unions are the cause of all our problems." I am sure you've seen it in your own areas. We have one such example in our own shipping industry—another one of Bush's sorry political appointments, a member of the Federal Maritime Commission named Rob Quartel. FMC is a regulatory agency which has the job of ensuring non-discriminatory rates and practices in ocean shipping.

From what we observe, Quartel spends a substantial portion of his time flying around the country at taxpayer expense, blasting maritime unions and calling on American shipping companies to pull down the stars and stripes from their ships and replace them with foreign flags and foreign labor.

In the couple of years since Bush found a spot for him on the public payrolls, we have never heard this cross-country gadfly offer one constructive suggestion as to how America could strengthen its shipping industry. When he leaves the commission, he'll no doubt return to his former business as a "private consultant" to "international firms" which find his anti-U.S. shipping activities right up their alley and a service to be rewarded. He will go right back through the revolving door along with the thousands of others who make some government connections and then turn right around and go to work for groups that are opposed to the interests of the American people.

As President Bush pokes around for answers to the mess he's laid on this country, maybe he could begin by getting rid of some of the political hacks he has stacked his administration with and replace them with some creative thinkers who believe America should begin working for the good of all the American people. He could begin with the likes of Rob Quartel.

Labor unions have always had their avowed enemies—and we probably always will. Mostly, they are people who believe in cheap labor and who would deny working people life's basic necessities and the better things of life.

It is pretty obvious there is no shortage of challenges for the democratic trade union movement. More so now than ever.

It is up to us to pull together harder than ever, to make the labor movement the forceful factor in American life for which there is no substitute in the interests of working people.

SIU Insists Work Tax Issue Rates Court's Attention

The Seafarers International Union has insisted that court action is needed at once to settle the matter of the work tax the Coast Guard is seeking to impose on American seamen and boatmen.

The SIU's demand was filed in federal court in response to a Coast Guard legal move to side step the issue by asking the court to dismiss the case. Attorneys for the Coast Guard are claiming that the plaintiffs, that is, the SIU and the five individual merchant seamen and boatmen who filed the lawsuit, face "no injury-in-fact" from the proposed regulations.

The union, through its lawsuit, is attempting to block the so-called user fees the Coast Guard plans to collect for procedures associating with issuing marine licenses and documents. The SIU's lawsuit, filed in U.S. District Court for the District of Columbia in December, charges the fees are in reality a tax on seamen for the privilege of working and, as such, are unconstitutional. Further, the SIU suit claims the manner in which the Coast Guard deduced the fees was based on faulty data and gross inaccuracies.

It was in early February that the Coast Guard, through its government attorneys, filed a motion to dismiss the SIU's lawsuit against the work tax, which, as described

by the Coast Guard in its rulemaking last year, will be in the area of \$135 for an AB or QMED endorsed document and \$330 for an upper level license.

The Coast Guard court papers said the SIU's suit was "not ripe for review" and that there has been "no direct or indirect impact" since, among other reasons, "no fees have been imposed on any of the individual plaintiffs or any of the members of the union."

The SIU's attorneys challenged the Coast Guard's assertions in their court papers filed in late February responding to the agency's move for dismissal. "Merchant seamen will have little choice but to pay the fees if they cannot obtain judicial review of the Coast Guard's decision before the fees are implemented. They cannot ply their trade without licenses and documents," the SIU brief argues.

Additionally, the SIU court paper states that seamen and boatmen "can ill afford these so-called fees, and should not be required to pay them unless and until this court finds that the Coast Guard is acting within its constitutional and statutory authority."

The Coast Guard's plan for user fees came about as a result of a budget agreement made by the administration and Congress.

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MTD Urges Firing of FMC Official

The Maritime Trades Department, consisting of 42 national and international unions representing 8.5 million American workers, called on President Bush to remove Rob Quartel from his job as one of the five members of the Federal Maritime Commission (FMC).

The action was taken at the February MTD executive board meeting during a discussion on the state of the nation's economy. Quartel, while serving as FMC Commissioner, has contended that the United States does not need a privately-owned fleet operating under the American flag.

In the two-day MTD meeting, which took place in Bal Harbour, Florida just prior to the AFL-CIO's executive board session, board members representing the department's affiliated unions, heard a call for "fresh" ideas to make American shipping competitive from Congressman Gerry Studds. The Massachusetts representative is expected to become head of the House Merchant Marine and Fisheries Committee next year.

Two high-ranking members of the House of Representatives Democratic leadership, Congressmen Steny H. Hoyer (D-Md.) and David E. Bonior (D-Mich.), called on trade unionists throughout the United States to reject the economic policies of the Bush administration by voting the president out of office in November's general election.

AFL-CIO Secretary Treasurer Thomas R. Donahue advised the

MTD board of the labor movement's efforts to ensure that the administration does not give away the store in upcoming trade negotiations at the world level and in talks with Mexico. Board members whose unions represent industrial, transportation and construction workers reported on how the administration's lack of support for American industry had resulted in thousands of lost jobs and hundreds of company bankruptcies.

Working People Blamed

During the discussion of the economy, MTD President Michael Sacco, whose remarks prompted the executive board to call for President Bush to dismiss Quartel, noted that for too long, American working men and women had been "taking the rap for the country's decline."

Sacco said that contrary to a public perception that labor unions have borne a disproportionate responsibility for the state of the economy, "for the past 10 to 12 years, unions, in an effort to halt the sliding economy, kept wages down, improved productivity and otherwise cooperated with management and government to fight the stumbling economy."

Sacco, who is the president of the Seafarers International Union, observed that the American public is beginning to recognize that "unions are not the problem they

Continued on page 9



MTD executive board members discussed the current economic situation, upcoming trade negotiations and the impact of those agreements on American jobs, among other issues, at a two-day meeting last month.

SIU Attacks 'Unfair' Tax, House Panel Pledges Repeal

Three members of a House subcommittee threw their support behind an effort to repeal a work tax imposed on seamen and boatmen. The pledge to work for a repeal of the so-called user fee on marine licenses and documents came from Congressmen W.J. "Billy" Tauzin, (D-La.), Herbert H. Bateman (R-Va.) and Gene Taylor (D-Miss.) last month after hearing the testimony of the SIU and other witnesses representing marine labor.

SIU Vice President Joseph Sacco, appearing before the Subcommittee on Coast Guard and Navigation, which called the hearing, labeled the tax "discriminatory" and "unfair" and called on Congress to work for its immediate repeal. Sacco noted that American seamen and boatmen were "shocked their government expects them to pay not only income taxes, but now, on top of that, a work tax."

After listening to the presentations of Sacco and three other panelists representing merchant seamen, Tauzin, who chairs the subcommittee announced that "Mr. Bateman and I have done some consulting and I think we need to move to repeal."

Sacco noted that hundreds of seamen and boatmen—both union and non-union—had contacted the

SIU to find out what they could do to repeal the tax. He presented the subcommittee with petitions collected by SIU member Anthony Primeaux that contained the signatures of 438 boatmen working for 28 companies operating marine equipment in the Gulf of Mexico.

The SIU official also introduced

'I want to thank the SIU for initiating the lawsuit.'

—Cong. Billy Tauzin

to the subcommittee the 44 Seafarers in the audience. "These young men and women who earn their living by going to sea are deeply concerned about the work tax. They are all currently enrolled in our Lundberg School of Seamanship where, after completing their course work, they will take Coast Guard tests to advance to higher ratings." Cong. Tauzin interrupted the hearings from the normal course of business to recognize the Seafarers and welcome them to the panel's session.

SIU Moves in Court

Sacco reported that the SIU was doing all it could to block the tax,

Continued on page 9

Studds Calls for 'Fresh' Ideas To Revitalize U.S. Shipping

Congressman Gerry Studds announced to the executive board of the Maritime Trades Department he is ready to look for new ideas and fresh approaches to get American seamen back to work and the American maritime industry rebuilt when he takes over the helm of the House Merchant Marine and Fisheries Committee next year.

Studds, a 20-year member of the House of Representatives as well as the committee, is expected to become its next chairman when Walter Jones (D-N.C.) retires at the end of this session of Congress. He addressed the gathering, which represents more than eight million trade unionists, at its winter executive board meeting last month in Bal Harbour, Fla.

Studds, who was making his first public remarks about the committee chairmanship, said, "I don't have the answers, but they don't lie in the failed ideas of the past."

The Massachusetts Democrat compared the nation's maritime industry with U.S. automakers to make the point that government must pay attention to key American industries. "Some industries are so important to our economy and to national security

that we will intervene at the highest level of government to see that they survive.

"Well, I say ships are important, too. And so are the people who build them and so are the people who repair them and so are the people who crew them. We have to renew our commitment."



Cong. Gerry Studds

Studds said the maritime industry must be a part of the national debate on American competitiveness. "We obviously have to raise the fundamental question: Do we want, do we need a competitive United States merchant marine? If the answer is no, then we ought to

Continued on page 25



SIU Executive VP Joseph Sacco presented Congress with petitions urging repeal of the tax.



Asking mariners to pay a work tax is unfair, said Cong. Billy Tauzin, chairman of the House panel.

Pentagon Study Calls for More Sealift Capacity

Based on protecting America's interest in a "turbulent" future, the Department of Defense has advised Congress that the military's transport needs require "pre-positioning, sealift and airlift assets linked to a transportation system in the United States . . ."

According to a Pentagon report which was released last month, the U.S. needs more military cargo vessels as well as improved rail and port facilities in order to avoid the "considerable risk" of shortages that occurred early in the Persian Gulf war.

The Mobility Requirements Study, of which an executive summary was made available to the public last month, calls for acquisition over a nine-year period of 20 large roll on/roll off ships and the chartering of two container ships for prepositioning around the globe.

The report recommends assigning to the Army nine prepositioning vessels and notes they would transport combat and combat support equipment. The Army is also to have 11 roll on/roll off vessels

for the rapid deployment of its heavy divisions.

The eight fast sealift ships, which are crewed by Seafarers and which were used extensively in the Persian Gulf conflict, combined with the roll on/roll off ships requested for the Army, should provide the nation with the ability to deploy rapidly from the continental U.S. in times of a regional crisis, said the study.

The plan also calls for expansion of the 96-vessel RRF to 142 ships by 1999 and an increase in the fleet's readiness. Expansion and modernization of the RRF would occur through acquisition of used ships or through build-and-charter arrangements or national defense features in new commercial ships. At least 104 of the ships would have to be dry cargo vessels.

Completion of this study set the stage for President Bush's budget proposal for an additional \$1.2 billion to invest in sealift vessels.

"In the future, the United States must be able to deploy its combat power more quickly and with a

more robust level of support," the study said.

Congress is reviewing the classified version of the report. Also, it is expected that the Department of Defense will ask Congress to approve legislation enabling the establishment of a "Sealift Fund" in the fiscal year 1992 defense bill.

The fund not only would receive the \$1.2 billion expected to be requested in the '93 budget, but also may have transferred the previously appropriated \$1.875 billion from FY '92. This fund would provide the resources to construct, convert and purchase ships for the DOD's sealift plan.

U.S. Ship Gambling Bill Awaits Bush Signature

A technical adjustment caused what is expected to be a minor delay in President Bush's signing of a bill that allows gambling on U.S.-flag passenger ships.

The words "Soviet Union," which appeared in the original Cruise Ship Competitiveness Act, were changed to reflect the rejection of communism in the new Commonwealth of Independent States. The alteration meant the bill had to go through the House and Senate a second time; both branches quickly passed the legislation late last month.

Barring an unforeseen veto, the bill (H.R. 3866) could become law some time this month.

The SIU and others in the U.S.-

flag shipping industry strongly support this gambling legislation because, if enacted, the measure could provide sufficient incentive for investment in American-flag passenger ships. This would lead to thousands of new American jobs.

Presently, two outdated federal laws prohibit U.S.-flag cruise vessels from offering gambling. Foreign-flag ships are not subject to the same restrictions, though most sail from U.S. ports.

Although more than 85 percent of all cruise passengers worldwide are Americans, only two of the more than 120 deep-draft cruise ships in the world fly the U.S. flag—the SIU-crewed Independence and Constitution.

Andrew Card Succeeds Skinner As Transportation Secretary



Andrew H. Card Jr.

Andrew H. Card Jr., who last year backed the buy American-ship American provision in the foreign aid debate while serving as a White House official, is the new secretary of transportation. He also attended the U.S. Merchant Marine Academy at King's Point for a year. The maritime industry is thus hopeful that the new DOT secretary will put a top priority on revitalizing the American-flag fleet.

The Senate on February 21 confirmed Card, 44, the White House deputy chief of staff who was chosen by President Bush to succeed Samuel K. Skinner. Skinner resigned in December to become Bush's chief of staff.

Last year, Card supported the buy American-ship American provision of the cash aid bill, reports the Journal of Commerce (Feb. 24, 1992). In so doing he bucked the White House, which opposed the cash transfer provision and threatened a veto before the House unexpectedly defeated the bill due to another provision in it.

Card pledged to start spending quickly the money from a six-year transportation bill passed last fall. That intention helped him breeze through a confirmation hearing before the Senate on February 7.

He endured one inauspicious moment during the hearing, however. Card told senators that he had a "latent" interest in maritime affairs. Senator John Breaux (D-La.) responded, "What we really need is a secretary with a blatant interest, because of all the programs in your department, this is the only one that is in major trouble."

Also during that hearing, Card said, "I support the Jones Act and its implementation. I note that the president does as well." Regarding cargo preference, he stated, "I do support the cargo preference provisions that Congress has imposed, and I will work diligently to see that the interests of Congress are respected throughout government."

Asked for his thoughts about foreign-built ships flying the U.S. flag, Card said, "My instincts would say that I would prefer to have them built in the United States and flagged in the United States and run by operations that are part of the United States. But I really would like to have an opportunity to further study that."

Card has been deputy White House chief of staff since President Bush took office in 1989. He is a former Massachusetts state legislator and managed Bush's 1988 New Hampshire primary campaign. During the Reagan administration, he was Reagan's liaison to governors, mayors, state legislatures and other state and local politicians.

New Matson Vessel Christened



Matson Navigation's newest ship, the R.J. Pfeiffer, will commence service in August.

The MV R.J. Pfeiffer, the only large commercial ship under construction in the United States, was christened February 15 at a shipyard in San Diego.

The new 714-foot containership is owned by Matson Navigation Company and is named for the company's chief executive officer and chairman of the board. Delivery of the ship is scheduled for June, with service commencing in August.

President Bush sent a congratulatory letter which was read at the ceremony, conducted at the National Steel and Shipbuilding Company (NASSCO) shipyard. The letter read in part: "As part of our total domestic fleet, R.J. Pfeiffer symbolizes the continued importance of our entire shipbuilding and repair industry—an industry that boasts a long and impressive record of production."

"The U.S. Jones Act Fleet, constructed under the Merchant

Marine Act of 1920, has played and will continue to play an important role in maintaining a viable U.S. Merchant Marine and U.S. shipbuilding and repair base. . . . I am pleased to reaffirm my support for a strong domestic maritime industry."

Many speakers at the christening addressed the state of U.S. shipbuilding. Congresswoman Helen Delich Bentley (R-Md.), a longtime supporter of the American merchant marine, gave the keynote speech.

Other speakers included Captain Warren Leback, maritime administrator, and NASSCO President Richard H. Vortmann.

The vessel's projected crew complement is 21. Accommodations also are available for a riding crew, and there is an owner's cabin.

The contract cost for the Pfeiffer is \$129 million and does not include government subsidies.

Tellez Appointed VP; Mangram, Hall Named Asst. VPs



Augustin Tellez

The executive board of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District named Augustin "Augie" Tellez as the vice president of collective bargaining effective immediately.

The move created an opening for assistant vice president for collective bargaining. The board appointed Kermet Mangram to replace Tellez at that post.

The board also announced Robert "Bob" Hall as the assistant vice president for government services, replacing George Ripoll who retired at the end of December.

Under Article X, Sections 1(j) and 13 of the AGLIWD constitution, the president has the power to fill openings created by retirements between elections with the support of the executive board.

Tellez, 37, takes over as the head of the union's contracts department from Angus "Red" Campbell who retired December 31, 1991.

Lundeberg Graduate

A native of Ponce, P.R., Tellez graduated in class 189 from the Seafarers Harry Lundeberg School of Seamanship in 1975. He began his deep sea deck department career on the T.T. Brooklyn.

Tellez came ashore in 1978 to work in the port of New York, first as an entry-rating instructor, then as a patrolman. He was appointed port agent for New York in 1980.

In 1987, Tellez began working at the union's headquarters in Camp Springs, Md. as an assistant to the SIU president. He was elected a vice president of Seafarers International Union of North America at the 1987 convention.

In his roll as the assistant vice president for collective bargaining, Tellez has been an active member of the union's negotiating team for the last two standard agreements. He also serves as a vice president for both the Maryland and New Jersey AFL-CIO labor councils.

Tellez is a second generation Seafarer. His father, the late Augustin Tellez, sailed as a bosun as did his brothers, William and David, who died last year. His

brother-in-law is Chief Cook Ben Santos.

Mangram, a native of Jacksonville, Fla., graduated with a bachelor's degree in business administration from Florida A&M University before heading to the Lundeberg School. He graduated from class 259 in 1978 then sailed aboard the Sea-Land Seattle as a steward assistant.

The 37-year-old started working for the SIU in 1980 as a union education instructor at the Lundeberg School. He was appointed a patrolman for New York in 1981, a position he held until being named port agent there in 1987 to replace Tellez.

Mangram is involved with the Hudson County (N.J.) Central Labor Council and served in 1988 as a vice president of the Hudson County A. Philip Randolph Institute.

Born in New York City, Hall began sailing as a deckhand on tugboats along the Mississippi River. He also worked on the Great Lakes and aboard coastwise tugboats before being named a patrolman for the port of St. Louis in 1980.

Hall worked in ports along the Mississippi and Gulf of Mexico handling inland beefs and disputes. He was appointed patrolman in the port of Jacksonville in 1985.



Kermet Mangram



Robert "Bob" Hall

Hall, 39, was named port agent of Seattle in 1988. Since then, he was appointed by Governor Booth Gardner as the maritime labor representative to the nine-person Washington State Labor Council. He also is a delegate to the Washington State AFL-CIO.

Admiral Jackson Tug Crew Saves 3 Men Trapped by Fire

Though the rescue occurred nearly two years ago, SIU tugboat Captain William Tucker readily recalls the smokey inferno he and his crew on the Admiral Jackson overcame to save the lives of three trapped men. Deckhands Fred Cooper and Jimbo Lee were "up top, squirting water and fighting the smoke." Tucker and Engineer Johnny Jeffcoat did their parts to "get the boat close," and the Seafarers saved three men stuck on drydock.

The blaze started when two 150-gallon diesel tanks on board a grain barge exploded while undergoing repairs at Bender Shipbuilding and Repair Co. in Mobile, Ala. in June 1990. Responding to the emergency were five fire units, a hazardous materials unit, a special foam unit and privately owned tugboats including the Admiral Jackson. At the time, a Coast Guard spokesman said, "I would have hated to have seen what would have happened if those boats hadn't been there."

For their courageous efforts, Tucker, Lee, Cooper and Jeffcoat, along with officials of Crescent Towing Co., which owns the boat, recently received the Coast Guard Public Service Award. Brother Cooper, who passed away this year, was honored posthumously.

Rear Admiral James L. Loy, commanding officer, Eighth Coast Guard District, New Orleans, presented the award during ceremonies conducted by the Port of Mobile chapter of the Propeller Club. Tucker and Port Agent Dave Carter accepted the award on behalf of the Seafarers.



Captain William Tucker (second from right) and Mobile Port Agent Dave Carter (right) accept the public service award on behalf of the honored Seafarers. Also present were Richard Murray, CEO of Crescent Towing (left) and Rear Admiral Loy.

"It's great that the Coast Guard is showing their appreciation," said Tucker, a 25-year SIU member who attended the ceremony.

During the award presentation,

Loy noted that if the fire "had not been dealt with very, very quickly, it had the potential of spreading to fuel tanks, the ships next door and across the river. Clearly there

could have been a loss of life, and there could have been extensive damage to property. That was eliminated by the good Samaritan kind of approach to things that is very typical of mariners."

Tucker, 51, recently told a reporter for the Seafarers LOG, "The people who should get the most praise are my two wheelmen—they were up top, fighting the smoke. . . . It lasted a good hour or hour-and-a-half."

Captain Tucker said he and his men didn't have time to be frightened. "There's no use getting scared. You just do what you have to do, and maybe you can get scared later. But I fought one like that years ago, out in Houston on a tanker."

The award noted that the crew is being honored for their "decisive and selfless endeavors in providing firefighting assistance. . . ."

Inland Division Seafarers Praised for 'Flawless' Work

SIU members received praise for their skillful execution in towing an LNG ship from one Virginia port to another.

Inland division members from the ports of Norfolk, Va. and Baltimore crewed the four boats which successfully moved the LNG Gamma from Newport News, Va. to Norfolk. Seventeen Seafarers were involved in the operation which took place December 17 in crowded waters.

George Flanagan, general manager of McAllister Towing of Virginia, Inc., which owns the four boats used, commended SIU members in a letter. "The successful

completion of this tow through a congested harbor could not have occurred without your combined expertise and cooperation, as well as that of your crews," Flanagan wrote to the tugboat captains. He also noted the Seafarers' "dedicated support throughout the years."

Similarly, the president of Gamma's parent company expressed his appreciation in a letter to McAllister. "The operation went flawlessly," wrote Thomas Alexander, president of Alexander, Starr & Kersey, Inc.

The following SIU members took part in the move: from the

Nancy McAllister, Captain George Thompson, Mate Robert Brush, Deckhand Gary White and Engineer Gina Redditt; from the Isabel A. McAllister, Captain Richard McMullen, Mate Richard Kirby, Deckhand David Ritch and Engineer George W. Thompson; from the Brent McAllister, Captain Charlie Ruperti, Mate Robert Walker, Deckhand Martin Meravy and Engineer George Noble; and from the Mark McAllister, Captain Gerry Cifarelli, Mate B. Foltz, Deckhand L. Watts, Chief Engineer R. Rhodes and Assistant Engineer M. Wallace.

MTD Exec. Board Stresses Trade Must Benefit Nation

"Any trade agreement must keep the interests of the working people in the United States as its top priority."

With those words, John J. Barry, president of the International Brotherhood of Electrical Workers, captured the concern of the American labor movement in a speech to the Maritime Trades Department executive board meeting last month.

Barry and others—including United Auto Workers President Owen Bieber; Thomas R. Donahue, the AFL-CIO secretary-treasurer; Jack Otero, vice president of the Transportation • Communications Union and a member of the AFL-CIO executive council; Robert McGlotten, AFL-CIO political affairs director; and Julius Isaacson, president of the Allied Novelty and Production Workers of America—enumerated the dangers posed by the administration's international trade negotiations and agreements, particularly the North American Free Trade Agreement (NAFTA), which started as a deal with Mexico and now also includes Canada.

The speakers urged all trade unionists to join in the effort to save American jobs, in part by purchasing U.S.-made goods.

"We are not opposed to international trade," said Barry. "But we are opposed to the stance taken by the Bush Administration during the negotiating of international trade agreements. Particularly in the case of the NAFTA, we believe the direction such trade talks have been taking is not in the best interests of U.S. workers."

Barry noted how the existing maquiladora program—which allows U.S. businesses to set up operation in Mexico and send products to the U.S. without the customary tariffs—attracts U.S. companies because of duty-free benefits, cheap labor, lack of enforced safety and environmental laws and lack of political and labor rights.

Bieber pointed out the Bush Administration has—until this election year—turned a deaf ear toward that industry's trade dif-



UAW President Owen Bieber notes the Bush administration has paid little attention to automotive trade problems.



Bob McGlotten, AFL-CIO political affairs director, calls for mobilization of every trade unionist in the country.

ficulties. "The single biggest problem facing the U.S. domestic auto industry is trade and, more specifically, trade with Japan," Bieber said. "The U.S. automotive trade deficit with Japan accounts for a larger share of the overall U.S. trade deficit than any other bilateral, product-specific category of trade."

"Up until very recently, it's a colossal understatement to say that the Bush Administration has paid very little attention to our problems in the automotive trade."

Bieber then shattered a few myths about the quality and construction of U.S. cars. He gave detailed examples of how money spent on American products goes back into the U.S. economy. "Every time an imported car is purchased here in the U.S., it costs an average of almost \$3,400 in lost federal, corporate and individual income tax revenues, state individual tax revenues, local property taxes and Social Security contributions," he said, using an



IBEW President John Barry stresses the dangers of the North American Free Trade Agreement.



Jack Otero, VP of the Transportation • Communications Union, says jobs loss "is a problem for all of us."

example which also applies to other American-made goods. "UAW-made cars and trucks have features you can't get on imports—schools, roads, bridges, police and fire protection... as well as jobs that create more jobs and generate even more tax revenues."

"My union has already felt the sting of high unemployment as a result of the maquiladoras in Mexico," Otero said. "Since 1984, we have lost 25,000 jobs to Mexicans... But it affects all of us, it is a severe threat for all of us, and I think that sometimes we are too passive. We say, 'Well, it doesn't impact me. That's a problem for the auto workers, that's a problem for the steel workers.' It is a problem for all of us."

Donahue pointed out that no such thing exists as so-called free trade in other nations. He said many nations block exports from the U.S. by invoking laws that prevent their balance of payments with the U.S. from being tipped in favor of American products enter-



Julius Isaacson, president of the Allied, Novelty and Production Workers, says U.S. jobs must not be undermined.



AFL-CIO Secretary-Treasurer Tom Donahue emphasizes possibility of nations locking out U.S. goods.

ing their country. For example, if the U.S. had this kind of law with Japan, we would have halted billions of dollars worth of Japanese products entering the U.S. market because the current balance of payments with Japan is so skewed in favor of Japan.

"Any nation which now declares to you, 'We have a balance of trade problems,' can now lock out our goods," Donahue noted. "And they will continue to have that ability. That is not fair."

McGlotten emphasized the solution lies in effective political action. He said, "The time has come for us to understand that unless we mobilize every trade unionist across this country, then we are doomed to failure in terms of trying to execute legislative initiatives."

"We must redouble our efforts and say to whomever is in the White House, to whomever is in the Congress that they have a responsibility to workers across this country. We're the ones who built this country. We're the ones who keep it afloat. We're the ones who fight for this country—not the guys on Wall Street."

Isaacson added, "We support increased world trade and want to help other nations increase their rate of economic development and their standard of living. But we do not believe these gains should come by undermining the jobs, income security and standard of living of large segments of the U.S. population."

The MTD executive board adopted resolutions calling for a workers-rights clause in all trade pacts to which the U.S. is a signatory party. "The administration is urged to require compliance by our trading partners with the minimum labor and safety standards required by U.S. law," stated a resolution passed by the board.

Extra-Early Fitout Begins for Lakes Seamen

Because of unseasonably warm weather, some Seafarers began crewing vessels and sailing on the Great Lakes in late February although fitout for most members is scheduled to begin in mid-March.

Great Lakes members should be aware that fitout may take as long as a month, according to Algonac Patrolman Andy Goulet. "Fitout dates are very tentative at this time," Goulet told the Seafarers LOG. "Companies have given us fitout dates through April, but exact dates have been changing on almost a daily basis."

The Paul Townsend, an Inland Lakes Management cement carrier, left its winter home of Milwaukee in the last week of February for two runs to refill

Michigan cement silos. The Townsend soon will be joined on the Lakes by other cement boats, typically the first vessels out after winter.

Because of mild weather conditions in the area since November, none of the five lakes completely froze over. Ice floes in harbors and rivers are the only natural impediment to getting the ships out sooner. (The St. Clair River, which connects Lake Huron with Lake Erie, was jammed for almost three weeks beginning in mid-February near Algonac, Mich.)

One reason for the varied dates to report to ships is the effects of the economic recession along the Great Lakes. Most ports reported a

downturn in the amount of cargo handled in 1991 as compared to 1990 figures. Total tonnage carried by U.S.-flag carriers in the region fell by slightly more than seven percent to 104 million tons, according to year-end figures compiled by Lakes Carriers Association.

Almost half of all the cargo carried aboard U.S.-flag vessels was iron ore at 49.2 million. Limestone and gypsum were next at 22.2 million, followed by coal and coke at 18.6 million.

Of all the U.S. harbors reporting their figures to the association, the "Twin Ports" region of Duluth, Minn./Superior, Wis. handled the most cargo at 39.2 million tons.

AT&T Breaks Out the C/S Global Sentinel

The Global Sentinel, AT&T's newest cable ship, is undergoing its shakedown operation off the coast of Hawaii after completing its inaugural run last month. The American-flag cable ship has received its first crew complement—American seafarers from around the country in the rated positions and galley and officers from District 2 Marine Engineers Beneficial Association.

The seamanship skills of the American crew did not pass unnoticed. Even before leaving the shipyards, SIU crewmembers who boarded the cable ship in Singapore in January "impressed" U.S. Coast Guard inspectors assigned to witness the first lifeboat drills for the ship.

The 479-foot cable ship arrived in Honolulu on February 4 after

departing from the shipyard in Singapore in January for its inaugural voyage. The Global Sentinel joins the Charles L. Brown, Long Lines and Global Link as SIU-contracted vessels sailing for Transoceanic Cable Ship Co., an AT&T subsidiary.

Chief Steward Ken Rosiek, who was aboard the Global Link last year when it came out of the yards, echoed the words of Captain D. B. Neal when he said, "We have a great crew on board."

Speaking to a reporter from the Seafarers LOG, Neal could not stop praising the SIU members who brought out the Global Sentinel: "I want you to know, I am impressed with this crew. It is one of the best that I have observed on a first-time fire and boat drill."

Continued on page 8



The Global Sentinel just joined the AT&T U.S.-flag cable ship fleet.



Cook/Baker Mari Lasagna-Short prepares bread for the oven.



Getting pots and pans spotless is the job of SA Rodney Cartiere.



Third Cook John Atkinson dices broccoli for the evening meal.



Deck department members receive final instructions before starting their jobs.



The ultra-modern bridge of the Sentinel nearly spans the ship's 70-foot width.



Bosun/Mate Tim McCormack lists the day's assignments.



Working one of the two cranes on the Global Sentinel is AB Lindy Beth Wilkin.



During a short break, Shawn Young relaxes in the crew mess.



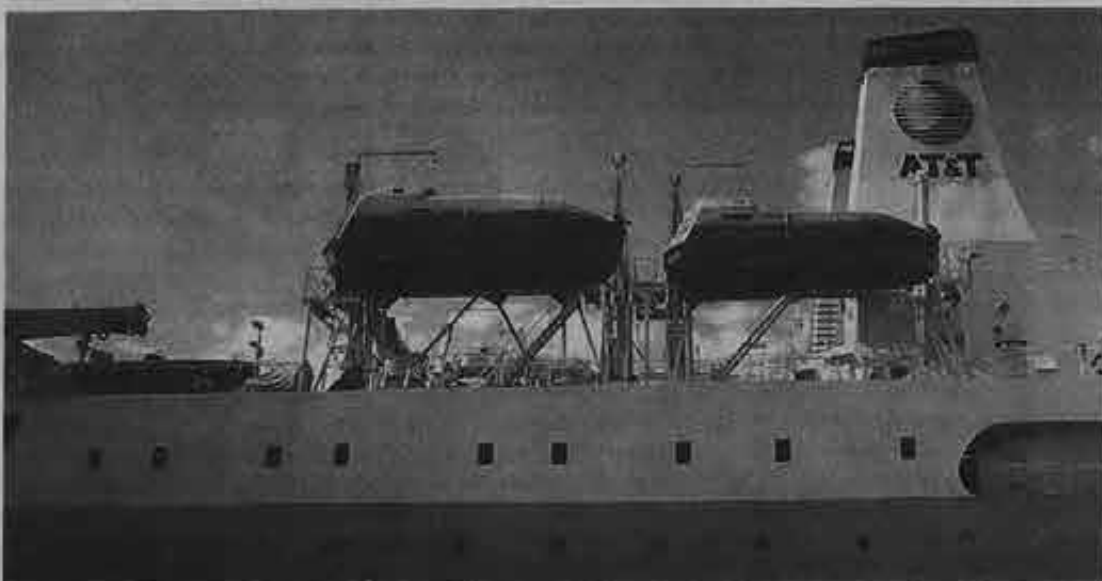
OS Enio Aulelava positions a line in a cable hold.



AB Sherman Hudson makes sure the line is leaving its reel evenly.



OS Erik Spearman inspects a line as it is unreeling.



The cable ship utilizes the new encapsulated lifeboats.



Laying a ship's line in a cable hold are (left to right) OS Kamin Raji, OS Henry Wright Jr. and AB Sam Tumala.

Luedtke Dredge SIU Men Hone Diesel Engine Skills

Fourteen Seafarers are returning to their Great Lakes tugboats and dredges with up-to-date engine troubleshooting information after completing a one-week course at the Seafarers Harry Lundberg School of Seamanship.

The group, all of whom work for Luedtke Engineering of Frankfort, Mich., received special training

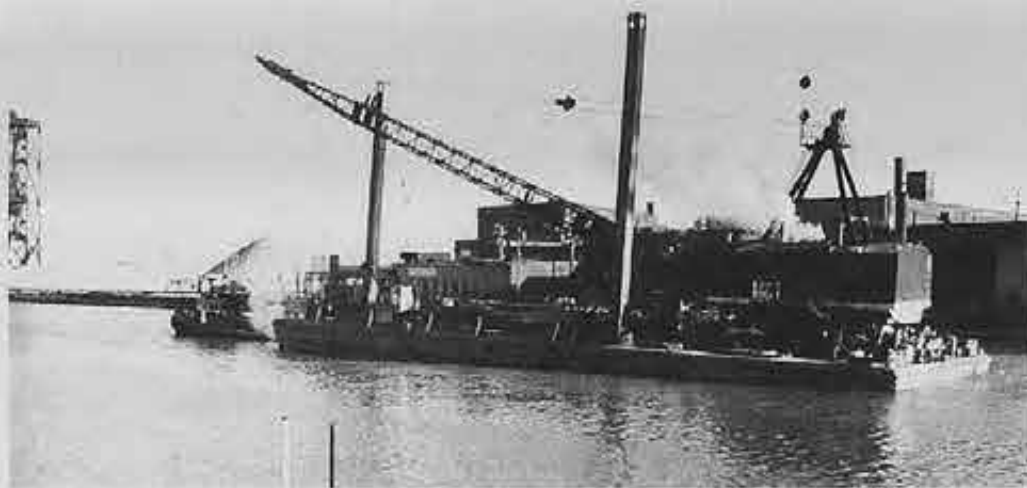
from school instructor Bill Foley on the use of the GM Detroit diesel engine, which is used on Luedtke vessels.

During the classroom session, the members reviewed start-up and running checks and discussed fuel, cooling, air, lubrication and electric starting systems. In the shop, the group worked on fuel injector

removal, testing and reinstallation, exhaust valve clearance setting and filter replacement.

Karl Luedtke, company president, joined the students for a day-and-a-half at the school.

Luedtke Engineering dredges are found during the sailing season all around the Great Lakes installing marine breakwaters, pilings and underwater pipelines as well as dredging harbors.



A Luedtke dredge sails toward Lake Erie to begin another workday.

AT&T Cable Ship Skipper Cites Crew's 'Expertise'

Continued from page 7

Neal videotaped the crew's response in manning, launching, navigating and reattaching the ship's new-styled encapsulated lifeboats during the Coast Guard drills in Singapore harbor. "[The crew's] expertise even impressed the Coast Guard," Neal recalled.

Neal's video showed that crewmembers handled the drills almost flawlessly. For many, it was their first experience with a covered lifeboat, required on all U.S.-flag vessels built after 1990.

Like its sister ship, the Global Link, the Global Sentinel is equipped with the most advanced technology in its field. The vessel

has a full-load draft of 26 feet and can cruise at speeds of up to 15 knots. It can maintain a speed of 6 to 8 knots while laying fiber-optic cable and a speed of 4 knots when towing a sea plow and laying cable. To help the ship keep its position while working on cables, the Global Sentinel has a bow thruster.

The Global Sentinel will be docked in Hawaii while it completes its shakedown operations. Transoceanic plans to put the vessel into operation in April in the Pacific.

The four Transoceanic/AT&T ships compete with foreign companies which operate foreign-flag vessels to build, lay and maintain undersea fiber-optic cables.



Chief Cook Elston Tensley offers sandwich to hungry crewmember.



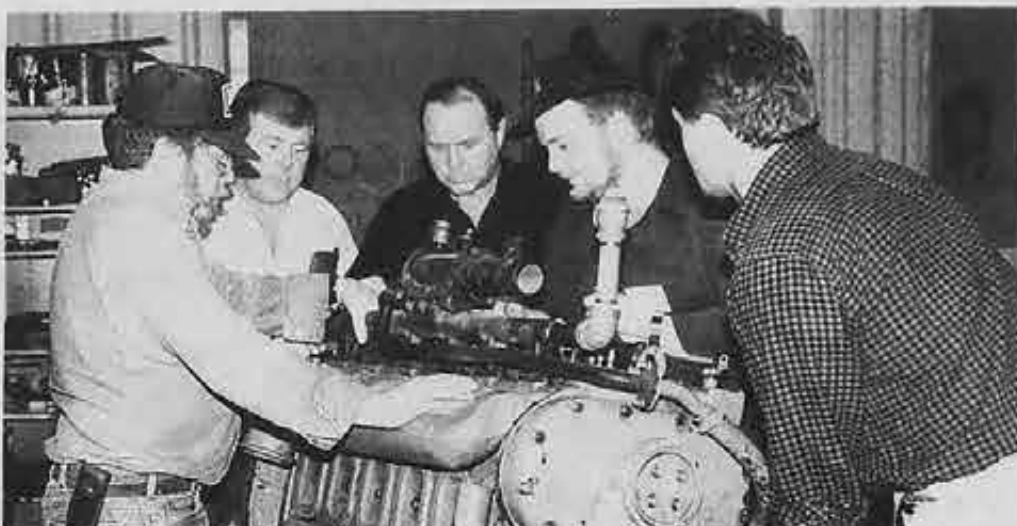
SA Francisco Roy welcomes a crewmember to the galley.



Posing in the officers' mess are SA Ismail Monassar, SA Joyce O'Donnell, Chief Steward Ken Rosiek and SA Ricardo Sebastian.



Great Lakes members (left to right) Joseph Kane, Kevin Hollenbeck, Tom Forgrave and Ken Ghaser work with Instructor Bill Foley (second from right).



Among those receiving hands-on troubleshooting experience are (left to right) Paul Taylor, Don Holdsworth, Ken Garrett, Randy Rice and Shannon Jensen.



Karl Luedtke (left), president of Luedtke Engineering, visits the classroom where Great Lakes members are participating in a special diesel engine operation course at the Lundberg School.



Great Lakes members from Luedtke Engineering who attended the special diesel engine course include (left to right, front row) Tom Forgrave, Shannon Jensen, Ken Garrett, Paul Taylor, Ken Ghaser, (center row) Instructor Bill Foley, Randy Rice, Kevin Hollenbeck, Joseph Kane, Jim Rider, Dale Leonard Jr., Don Holdsworth, (back row) Jim Gible, John Biondo and T.C. Zatkovic.

MTD Executive Board Urges Ouster of FMC's Quartel

Continued from page 3

were made out to be" and that there is a growing realization that "much of the deep hole that we find ourselves in was dug by inept, greedy management and lax permissive government. Their stewardship of the people's welfare over the last dozen or so years can fittingly be described as the 'creaming of America.'"

He charged that the deregulated banking and investment businesses "have cost this nation enormously as the country's workers pick up the tab for the wild period of leveraged buyouts, unsecured mortgage loans and in many cases—outright thievery by giant business."

White House Responsible

The MTD official held the White House responsible, saying, "There has been case after case of federal administration insiders being involved in these scams, paving the way for set-ups, evading the law, cooking the books, and squeezing out millions for themselves that are now to be paid for by us, our children and grandchildren."

Despite these circumstances, there are still some "tired, worn-out cries from those who sat on their hands when all of this was happening that 'unions are the cause of all our problems.'"

"We have one such example in our shipping industry—another one of Bush's sorry political appointments, a member of the Federal Maritime Commission named Rob Quartel."

'Cross-Country Gadfly'

He accused Quartel, whose job is to ensure non-discriminatory rates and practices in ocean shipping, of spending "a substantial portion of his time flying around the country at taxpayer expense, blasting maritime unions and calling on American shipping companies to pull down the stars and stripes from their ships and replace them with foreign flags and foreign labor."

Sacco said, "we have never heard this cross-country gadfly offer one constructive suggestion as to how America could strengthen its shipping industry."

Sacco said that "as President Bush pokes around for answers to the mess he's laid on this country, maybe he could begin by getting rid of some of the political hacks he has stacked his administration with and replace them with some creative thinkers who believe America should begin working for the good of all the American people. He could begin with the likes of Rob Quartel."

Jack Otero, vice president of the Transportation • Communications Union and an MTD board member, following Sacco's comments, submitted a motion calling on President Bush to remove Rob Quartel from the Federal Maritime Commission which was then adopted unanimously.

Otero said that Quartel, who was being paid by the public

treasury to regulate shipping, had overstepped his bounds.

Quartel is a "loose cannon whose sights are aimed at the Jones Act, operating subsidies and all the other laws and programs that would help American ships survive against unfair competition from foreign operators with loose safety, manning and wage standards," Otero said.

Additionally, said the TCU official, Quartel has worked to scuttle the very maritime programs the administration is on record as supporting, such as the Jones Act and cargo preference. Otero ended his remarks by calling on President Bush to put in place a team of appointees that will support American industries.

Views Expressed by Quartel on U.S. Shipping

• Before the Florida Customs & Brokers in Orlando on January 1992 in response to a joint initiative by Sea-Land/American President Lines to bolster U.S. shipping:

"My own personal response is—Why wait until 1995! Do it now! Start flagging out as soon as possible!"

• Before the International Trade Club of Southern California in Long Beach in November 1991:

"I am said to support the repeal of the Shipping Act of 1984, cargo preference laws, the Jones Act, the Merchant Marine Acts of 1920 and 1936, and large parts of the Shipping Act of 1916, and, in fact, I do."

• Before the Bulk Expo '91 conference in Houston, Texas in October 1991:

"... you may no doubt be able to tell that I view the Jones Act—this most over-rated, over-expensive, ineffective, anti-competitive, anti-consumer, protectionist, archaic of all maritime legislation—as long overdue for elimination."

• Before the Florida Customs Brokers & Forwarders in January 1991:

"The union leadership fears mixed crewing because it may mean a decline in union dues and retirement contributions and officer compensation. The congressmen fear the decline of their special interest constituency and PAC contributions. ... And MarAd bureaucrats fear the loss of the programs on which their power—indeed their very existence—depends."

SIU Calls on Congress to Repeal Seaman Tax

Continued from page 3

including filing a lawsuit in federal district court.

The SIU official said the union's court action seeks to prevent the implementation of the Coast Guard's proposed user fee for marine licenses and documents on the basis that the scheme violates the U.S. Constitution and was not determined in a manner that complies with federal guidelines.

Cong. Tauzin, who chairs the subcommittee, commended the SIU for its legal action and thanked the union for initiating the lawsuit. "I think we must challenge [the user fee on mariners] and the court is a good place to do that," he said.

A Move to Repeal

Noting that the domestic marine transport sector competes directly with the airlines, railroads and trucking, Sacco said the fee on mariners "represents an unfair cost" to the maritime sector.

The SIU official pointed to the fact that operators of trains, other rail employees, airplane pilots and other airline workers paid no comparable fees to the ones the Coast Guard is seeking to impose on seamen and boatmen. Trucking, unlike rail, air and marine transport, is largely regulated by state government, said the SIU statement. Thus, truckers are likely



The men and women who earn their living at sea and on boats oppose the work tax, was the message brought to Congress by a panel of union officials. From left: Mark Zalenski, who spoke in behalf of MEBA licensed officers; Joseph Sacco, executive vice president, SIU; Timothy A. Brown, president, MM&P; and J.P. Walters, who said he was representing the DeFries organization.

to pay around \$50 for a four-to-five year license. The SIU statement noted this amount is "a far cry from the \$135 to \$330 license, document and endorsement fees the U.S. Coast Guard has asked merchant seamen and boatmen to pay every five years."

Cong. Taylor thanked the SIU for bringing this fact to the attention of the subcommittee. "It is grossly unfair to expect more of you than of the airline pilots, the truck drivers... all the others in the railroads," he said.

Cong. Bateman called the testimony of the marine labor panel

"compelling" and he said he hoped the tax "is something we can lift." He labeled it "a burden on the American merchant marine and its mariners." Bateman also told Sacco he hoped the SIU's lawsuit would succeed. Additionally, Bateman said, "This is a tax that ought to be repealed. It is grossly unfair and ill-conceived."

In the Public Interest

All the marine union spokesmen before the panel pointed out that mariners are licensed and documented by the government in order to ensure the public's safety and the viability of the nation's navigable waterways.

International Organization of Masters, Mates & Pilots President Timothy A. Brown said the work tax was not a user fee. True user fees, he said, are levied when the benefit can be identified as serving a specific "portion of the public which chooses to avail itself of the offered services."

Mark Zalenski, director of public affairs for District 1 PCD MEBA, in behalf of his president, Gordon Ward, told the committee the tax is "doubly regressive." Zalenski pointed out that for engineers, the licensing process is on a two-track path. "An individual could face eight separate license examinations in the first five years of his career" at a cost of \$330 for each test, Zalenski noted.



The house panel chairman asked Seafarers attending the hearing to stand to be recognized. In front are SIU members Matthew Frentie and Raymond Marquis.

Set Fair Tuna Tariff Now, SIU Tells Trade Panel

The American tuna industry is on its last legs and only the immediate institution of a fair tariff rate can save what is left, Seafarers International Union of North America (SIU) officials told a federal agency last month.

Representatives of SIU-affiliated fisherman and cannery worker unions, canning companies and American tuna vessel owners told the International Trade Commission (ITC) that the U.S. tuna industry has been battered by a series of government initiatives. The so-called 1990 dolphin safe law and changes in the application of the exclusive economic zone regulations to fishing are some recent laws that have made it difficult for tuna industry companies to survive.

To a one, the various representatives of the U.S. tuna industry told the ITC panel conducting a hearing in San Pedro, Calif. that a fair duty on imported tuna would save what is left of the industry and encourage growth in both the canning and fishing sectors.

"All the U.S. tuna industry has ever asked for is a level playing field," said Steve Edney, national director of the SIU's United Industrial Workers (UIW), in an opening statement presented to the ITC's five commissioners, who chose to hold the hearing in southern California, the heart of what was once a thriving center for American tuna canneries and fishing fleets. The SIU's UIW represents more than 600 workers of the only tuna-canning factory located in the continental United States.

Theresa Hoinsky, president of the Fishermen's Union of America (FUA), an SIU affiliate whose members work as commercial fishermen aboard U.S.-flag tunaboats, told the ITC that the Dolphin Protection Consumer Information Act of 1990, as well as the lack of a fisheries agreement with Mexico, had drastically changed the nature of tuna fishing, making a fair tariff all the more necessary.

Tariff 35 or 6 Percent

The United States has a two-tier tariff on imported canned tuna—oil-packed tuna entering the country is subject to a 35 percent tariff while water-packed tuna is assessed a tariff between



In its testimony to a federal agency concerned with trade matters, the SIU endorsed a fair tariff on both water-packed and oil-packed tuna entering the United States. Appearing before the International Trade Commission are Terry Hoinsky, president of the Fishermen's Union of America (in photo right) and Steve Edney, national director of the United Industrial Workers (in photo left). Both the FUA and UIW are SIU affiliates.



six to 12 percent. Given the American consumers' preference for water-packed tuna, this discrepancy in tariff levels has allowed the U.S. market to be inundated with canned tuna from Indonesia, Thailand and other nations in the Far East.

The U.S. tuna industry has been seeking tuna tariff parity between the water-packed and oil-packed imported canned tuna. While the American industry has recommended bringing the water-packed tuna tariff up to the 35 percent level placed on oil-packed, it has suggested as an alternative establishing the tariff at the same rate imposed in Europe. The European Commission has set a flat tariff of 24 percent on imported tuna. The EC's tariff applies equally to oil-packed and water-packed canned tuna.

Imports Are Subsidized

Edney charged in his statement to the ITC, which is continuing an investigation begun in 1990 on the state of the American tuna industry, that foreign tuna is being dumped on U.S. markets. He noted that the nations in the Far East, in effect, subsidize their exports to the United States.

Edney pointed out that the SIU, in its comments to the ITC in 1990, had supplied evidence to the commission that the Thai and Indonesian governments exempted their tuna industries from paying the national minimum wage—thereby allowing for wages in the tuna-canning industry of 19 to 50 cents an hour.

The American industry also claims that Thailand and Indonesia, the two nations providing the bulk of imported tuna in the U.S. market, extend their tuna canners certain tax schemes, investment incentives, which combined with freedom from U.S.-style environmental laws and safety and health regulations, effectively allow these nations to export canned tuna at below-world-market costs.

While imported tuna is on the rise, the number of people who make a living from the industry in the United States has drastically decreased. American canneries have gone out of business—in 1979 there were 14 such operations employing some 15,000 workers in the United States, all in Terminal Island, Calif. Today there is one—Pan Pacific Fisheries, where the UIW represents the company's employees.

Two decades ago, hundreds of U.S.-flag tuna boats sailed from the ports of San Pedro and San Diego; today there are only two dozen or so vessels left. Many businesses dependent on the tuna industry have closed—small vessel repair yards have gone out of business; restaurants and stores near the canneries have shut their doors permanently.

Effects of Dolphin Safe Laws

The dolphin safe law and other government measures have halted fishing in the tuna-rich Eastern Tropical Pacific. Tuna in these currents generally swim with dolphins. Consequently, American tunaboat operators either have sold off their vessels to foreign buyers or transferred fishing operations to the Western Tropical Pacific, several thousand miles from U.S. shores.

Hoinsky told the ITC that the operation of vessels in the far western Pacific has meant that the United States' economy has "essentially lost" all the revenue generated by the fishing vessels. Those tunaboats "employ very few American nationals. They spend their millions of dollars for fuel, on repairs, on food, and so forth, and this all goes to foreign countries. And actually even their catches are benefitting the foreign canneries," said Hoinsky.

Hoinsky said that for the few American fishermen employed aboard the tunaboats sailing in the Western Pacific, the quality of life has substantially deteriorated. "These men are away from home for much longer periods. They do not



SIU-affiliated tuna fishermen work aboard purse seiners home-based in southern California, such as the MV Margaret F pictured above. The vessels get their name from their purse-like nets.



Tuna canning is a very labor intensive industry, particularly in the cleaning part of the operation. UIW members at Pan Pacific, the only tuna cannery located in the continental U.S., clean and inspect tuna.

Continued on page 16

Bosun Miller, Brother Exemplify Benefits of Fitness

Bosun Jamie Miller has a message for all Seafarers. When it comes to getting in shape, adhering to a nutritious diet and losing weight, "anybody can do it. It makes you feel a lot better."

Miller joined the SIU 12 years ago. On his first ship, the Sea-Land Panama, he reached his goal of losing 40 pounds in just two months. Nowadays, he still views shipping out as a chance to not only earn income but also concentrate on physical fitness.

"You see the galleys leaning toward healthier menus, with lots of salads and things like that," said Miller, 34, who earlier this year completed the bosun recertification course at the Lundberg School. "And there's no reason you can't work out when you're on a ship, regardless of whether or not the ship has exercise equipment."

Miller is 6 feet and 250 solid pounds. He has the physique of a football player or powerlifter and a friendly, outgoing demeanor.

Overcoming Obstacles

The bosun also is modest, and he readily admits his brother, Dean, is the fitness expert in the family and the inspiration for his own workout program.

Dean Miller is a full-time personal trainer based in Richmond, Va., where he and Jamie share a house. He has run the gamut of athletics and fitness (or lack thereof), and at age 40 his chiseled physique is visible proof of the fruits of positive thinking.

In high school, Dean's most arduous activity was swinging a golf club. "I was lazy," he says.

But he later took up karate "just on a whim," and that propelled him on an intriguing path. Among other things, he became: a black-belt; a bodyguard for Muhammad Ali; a national kick-boxing champion; winner of a Richmond area "Toughman" competition despite a crushed nose; and an associate of pro athletes like boxer James "Bonecrusher" Smith. He also flourished as a boxing and arm wrestling promoter throughout the U.S. and as a fitness consultant in Beverly Hills, Calif.

In 1977 he opened a gym in Richmond, but it proved "ahead of its time in that area."



With willpower, a goal and hard work, Dean turned himself from this ...



Dean gives Jamie the "thumbs up" sign for a good workout. Twenty to 30 minutes a day is the absolute minimum for a productive fitness program, according to Dean.

Ten years later, after working in and out of the fitness business, Dean discovered a problem which hit him like a series of Ali combinations. He was stricken with severe asthma, resulting in more than 40 emergency room visits in the ensuing three years.

Despite seeing specialist after specialist and trying a plethora of asthma medication, Dean didn't improve. He couldn't exercise, and the lack of activity plus the medication led him to gain 60 unwanted pounds.

But on New Year's Eve 1990, while confined to a hospital bed, Dean "had a vision. I was sick and tired of making excuses. I was fat and out of shape, and it was time to practice what I had preached. I had been to the bottom."

Within a year, he lost the 60 pounds. It wasn't easy, but he exercised without asthmatic incident, simply by refusing to succumb. Dean Miller hasn't been bothered by asthma since.

Currently, he has a weekly television show in Richmond about fitness. He is ready to market an exercise videotape and weight-loss video, and has published a cookbook which bears his registered trademark, "Fat-busters." Like his endless supply of one-liners, his fitness-related



... into this chiseled form. "Anyone can do it," says his seafaring brother, Jamie.

projects seem infinite.

Seafarers: No Excuses!

Jamie and Dean offer a number of things for SIU members to consider, but the common denominator is: You have control of your fitness and your future. Fitness isn't easily attained, but it is readily possible.

Here are some basic guidelines, reminders and principles suggested by Jamie and Dean:

- Don't look at exercise as work. It is a means to an important goal.
- If you associate with people who eat right and exercise regularly, you will, too.
- You don't have to dread being rickety and having serious health problems (such as heart dis-

ease) in your old age. Those types of things come about because of improper body maintenance.

- Your body is just like a ship or a car. If a ship's engines aren't maintained, what happens? If a car gets only low-quality fuel, what happens?

- Eat healthy as a crew. Have fitness goals. Better health means increased productivity.

- Have willpower and HAVE A GOAL. Obstacles are what you see when you take your eyes off your goal.

- The three keys to a successful fitness program are: frequency, duration and intensity.

- Some psychologists say, "Accept how you are." But being overweight affects more than your looks.

- The absolute minimum for a productive fitness program is 20 to 30 minutes per day, three days per week.

- Don't starve yourself in an attempt to lose weight. Rather, eat wisely and you will teach your body to burn fat more efficiently.

- Think positive. If you can only do 10 situps, that's still 100 percent better than doing five. This doesn't mean be complacent, but don't get down on yourself, either.

- You don't have to be a health nut to be physically fit. As a general rule, eat and drink healthy 90 percent of the time, splurge 10 percent of the time.

- Smokers, be honest with yourselves. Think about what makes your machine run better. If you want to stop, take control and stop.

"There is no such thing as a good excuse," Dean says. "Make fitness fun. There is always some-

Jamie Miller's Suggestions For Fitness Program at Sea

Here is an outline for a ship-board fitness starter program as suggested by Dean and Jamie Miller. Keep in mind you should consult a physician before embarking on any fitness program.

- First, take into consideration your current level of fitness. That level will dictate what you are able to do.

Along those lines, do not "ego exercise"—do not attempt more than you are able. Keep repetitions, weight and duration of exercise at manageable levels.

- Begin your workout with five to seven minutes of cardiovascular warm up, such as jumping rope, briskly walking or jogging.

- After the warmup, find your training heart rate. First, subtract your age from 220 (we'll use a 30-year-old Seafarer for this example, so he starts at 190). Then count your beats per minute (or per 10 seconds and multiply by six). Finally, figure out what percent of 190 is the beats-per-minute number. The percentage should be a minimum of 60 percent to a maximum of 85 percent.

- Take several minutes for slow, methodical muscle stretching. For example, from a standing position, keep your legs straight and try to put your hands flat on the floor. It doesn't matter how far down you can go; just keep your legs straight and hold the position for about 30 seconds.

- If there is no equipment on board, do exercises such as pushups, situps, pull-ups, free squats and calf raises. Do four sets of each exercise, with as many repetitions as possible on each set. Rest one minute between sets and between stations.

Concentrate on these muscle groups: back, chest, shoulders, neck, biceps triceps, forearms, thigh muscles and calves.

Bosun Jamie Miller recommends improvising on ships which do not have exercise equipment. For example, curls can be done using containers such as paint buckets or by wrapping a towel behind your back (resulting in an isometric pull). Unlimited free squats may be done when standing at the wheel at sea.

Steelworkers Will 'Last One Day Longer than Ravenswood'

The Steelworkers Union is in the midst of a pitched battle to save the jobs of its members who have been locked out at the Ravenswood Aluminum Company in West Virginia, reported George Becker, a vice president of the union.



George Becker tells MTD of three-prong attack against Ravenswood.

In the fight against Ravenswood, the United Steelworkers of America (USWA) has discovered it is up against one of the world's richest men who also happens to be a fugitive from the U.S. justice department, Becker told the MTD executive board meeting in Florida last month.

After hearing Becker's report, MTD President Michael Sacco pledged the full support of the department in the USWA's campaign to get its members back to work at Ravenswood.

Becker outlined to the board the three-prong approach the union is taking:

"We've got to get the company back to the bargaining table," Becker said. "There are three different ways we can do this. One is to attack the ownership. Another is through political means. And the third is to take it directly to the consumers."

Becker announced the USWA had commitments from Miller, Budweiser and Stroh breweries to no longer use Ravenswood Aluminum in any of their products.

Becker noted the USWA has been careful not to hurt other trade unionists in their efforts to get at Ravenswood. "One last line on the consumer bid is the AFL-CIO is working really hard with us. We are going over all the end-users and we're going over the unions involved with the end-users so that we are not at odds with ourselves, so that we're all pulling together on this."

The Steelworkers have been working hard on Capitol Hill, Becker stated. "Politically we've been able to get the West Virginia political delegation active. There are congressional hearings being held on what has happened to Ravenswood."

Concerning the company itself, the USWA has discovered the former Kaiser Aluminum plant was purchased by U.S. tax fugitive Marc Rich in 1989. "He's the second largest commodity dealer in the world," Becker announced. "He's the largest oil dealer in the world. He deals in metals. He deals

in grains. You name it, he touches it."

"But we also found out very quickly that he is a fugitive from justice in the United States. He was involved in what was determined to be the largest tax scam in the United States" and left the country in 1983, Becker added.

Becker told the MTD that the Steelworkers "haven't won yet, but we pledge to last one day longer than Ravenswood."

The Ravenswood plant opened for business in the late 1950s as a part of Kaiser Aluminum. It had a history of a good working relationship with the USWA local and the

community. Kaiser sold all of its plants in 1988 in a leveraged buyout. A year later, the new owners, attempting to rid themselves of debt, sold the West Virginia plant to a group headed by Rich.

The new ownership made no attempt to negotiate a contract with Local 5668. It advertised for and hired replacement workers (scabs) before locking the doors on the union workers Halloween night 1990.

Since then, the local has maintained a picket line at the plant, and the USWA has won every legal case and appeal to return its members to the plant.

Congressmen Urge Voters: Give Bush the Pink Slip

Congressman Steny H. Hoyer (D-Md.), speaking at the Maritime Trades Department executive board meeting last month, said Americans must "send a message" on election day this November.

"I hope that on November 3 we send a pink slip to this administration that has stood by for eight months now and said, 'Things will get rosy tomorrow,'" said Hoyer, chairman of the House Democratic caucus and a member of the appropriations committee.

Hoyer, who serves as the House Democratic Caucus chairman, and Rep. David E. Bonior (D-Mich.) each detailed the American economic downfall which began in the Reagan administration. They called for sweeping changes rather than the "gimmicks" President Bush outlined in his state of the union address.

Bonior and Hoyer pointed out numerous flaws and omissions in the president's plan as outlined in his state of the union speech. "There was nothing for jobs, nothing for health care, nothing for tax cuts for working people, nothing for trade," said Bonior, who holds the third-highest Democratic position in the House as whip. "What we needed was something more than tinkering around the economy. What we needed in that speech was a serious look at where we want to be in 10 years."

Referring to 12 years of Reagan, Bush and Quayle, Bonior said, "They blocked our bill to get rid of

policies that saw U.S.-flag fleets shrink almost 50 percent, private shipyards shrink from 110 to 60, and 40,000 production jobs disappear."



Rep. Bonior notes flaws in Bush's state of the union address.

The Michigan congressman added that the recession is far worse than many people believe. "We are in the 18th month of a deep, long and protracted recession. The official number is 7.1 percent of people out of work. That is baloney," he said.

"That is propaganda. Ten percent of the American people either are out of work, aren't looking for work anymore or are underemployed, (a total of) 15 million people in this country. And those 15 million sit at home in households that incorporate an additional 25 million. So you have 40 million people feeling the impact of this unemployment. And the problem isn't just pink slips. Working families have been squeezed from almost every angle."

Hoyer explained, "The deficit comes from the fact we've added \$1.3 trillion of deficit spending by a tax cut program we adopted in 1981. Who are we borrowing that money for? The richest one percent of America. . . . America in 1980 was the largest creditor nation in the world, with \$180 billion owed to us by the rest of the world. By 1990 we had a \$1 trillion turnaround—we owe \$786.4 billion to the rest of the world."

"Send a message not on paper but on a ballot on November 3," he reiterated. "The message we need to send is not FSX overseas, but technology and training and education and health care and competitiveness right here in America."

USNS Audacious Transferred For Operation to Private Co.

The USNS Audacious is the 18th and final oceanographic survey vessel to be taken over for operation by U.S. Marine Management, Inc. from the Military Sealift Command, reports the vessel's master, Kent D. Howell, in a recent communication to the Seafarers LOG.

Captain Howell also provided the LOG with the photos appearing on this page of Seafarers Richard Weyandt and Brad Eckmeder, who sail as bosun and chief steward respectively.

The mission of the vessels has remained the same: exploring the ocean for U.S. Navy research. Besides its regular maritime crew, each ship can carry up to seven research technicians.

The vessels are state of the art with private rooms for each crew member and an exercise room. The complete fleet of monohulled T-

AGOS vessels were built between 1982 and 1989. Nine sail in the Atlantic Ocean; the others serve in the Pacific theatre.

After the USNS Stalwart was completed in 1989, the Navy switched to a twin-hull design.



Showing off his prize catch after an afternoon off to fish is Chief Steward Brad Eckmeder.



Bosun Richard Weyandt handles rescue boat during a safety drill conducted by the Audacious crew. USNS Audacious is in the background.



Congressman Steny H. Hoyer (D-Md.) urges voters to 'send message.'

striker replacement loopholes. They've tried to strip workers of pension benefits. When it came to [maritime] industry, they have tried to cut the industry with



Bosun/Mate Art Fennell has served aboard the Ponchatoula three times.



AB/Maintenance Jerry Joseph Kroutchic packs wire on the ship's deck.

Gov't Services Members Bid a Fond Farewell To Decommissioned Oiler

Government Services Division members of the SIU are in the final stages of gutting the USNS Ponchatoula before it is decommissioned later this month.

The 36-year-old oiler has been docked at the Oakland Navy Base since January when her final crew signed on to salvage equipment that can be used on other Military Sealift Command Pacific Fleet (MSCPAC) vessels.

"It's a shame," Bosun/Mate Art Fennell told a reporter for the Seafarers LOG. Fennell is serving his third and final tour aboard the MSCPAC oiler. "This is a good ship. I wish they had taken others out of service instead of her."

His views were echoed by another SIU member, Deck Engineer/Machinist Gerald C. Bennett. "A lot of us hate to see the old girl go out," Bennett said during a farewell ceremony aboard the ship February 12. "There are a lot of good memories on here that are about to fade away." Bennett was part of the original 1980 civilian crew that boarded the Ponchatoula

when the Navy turned it over to MSCPAC.

Government Services members are expected to complete their work by the end of this month and to be off the vessel by the end of April. Since Kaiser-class oilers started coming out of shipyards in the late 1980s, older Neosho-class vessels, like the Ponchatoula, have been phased out of service. Only the USNS Kawishiwi, also manned by SIU Government Services Division members, remains active.

Captain R.W. Addicott, commander of MSCPAC, stated he had mixed emotions about the Ponchatoula's departure. "Ships like Ponchatoula have done a great job for us and we'll remember the service she provided to the fleet," he said at the farewell ceremony. "We must now look to the future and make room for the new fleet oilers that are coming on line and operating well. The crew that made Ponchatoula the special ship that she was are now doing the same for the oilers that replaced this class of hull."



SIU Representative Raleigh Minix (left) explains a claims form to AB/Maintenance Bruce Regan (center) and galley gang member Carlos Tamayo.



Ready for the next assignment are ABs Ronald King (left) and Wheeler Johnson.



AB/Watchman John Albers takes a phone call on the deck of the MSCPAC oiler.



Crewmembers and shoreside personnel listen to speakers at the farewell ceremonies aboard the USNS Ponchatoula.



MSCPAC Commander R.W. Addicott is photographed with Deck Engineer/Machinist Gerald C. Bennett, a Government Services Division member, during farewell ceremonies for the Ponchatoula.



One of the members aboard the oiler in her final days is Pumpman Donald Levi.



AB/Watchman Joseph Jordan greets a visitor to the Ponchatoula.

SAFETY

AMERICAN HAWAII CRUISE SHIPS

SAFETY IS MORE THAN A word aboard the two SIU-contracted cruise ships that sail around the Hawaiian Islands. It is a way of life.

While passengers are lounging in the sun on the deck, visiting ports of call or sleeping in their cabins, crewmembers of the SS Independence and Constitution, operated by American Hawaii Cruise Lines, are in constant motion making sure the vessels run smoothly.



FIRST AID & CPR

Seafarers working aboard the cruise ships receive the latest in first aid and safety training from Lundeberg School instructors who hold special classes aboard the vessels.

Because an accident can happen any time while at sea, members review basic first aid and safety procedures as set by the American Red Cross. They also are trained in cardiopulmonary resuscitation (CPR). All this is done to make sure passengers and fellow crewmembers are stabilized until shipboard or shore-based medical help can arrive.



WEEKLY LIFEBOAT DRILLS

Lifeboat drills are held on the first full day of the ships' seven-day voyages.

Everyone aboard the vessels is required to don life vests and report to the lifeboat berth listed in either the passengers' cabins or crew's station bills. Once on deck, crewmembers use a checklist to verify attendance, then explain the drill to the passengers.

While the passengers may view the drill as part of the cruise entertainment, crewmembers realize how serious the weekly function is.

Deck and engine departments are joined in these drills by all members of the steward and hotel department. It is not unusual for passengers to see the person who served them drinks the night before in the lounge releasing a block on a lifeboat.

"The Coast Guard requires us to see if the blocks and falls release at the same time, if it is in sync," Independence Bosun Mike Rivera pointed out. "Every six weeks, (the Coast Guard) holds a drill for all lifeboats. Every three months, they have quality inspections."

While at sea, deck department members constantly check the lifeboats making sure they are ready for duty should they be needed.



AB Branko Misura checks attendance during an Independence lifeboat drill.

WEEKLY FIRE DRILLS

Crewmembers on both U.S.-flag cruise ships receive constant fire fighting and rescue training. Every Sunday morning, crewmembers go through a mock fire and missing man drill.

Bosun Rivera explained to a reporter for the Seafarers LOG the reason such practices are held. "You can never do this enough. There are so many compartments and areas where a fire could start or a member could be trapped. We want all of the crew to be prepared and familiar with the ship, to know where the (fire fighting and safety) equipment is kept and to be ready if we have to fight a fire."

Although the U.S. Coast Guard does not mandate weekly fire drills on board the vessels, the Independence and Constitution go through them to stay alert and prepared, added Constitution Bosun Louie Zizzo.



Bosun Mike Rivera (center) receives escape instructions for his Independence fire crew from SIU hawsepiper Junior Engineer Darrell "Papi" Bass in the engine room.



While AB/Maintenance Howard Alberson (left) holds the brake, AB/Maintenance Wayne Langston cranks a lifeboat into place.

MAINTENANCE OF SAFETY GEAR

Whether it is putting down new anti-skid strips on outdoor ladders, or ensuring that all fire fighting equipment is properly stored, Seafarers aboard the Constitution and Independence are continually mindful that a safe and sound operation is dependent on a well-maintained ship.

Seafarers in every department aboard the two cruise ships are trained to operate lifeboat, fire fighting and communications equipment that might be necessary to use in an emergency. It is not unusual to find the deck lounge stewardess who served passengers a snack the day before up on the deck the next morning assisting in the deployment of a lifeboat.



Crewmembers receive an explanation on fire fighting equipment from Bosun Mike Rivera.



Greasing a lifeboat turnbuckle is Independence AB Ann-Ann Cabasag.

ASSISTING PASSENGERS

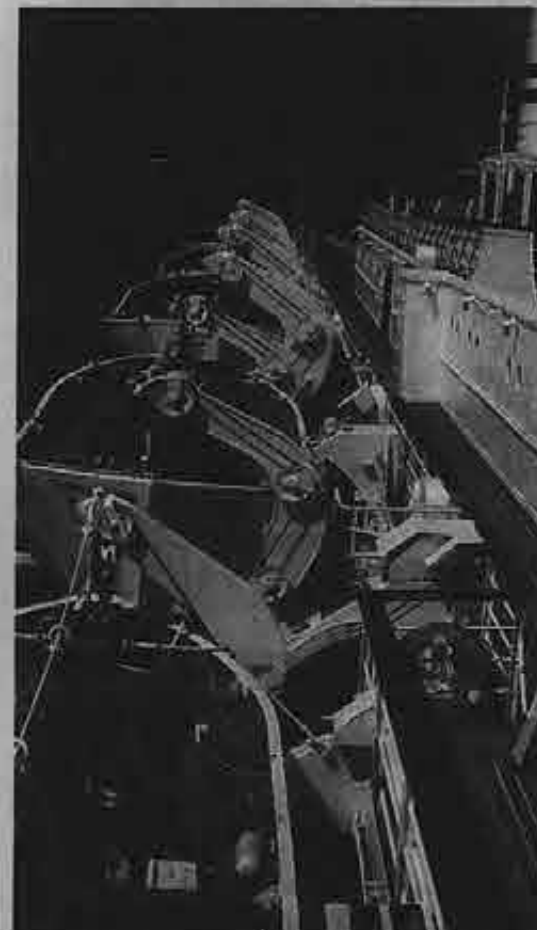
During every one-week trip the Independence and Constitution make around the Hawaiian Islands, the first day aboard for all passengers is dedicated to instruction on safety procedures. Crewmembers work with the passengers to ensure each and every cruise ship guest is completely familiar with his or her muster station.

Seafarers working aboard the two U.S.-flag ships pointed out to a LOG reporter that the safety drills are a good foundation for a passenger's good vacation. "When a guest feels knowledgeable about what to do in case there is some kind of emergency and when he has confidence in the crew, then he can relax and really enjoy his time at sea," noted one Seafarer aboard the Constitution.

In addition to working with the cruise ships' guests during the regularly-scheduled safety drills, crewmembers assist passengers as they embark and as they leave, help others who may not have fully developed their sea-legs, and answer all "what if" questions.



ABs Steve Marwin (left) and Nelson Poe assist a passenger walk across a floating barge to reboard the Constitution.



The Constitution's lifeboats are fully prepared in the event they are needed.

NIGHTLY FIRE WATCH

Another assignment for deck department members of the American Hawaii Cruises vessels is the nightly firewatch between 2200 and 0600 hours.

"This is probably the most important job on the ship," said OS/Firewatch Bobby Freer of the Independence. "Missing one stop could justify dismissal and could lead to a disaster."

On both vessels, four crewmembers walked the whole ship on specified routes every hour during the eight-hour shift looking and smelling for hot spots. Each person carries what looks like a large compass that records on paper the time each security point was checked on each round.

Travelers watching the procedure for the first time wonder what a crewmember is doing shoving a key dangling from the bulkhead into a round plastic box so late at night in the passenger section. They appear relieved when the crewmember explains his job and what it means to the passengers.

Even crewmembers look forward to the clanking sound of the fire watch in their living section. "My room has a key just outside the door," Cabin Steward Patti Ballance explained. "I don't fall asleep until I hear the first watch come by."



OS/Firewatch Mike Monahan inspects a passenger section on the Independence.



Checking in on the Constitution's Promenade Deck is OS/Firewatch Ken Chinn.



Seafarers receive extensive training in the procedures necessary to deploy and operate lifeboats. Many SIU members go through this kind of training while attending courses at the union's Lundeberg School of Seamanship in Piney Point, Md. Others working on the cruise ships go through the two-week lifeboat procedures training course while they are aboard one of the two U.S.-flag passenger ships sailing around the Hawaiian Islands.

The Lundeberg School periodically dispatches lifeboat course instructors to Hawaii to conduct the training on board the two cruise ships. Recently, Instructor Jim Moore convened the lifeboat course aboard the Independence and following that, aboard the Constitution.

The training is invaluable say Seafarers. "Once we finished, I felt a lot more confident," says steward department member Danelle Harvey. "I know that if something happens, I'll be able to help the passengers and myself."

During Moore's three-month stint in Hawaii, 92 Seafarers working aboard the two cruise ships com-

pleted the two-week lifeboat course. Moore conducted classes while in five different Hawaiian cities that are ports of call on the cruise ships' itineraries. Moore, recalling his schedule which included traveling to four islands every seven days, said he held classes in the morning, afternoon and evening. Seafarers took part in lifeboat and davit drills, raft drills, signal training, written exams and miscellaneous safety training.

Frank Bakun, who sails in the engine department, said he did not mind spending 20 hours per week taking the course, which he did above his regular working duties. "I found it enjoyable . . . we worked from 8 a.m. until noon, then from 1 p.m. until 5 p.m. I had lifeboat training. I enjoyed being in the sun, learning, but if you don't work hard at it, you won't do well."

The Coast Guard cooperated fully with the program, reports Moore. Once the Seafarers aboard the vessels completed the two-week course conducted by Moore, Coast Guard representatives put the students through the final written exam and deployment exercise.



The training included morning, afternoon and evening classes so that as many SIU members as possible could participate.



Among the Independence crewmembers who completed the course were (kneeling, from left) Pam White, Danelle Harvey, Pam Uyeunten, (back row) Sanjay Gupta, Jose Pedroza, Chuck Bollinger and Gerry Laporte. Instructor Moore is at far right.



Seafarers take a breather after finishing upgrading course. Kneeling (from left) are Roman Zarkewicz, Eddie Thomas, John Flannagan and Amador Molina. Back row: Mike Thomas, Bob Stonier, Glenn Galpin, Dale Sierra and Instructor Jim Moore.



The Constitution docks in Honolulu, Hawaii between voyages.



The Independence lies at anchor off of Kona, Hawaii.

SIU: Set Fair Tuna Duty

Continued from page 10

see their families in some cases for six months."

The FUA has proposed several measures that will provide the American consumer with dolphin-safe tuna while allowing domestic tunaboats more flexibility to fish close to home. Among the FUA's proposals, Hoinsky told the commissioners in response to their questions, are the negotiation of a region-wide agreement that would include Mexico, a vigorous multi-nation inspection program so that all tuna vessels would be placed under a regime similar to the one mandated by U.S. law, and studies concerning the effect on the yellowfin stock when only young tuna are being fished. (The larger yellowfin swim with dolphins. Yellowfin is the kind of tuna found in the Eastern Tropical Pacific.)

Put Duty on Loins

The commissioners asked Edney to comment on a newly-instituted practice of a foreign-



Since the advent of dolphin safe tuna, tuna fishermen, such as the ones employed by the SIU-contracted Mary Louise, have had to fish much farther from home in the Western Pacific.

owned tuna canning company to import tuna loins to the United States. The UIW official recommended that imported loins be subject to the same tariff as imported canned tuna.

Edney pointed out that the most labor intensive part of the canning process—which is a very labor intensive industry—is in the cleaning of the fish. A loin arrives in the United States with the majority of work already done in some cannery in the Far East.

The ITC is scheduled to report its findings to House Ways and Means Committee and Senate Budget Committee in July.



Pan Pacific also packs a variety of wet fish caught along the California coast. In photo above, UIW members prepare whole mackerel for head and tail removal.

How to Buy American Tuna

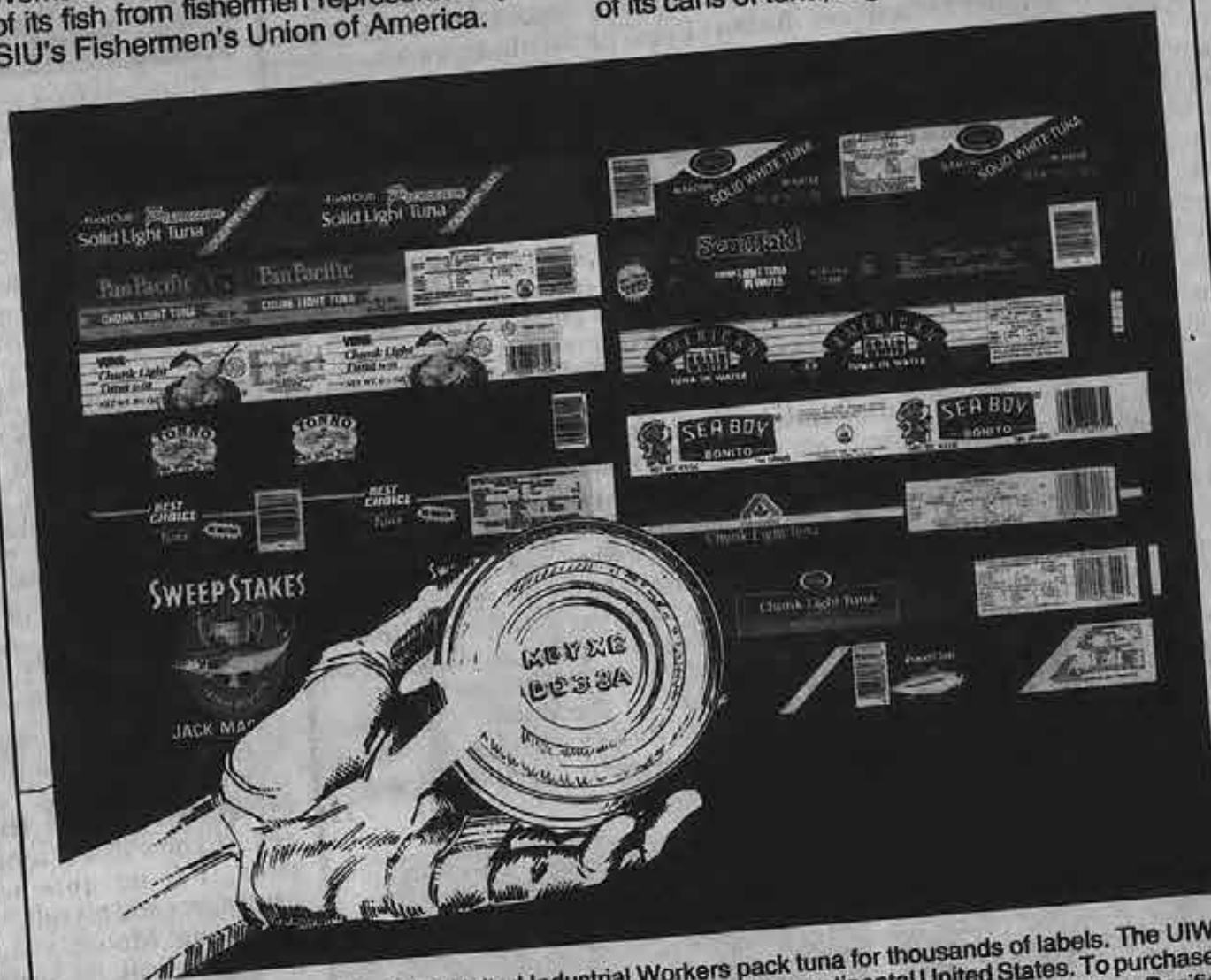
While the U.S. tuna industry works to eliminate an unfair tariff that allows foreign countries to dump canned tuna on the American market, the American consumer can do his or her part to support American tuna fishermen and the domestic tuna canning plant.

Seafarers have another good reason to "Buy American." The employees of the only tuna canning factory in the continental United States—Pan Pacific—are represented by the SIU's United Industrial Workers. Additionally, Pan Pacific buys much of its fish from fishermen represented by the SIU's Fishermen's Union of America.

Pan Pacific cans for thousands of private labels, generic or "store-brands" and institutional segments of the American market.

To find a Pan Pacific can of tuna, look for a serial number stamped on the can that begins with the letter "M." By law, every cannery must imprint a unique serial number on the lid of each can of tuna.

Soon it will be even easier to spot a Pan Pacific can of tuna. The company has patented a colorful blue "dolphin safe" label which will be imprinted on the top of every one of its cans of tuna, regardless of the label.



Workers represented by the SIU's United Industrial Workers pack tuna for thousands of labels. The UIW members work for Pan Pacific, the only tuna cannery now left in the continental United States. To purchase this American-made tuna, look for Pan Pacific's serial number on the top of the tuna can. All Pan Pacific tuna serial numbers begin with the letter "M."

Fifth Grade Pen Pals Bolster Overseas Washington Crew's Morale

As the school year nears its home stretch, Seafarers aboard the Overseas Washington continue their rapport with the fifth-grade class from Pennsylvania which "adopted" them last fall.

Bosun James Lewis reports that the correspondence program which brought together his crew and students from Irwin, Pennsylvania's Immaculate Conception School is proving worthwhile. "The arctic sailors here in Alaska read the holiday cards from the kids and think about their own families at home," Lewis notes in a letter to the Seafarers LOG. "As bosun, I think it really creates a boost in morale each holiday."

Crewmembers have exchanged photos, videotapes, holiday greetings and letters with the students, whose school is located near Pittsburgh. SIU members also sent items such as maps and a ship's mug.

Audrey Quinlan, the Immaculate Conception teacher who pursued the Adopt-A-Ship program, says her students have become aware of an industry which they otherwise never may have considered. The maps have sparked students' interest in geography and cartography, while the general correspondence has helped them become more inquisitive, Mrs. Quinlan says.

The fifth-graders typically include a list of questions with each letter. Some examples: How



GSU Ali Ruhid, Steward Greg Keene and Chief Cook Eric Manley are among those crewmembers aboard ship who have continued to correspond with a fifth-grade class from Irwin, Pa.

old is the ship? Do you ever fish off the ship? What states are the crew from? What is the coldest temperature you ever experienced? Do you ever get to ski?

Additionally, the students got a kick out of appearing in articles in both the LOG and the town's newspaper, the Irwin Standard-Observer. They signed a recent letter to the Overseas Washington, "God bless you, The famous 5th grade."

April & May Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
Monday, April 6
Monday, May 4
New York
Tuesday, April 7
Tuesday, May 5
Philadelphia
Wednesday, April 8
Wednesday, May 6
Baltimore
Thursday, April 9
Thursday, May 7
Norfolk
Thursday, April 9
Thursday, May 7
Jacksonville
Thursday, April 9
Thursday, May 7
Algonac
Friday, April 10
Friday, May 8
Houston
Monday, April 13
Monday, May 11
New Orleans
Tuesday, April 14
Tuesday, May 12
Mobile
Wednesday, April 15
Wednesday, May 13
San Francisco
Thursday, April 16
Thursday, May 14
Wilmington
Monday, April 20
Monday, May 18
Seattle
Friday, April 24
Friday, May 22
San Juan
Thursday, April 9
Thursday, May 7
St. Louis
Friday, April 17
Friday, May 15
Honolulu
Friday, April 17
Friday, May 15
Duluth
Wednesday, April 15
Wednesday, May 13
Jersey City
Wednesday, April 22
Wednesday, May 20
New Bedford
Tuesday, April 21
Tuesday, May 19

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

Notice

FORMER MEMBERS OF THE NAVAL FLEET AUXILIARY FORCE

The Public Affairs Office of the Military Sealift Command is getting ready to celebrate the 20th anniversary of the Naval Fleet Auxiliary Force (NFAF). They would like to locate as many living former NFAF sailors as possible. Any assistance or information would be welcome. Call Sylvia Rosas at (202) 433-0331.



Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	35	17	18	25	16	13	13	59	21	23
Philadelphia	2	6	5	3	7	3	2	1	3	5
Baltimore	4	6	10	3	9	9	1	8	4	4
Norfolk	20	17	6	9	6	2	4	25	19	6
Mobile	9	15	16	11	6	8	2	22	24	24
New Orleans	28	10	36	21	10	4	4	48	12	53
Jacksonville	21	15	22	20	11	15	6	40	19	23
San Francisco	31	29	5	21	12	8	8	60	37	17
Wilmington	14	12	10	16	9	3	1	35	21	18
Seattle	19	10	14	26	9	2	9	48	15	24
Puerto Rico	7	3	2	11	3	1	2	13	1	2
Honolulu	5	11	4	2	14	2	10	7	8	5
Houston	28	32	15	23	20	8	11	38	28	27
St. Louis	0	6	2	0	3	1	0	0	6	4
Piney Point	0	11	3	0	3	0	1	1	12	3
Algonac	0	2	2	0	2	1	0	0	1	2
Totals	223	202	170	191	140	80	74	405	231	240
ENGINE DEPARTMENT										
New York	22	7	11	13	8	5	7	35	9	17
Philadelphia	3	4	2	0	4	1	0	4	3	4
Baltimore	10	4	0	6	5	1	1	9	4	1
Norfolk	9	7	6	7	4	5	3	10	8	8
Mobile	7	9	2	6	3	1	1	18	15	6
New Orleans	20	10	10	14	8	3	1	30	13	16
Jacksonville	16	13	9	13	11	4	5	20	11	13
San Francisco	16	15	14	7	7	2	1	35	20	20
Wilmington	9	10	9	4	4	6	1	17	13	19
Seattle	10	2	9	10	4	8	9	23	3	10
Puerto Rico	4	1	2	2	0	1	0	9	2	1
Honolulu	3	9	8	5	7	7	2	4	15	10
Houston	20	8	11	13	10	5	5	28	15	13
St. Louis	0	4	0	1	1	0	0	1	5	2
Piney Point	2	23	5	1	1	1	3	3	27	6
Algonac	0	2	0	0	1	0	0	0	1	0
Totals	151	128	98	102	78	50	39	246	164	146
STEWARD DEPARTMENT										
New York	16	8	3	14	6	4	8	27	6	4
Philadelphia	0	2	0	0	1	0	0	2	2	0
Baltimore	2	4	0	3	2	1	0	3	6	0
Norfolk	3	3	5	6	1	4	9	6	4	6
Mobile	6	4	1	8	3	1	3	11	4	8
New Orleans	8	8	2	4	4	3	5	19	9	4
Jacksonville	12	9	0	8	2	2	7	19	9	2
San Francisco	45	17	5	20	8	5	13	91	23	12
Wilmington	13	2	6	8	3	2	5	27	3	6
Seattle	21	9	3	12	5	3	12	32	12	3
Puerto Rico	1	1	1	2	0	1	1	3	1	0
Honolulu	6	15	17	11	17	10	45	11	21	21
Houston	11	6	3	13	3	0	6	14	8	4
St. Louis	0	0	0	0	0	0	0	2	0	0
Piney Point	5	12	1	0	5	0	5	6	13	1
Algonac	0	0	1	0	0	1	0	0	1	0
Totals	148	89	56	127	60	25	93	271	128	77
ENTRY DEPARTMENT										
New York	8	40	46	5	10	23	0	15	58	123
Philadelphia	0	3	3	1	5	1	0	1	2	5
Baltimore	2	10	6	1	13	5	0	5	5	4
Norfolk	10	13	17	6	9	8	0	8	21	26
Mobile	2	13	12	1	6	3	0	4	34	25
New Orleans	4	22	23	3	10	6	0	11	48	49
Jacksonville	1	23	10	4	10	2	0	3	33	38
San Francisco	18	35	20	8	10	9	0	39	58	78
Wilmington	6	5	14	2	7	1	0	12	16	27
Seattle	6	9	8	8	7	3	0	13	18	21
Puerto Rico	3	8	5	6	3	0	0	10	16	10
Honolulu	6	48	148	2	49	157	0	5	49	184
Houston	3	29	7	1	18	4	0	7	39	18
St. Louis	0	3	1	0	1	0	0	0	4	1
Piney Point	0	61	5	0	45	3	0	0	48	5
Algonac	0	2	0	0	1	0	0	0	5	0
Totals	69	324	325	48	204	225	0	133	454	614
Totals All Department	591	743	649	468	482	380	206	1,055	977	1,077

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

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

A total of 1,536 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,536 jobs shipped, 468 jobs or about 30 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From January 16, 1992 to February 15, 1992, a total of 206 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 15,807 jobs have been shipped.

Dispatchers' Report for Great Lakes

JANUARY 16 - FEBRUARY 15, 1992

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	15	4	0	0	0	0	26	4
Port	ENGINE DEPARTMENT								
Algonac	0	11	3	0	0	0	0	16	4
Port	STEWARD DEPARTMENT								
Algonac	0	2	0	0	0	0	0	7	0
Port	ENTRY DEPARTMENT								
Algonac	0	15	3	0	0	0	0	40	10
Totals All Departments	0	43	10	0	0	0	0	89	18

* "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

JANUARY 16 — FEBRUARY 15, 1992

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	12	0	0	2	0	0	32	0	0
Gulf Coast	3	2	15	0	5	3	5	3	21
Lakes & Inland Waters	11	0	0	3	0	0	57	0	0
West Coast	0	0	0	0	0	2	0	0	1
Totals	26	2	15	5	5	5	94	3	22
Region	ENGINE DEPARTMENT								
Atlantic Coast	6	0	0	1	0	0	13	4	0
Gulf Coast	0	0	1	0	0	0	0	0	2
Lakes & Inland Waters	6	0	0	1	0	0	36	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	12	0	1	2	0	0	49	4	2
Region	STEWARD DEPARTMENT								
Atlantic Coast	2	0	0	2	0	0	6	3	0
Gulf Coast	1	0	2	0	0	0	1	0	1
Lakes & Inland Waters	1	0	0	1	0	0	17	0	0
West Coast	0	0	0	0	0	0	1	0	0
Totals	4	0	2	3	0	0	25	3	1
Totals All Departments	42	2	18	10	5	5	168	10	25

* "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.

Personals

BOBBY GENE McMICHAEL

Please send your mailing address to your sister June. Important news she needs to send you! Write to June Renfrow, 139 Meadowpark Drive, Hattiesburg, MS 39401; or call (601) 582-0675.

JAMES KUGEL

You are invited to attend your St. Alphonsus (Chicago, Ill.) 50th elementary school class reunion on May 17, 1992. Please write Joe Ferstl, 9109 Belleforte, Morton Grove, Ill. 60053; or call (708) 965-3987.



A Clean Sweep for SIU Steward Department Members



At the Annual Christmas Cook/Bake-Off held in Diego Garcia, the SIU brothers made a clean sweep. All ships in the lagoon and shoreside facilities were invited to compete in this event, sponsored by the Military Sealift Unit and the Diego Garcia USS Club. Winners in the entrée division were (first place) William Bunch, chief cook aboard the Cpl. Louis Hauge Jr.; (second place) Bryan Blackwell, ACU aboard the James Anderson Jr., and (third place) David Cunningham, chief steward on the Lawrence H. Gianella. In the dessert and pastry division, the winners were (first place) Bernie Tyler, steward/baker on the James Anderson Jr.; (second place) George Kolouris, cook/baker aboard the Cpl. Louis Hauge Jr., and (third place) William Bunch (who came in first in the entrée division). Pictured above are (from left) Bunch, Tyler, Kolouris, Cunningham and Blackwell.

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Juncos St.
San Juan, PR 00907
(809) 721-4033

SEATTLE

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

ST. LOUIS

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

WILMINGTON

510 N. Broad Ave.
Wilmington, CA 90744
(310) 549-4000

The Seafarers Pension Plan announces the retirement of 19 members this month. Twelve of those signing off sailed in the deep sea division, while three sailed in the inland division. Three sailed in the Great Lakes division, and one sailed in the Atlantic Fishermen's division.

Engine department member **George McDaniel**, 81, is the oldest of the new pensioners. Brother McDaniel joined the union more than 25 years ago.

Brief biographical sketches of McDaniel and the other new pensioners follow.

DEEP SEA



JOHN CHEELY, 65, joined the Seafarers in 1947 in his native New York. He sailed as a QMED. Brother Cheely has retired to San Francisco.

WILLIAM FEIL, 66, joined the SIU in 1949 in the port of New York. He upgraded frequently at the Lundeberg School and in 1975 completed the bosun recertification program. Brother Feil lives in Las Vegas, Nev.



ISAIAH GRAY, 65, joined the union in 1971 in the port of Houston. Born in Louisiana, he sailed in the steward department. Brother Gray lives in Houston.



JAMES GRINNELL, 56, joined the SIU in 1962 in the port of New York. A native of Virginia, he sailed in the deck department. Brother Grinnell has retired to Mathews, Va.



MILTON HAVENS, 65, joined the Seafarers in 1951 in his native Mobile, Ala. He sailed in the engine department. Brother Havens lives in Houston.



ALCADIO HERNANDEZ, 66, joined the union in 1961 in the port of Houston. Born in Oklahoma, he sailed in the deck department. Brother Hernandez has retired to Houston.



GRANT MARZETT, 62, joined the union in 1948 in the port of Mobile, Ala. An Alabama native, he completed the steward recertification course at the Lundeberg School

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 Seafarers have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and good health in the days ahead.

in 1984. Brother Marzett calls Prichard, Ala. home.

RUEL LAWRENCE, 67, joined the SIU in 1962 in the port of New Orleans. The native of Mobile, Ala. completed the bosun recertification course at the Lundeberg School in 1979. Brother Lawrence served in the Navy from 1942 until 1961. He resides in Chickasaw, Ala.



TOM MARSHALL, 68, joined the Seafarers in 1955 in the port of San Francisco. He was born in Elm Grove, La. and sailed in the steward department. Brother Marshall upgraded at the Lundeberg School in 1982. He has retired to Shreveport, La.



STANLEY PALFREY, 67, joined the SIU in 1958 in the port of Houston. Born in Louisiana, he sailed in the engine department. Brother Palfrey has retired to New Orleans.



BOB SCARBOROUGH, 71, joined the Seafarers in 1966 in the port of Houston. A native of Cameron, Texas, he completed the steward recertification course at the Lundeberg School in 1980. Brother Scarborough served in the Coast Guard from 1942 to 1945. He lives in Garden Grove, Calif.

PETE VASQUEZ, 65, joined the union in 1961 in his native Houston. He sailed in the engine department and in 1973 upgraded at the Lundeberg School. Brother Vasquez served in the Navy from 1944 until 1946. He still calls Houston home.

INLAND

GEORGE BALLEW, 62, joined the union in 1959 in the port of Norfolk, Va. The Virginia native sailed in the deck department. Boatman Ballew has retired to Hampton, Va.



HENRY BIGHAM, 65, joined the union in 1957 in the port of Philadelphia. Born in North Carolina, he most recently



sailed as a captain. Boatman Bigham served in the Army from 1953 to 1955. He resides in Monroe, N.C.



GEORGE McDANIEL, 81, joined the Seafarers in 1964 in the port of St. Louis. A native of Sunnyside, Pa., he sailed in the engine department. Boatman McDaniel lives in Hamersville, Ohio.

GREAT LAKES

JOHN ANTICH, 63, joined the SIU in 1963 in his native Chicago. He sailed as a deck hand for Great Lakes Towing for



more than 30 years. Brother Antich served in the Army from 1951 to 1952, including a tour of duty in Korea, where he worked as a demolition operations sergeant. Brother Antich has retired to Niles, Ill.



SHELDON GILBERT, 65, joined the union in 1954 in the port of Elberta, Mich. The Michigan native sailed in the deck department. Brother Gilbert served in the Army from 1946 to 1947. He has retired to Lorain, Ohio.

JEROME ZAWADSKI, 62, joined the SIU in 1959 in the port of Windsor, Canada. He was born in Plymouth, Pa. and sailed in the deck department. Brother Zawadski served in the Army from 1951 to 1953. He lives in Exeter, Pa.

ATLANTIC FISHERMEN

SALVATORE LOVASCO, 65, joined the union in 1980 in the port of Boston. The Massachusetts native sailed in the deck department. Brother Lovasco resides in Gloucester, Mass.



Don't forget - April 15 is the last day to submit your application for the 1992 Seafarers scholarship program. All required paperwork must be received by that date.

For further information, see an SIU official at any union hall - or contact the Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

Time is running out to be considered for this year's scholarship. Don't let that happen to you!

April 15, 1992 is the deadline for scholarship applications.

Steel Ships and Iron Men: Part II

BY SINCLAIR OUBRE

Father Sinclair Oubre is Port Chaplain in Beaumont, Texas and an SIU member. He sails during his time off. During his last trip—as an ordinary seaman aboard the Cape Chalmers—he jotted down his thoughts regarding the voyage and the profession of seafaring.



Sinclair Oubre

Father Oubre's first contribution to the Seafarers LOG appeared in the May 1991 issue in the form of a diary. What follows are excerpts from a journal Brother Oubre kept during his days aboard the Cape Chalmers, an RRF ship operated by OMI.

The Bosun

My vacation [from the church] started on October 28, 1991. I spent the day getting things in order and in the afternoon headed to Houston to go to the union hall. I noticed that there was a whole recreating taking place on this vessel called the Cape Chalmers. They were looking for one bosun, four ABs, two ordinary seamen and a steward assistant. My heart leapt when I saw those two ordinary jobs. When the next call came, one of them was mine.

The surprise was that after riding to Houston to catch a ship, I had to turn around and go back home to get on it. The ship was docked at the Houston Ship Repair in Orange, Texas. That is less than 30 minutes from my apartment.

I lugged my bag full of too many possessions up the gangway. After reaching the top, I entered the house and asked the first person I saw where the captain was. I figured if I could find him I would discover where I was supposed to be and then get there.

I knocked on the door, and I heard the call to enter. As I stood in the captain's office, he asked me what I needed. I told him that I was his ordinary seaman. He seemed thoroughly unimpressed and asked me, "So?" This was a little disconcerting, but I did not want to get this relationship off on a bad start, so I continued. "I am your ordinary seaman. I have just gotten here from Houston, and I wanted to check in and find out where you want me to stow my gear." This seemed to relax him. I had not come to tell him that I was quitting, or that the ship was sinking. Instead, he said that there was very little going on and that the steward was not around at that moment. I could stay on the ship or I could spend another night ashore. I explained that it was neither here nor there for me. I lived in Port Arthur and could stay one more night in my apartment. It was concluded that I should stay home and come back to the ship in the late morning or in the early afternoon. I did just that.

When I got back the next morning, I checked back with the captain. He had the third mate take me to what would be my room and told me to get some lunch. I asked him what I should do after lunch and he said to get with the bosun and he would assign me some task. "But what does he look like?" I asked. The third said he had gray hair and a mustache.

After I finished eating, in walks this man with silver hair and a mustache. I asked with feigned confidence if he was the bosun. He responded that his name was Bryan—E.K. Bryan—and that he was the bosun. Well, this guy seemed interesting already.

We messed around after lunch

doing something that I now forget, but when supper came we went into the galley. By this time the two ABs from Piney Point had arrived and with them a 19-year-old ordinary from Texas. They were all green, but the ordinary the most. He seemed to incarnate the anxiety of all the deck members. We each had our own fears and self doubts, but he showed them most. Not that he knew less than most of us. Rather, he had not come to that age in life that allows a man to hide how truly scared and incomplete he may feel and be. The rest of us had all come to some proficiency in this endeavor.

At supper, Joel got his stuff and sat off to one end of the galley. The bosun got his dinner and sauntered right across from the young man. "Well, what is going to happen here?" I thought. Mr. E.K. Bryan leans over his dinner and asks him who he was and where did he come from. Joel responded by saying that he was one of the ordinaries and that he had just come from Piney Point.

This is a dangerous type of statement to make. First, it is the truth. Second, it reveals your whole maritime career in two little words. What Piney Point translates out to in layman's jargon is, "This is my first ship. I have never sailed before. I know only what they taught me and I may have forgotten most of that. I may get seasick, but I don't know until it happens, and please don't let anyone else know my secret."

Ol' E.K. at that point leans back for all to hear and says, "You must be pretty damn smart. First, you have just come out of Piney Point and second, you're a member of the SIU. You're going to do real good, hear." Then he launched into a long discourse on how he, too, is only an ordinary and that it is the messmen and the ordinary seamen who are the most important members of the crew.

The effect of all this was to allow Joel to relax. I could see the psychological exhalation go out of Joel. He had been accepted by the most important member of the deck department. He was all right to the person who was going to be his boss and mentor for the next few weeks. As Joel relaxed, the rest of us did also. We knew that if we were who we were and not trying to put on airs of fabricated knowledge and false confidence that we could all be accepted by the bosun.

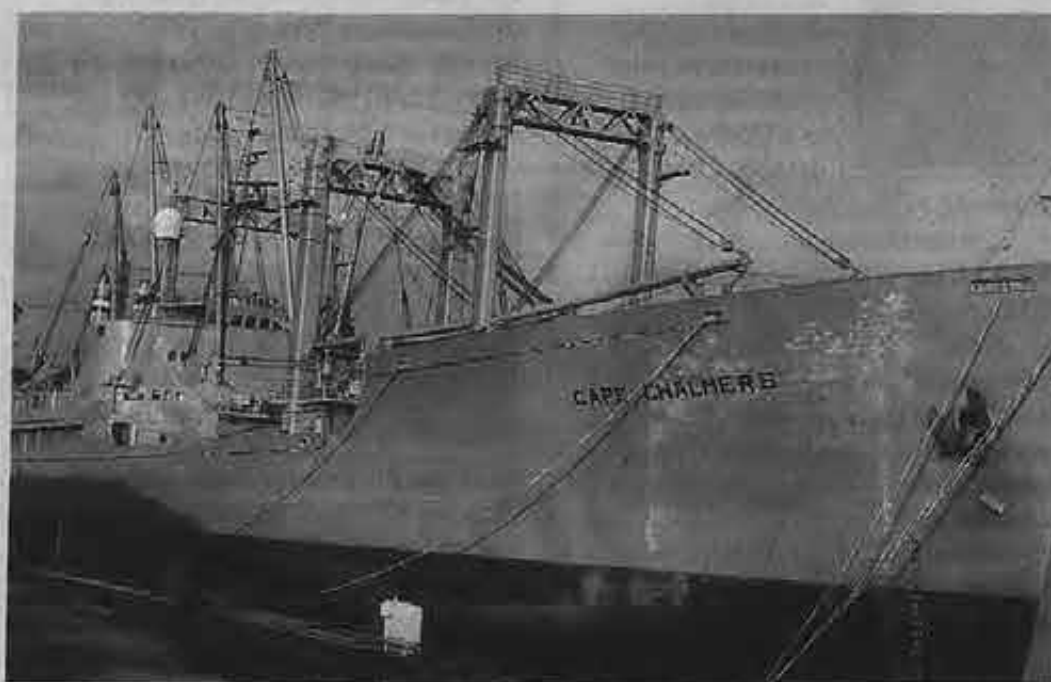
The next morning, E.K. brought us all together and we began to untangle the booms and guys. When the ship was in the shipyard, new wire rope was installed on the booms. The shipyard men had done an adequate job but they failed miserably in putting the booms back in their carriages.

With each one the routine was the same. We would gather on deck. The bosun would go to the control box and begin to analyze the mess. He would look to us who were watching him and he would begin to point to different ones of us and send us in different directions. After a few moments, slack from this boom would begin to be taken up. We would hook or unhook the necessary blocks or shackles and then do whatever was necessary.

In the midst of all this, one of the members of our crew hollered out his companion's name to get his attention. Suddenly the bosun stopped, looked around and then called us together. At this moment the bosun gave us "E.K. Bryan's Three Rules of Seamanship." First, no yelling. Second, no whistling. The first two rules go together because they both affect the general working conditions. E.K. pointed out to us that the only time he wanted us to yell or

whistle was when there was an emergency. Third, no running. There was nothing so important that one had to run. There were padeyes and heel blocks all over the deck and it would not be very difficult for one who is running to injure himself and others by running.

These three little rules set the work tone for the rest of the time we were together. There was a peacefulness on the deck and safety was stressed over speed or production. I do not mean to give the impression that we did not produce or that the bosun sometimes did not push us to get moving a bit. Rather, doing the job carefully and well was more important than doing the job with speed. When E.K. thought that we were not going fast enough, he would call out for the offending party



The Cape Chalmers ties up at the Jacksonville shipyard.

to "stop romancing it." This turn of the phrase first appeared when my 8-12 counterpart was struggling to remove a cotter pin that was locking the nut of a shackle in place. After struggling with it for over five minutes, things had not progressed much. He was trying to both straighten the pin and preserve it for the next time the shackle would be used. Pulling, turning, straightening, hammering and then starting all over, he was unable to get it going.

Over everyone's suggestions rang the words, "Stop romancing it and just cut the SOB off." What a profoundly simple lesson. Don't waste a great deal of energy and time and thereby money in an effort to preserve something that is of little value, which can be replaced easily and could possibly be of no use once it is removed anyway.

A bosun can make or break the operations of a vessel, and Ol' E.K. did the former. He took a bunch of really green guys, and with wisdom, patience and experience, trained them to be seafarers.

Wimps On Board

November 8, 1991—As we were coming into Jacksonville, a cold front was moving in. The seas that day had kicked up to six feet. This made the empty ship ride a little rough. It also forced the wimps in the crew to pull out their ear patches and take their bonine. OK, it's confession time. I'm a sea wimp.

Back in 1978, I was working for a workboat company out of Cameron, La. on their workboats. I had dramamine to take but I thought I could do without it. It was during my faith healing days. We went out one morning, and once we cleared the jetties, the captain turned the helm over to me. The seas weren't too bad, but they were making me feel a little nauseated.

I said to myself, "All you have to have is faith that God will take care of you, and He will keep you from getting seasick. Just have faith." With these words prayed, I continued to get more queasy and sick to my stomach. I held my cookies and did my work all day, but felt less than chipper. At the end of the day we returned to Cameron. By that time I had learned an important lesson: God works through dramamine. If there is some type of medication which cures the symptoms, then stop bothering God with my tough-guy image.

The next day [November 9 aboard the Cape Chalmers] I felt the gentle rolling while I was still in my bunk and reached over the roll bar into my shaving bag and got my handy bonine tablets. Chewable, orange flavored, I

only have to take one every 24 hours and I am transformed into a hurricane killer. I may be part of the wimp patrol, but I am proud of it. I don't like the experience of puking my pasta on my fellow crewmates, and I am sure that they feel much the same way. So if I am a sea wimp, I wear the title proudly. At least I am out of the closet. None of this denial of what God made me. A sea wimp I am, and a sea wimp I will always be.

Now a word for all those macho guys who like to tell their favorite sea tales about how the ship was in 180 degree rolls, how everyone was upchucking everything they had ever eaten in their lives, praying that God would kill them quickly and end the slow torture. The sea machos just laugh at the pitifulness of the sea wimps that surround them. The sea machos eat. They eat as a sign of their power over the wimps and nature itself. They eat eggs and bacon, borscht and boudain, and liver and onions. This is done not because of hunger or any craving for these delicacies, but to watch those around them turn green and push their stomachs into their throats.

Really though, who is the mutant in this picture? Is it the wimp who cannot stand rough seas? Or is it the macho who laughs as he bounces from bulkhead to bulkhead? God made men and women to walk on land, terra firma. When we begin to bounce around too much, we are also given this gift of dizziness so that we can stop bouncing around before we hurt ourselves. So when we go out to sea and get sick, we are only following our God-given tendencies. Those who don't get sick really have to question their relationship to the Creator.

To all of you sea wimps who read this, realize that you are the ones whom God has created correctly.

Digest of Ships Meetings

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

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

SEA-LAND INNOVATOR (Sea-Land Service), September 21 — Chairman **Claude J. Dockrey**, Secretary **Jose Bayani**, Educational Director **Rickey Cavender**, Deck Delegate **J.R. Picciolo**, Engine Delegate **Prentiss Smith**, Steward Delegate **George Bronson**. Chairman reported everything running smoothly. He announced payoff due on arrival in Long Beach, Calif. He thanked steward department for goodies being served. Secretary thanked deck and engine departments for keeping ship clean. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

ITB JACKSONVILLE (Sheridan Transportation), November 10 — Chairman **G. Diefenback**, Secretary **Edward M. Collins**, Educational Director **S. Perdikis**, Steward Delegate **Calvin Sewell**. Chairman requested union official for arrival in New York. He reported disputed OT in deck department. He thanked crew for good job keeping ship clean. Engine delegate reported disputed OT. No beefs or disputed OT reported by steward delegate. Wiper asked contracts department for clarification on weekend work. Crew asked contracts department for clarification on company's medical requirements. Crew thanked steward department for job well done.

OVERSEAS BOSTON (Maritime Overseas), November 30 — Chairman **Carroll Heick**, Secretary **Barbara Stevenson**, Engine Delegate **C. Herrington**, Steward Delegate **Wilton Domingue**. No beefs or disputed OT reported. Crew discussed possibility of purchasing videotape recorder. Crew noted rooms are too cold. Chairman explained proper laundry procedures.

ROVER (Vulcan Carriers), November 11 — Chairman **D. Ellette**, Secretary **E. Harris**, Educational Director **J. Rott**, Deck Delegate **A. Saeli**, Steward Delegate **E. Hensley**. Chairman instructed members to register at union hall upon arrival in U.S. He noted job will be on the board when ship crews up. He reminded crew to not let vendors in house. Educational director urged members to take advantage of opportunity to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew discussed possible changes in contract. Crew noted Coast Guard random drug testing in ef-

fect. Crew noted importance of writing to congressmen and voicing displeasure with proposed user fees. Next port: Singapore.

AMERICAN CORMORANT (Pacific Gulf Marine), December 22 — Chairman **C. Davis**, Secretary **D. Goggins**, Educational Director **J. Quinonez**, Deck Delegate **B. Williams**, Engine Delegate **L. Parker**, Steward Delegate **D. Slack**. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for good food and to GSU E. Aperto for keeping house extra clean.

CAPE CATOCHE (AMSEA), December 23 — Chairman **L. Baker**, Secretary **K. White**, Educational Director **G. Curzen**, Deck Delegate **D. Steinberg**, Engine Delegate **S. Hoskin**, Steward Delegate **K. Johnson**. Educational director encouraged one and all to upgrade skills at Lundeberg School. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Next port: Concord, Calif.

CAPE HORN (IOM), December 22 — Chairman **J. Sosa**, Secretary **David E. Banks**, Educational Director **Gerasimos Ballas**, Engine Delegate **S. Nolan**. Educational director urged members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Next port: Charleston, S.C.

CHARLESTON (Westchester Marine), December 15 — Chairman **Paul Dornes**, Secretary **R. Bright**, Educational Director **R. Gracey**. Chairman announced payoff due in Charleston, S.C. No beefs or disputed OT reported. Crew gave vote of thanks to steward department. Crew asked contracts department for clarification on payoff procedure.

CHARLESTON (Westchester Marine), December 29 — Chairman **Paul Dornes**, Secretary **R. Bright**, Educational Director **R. Gracey**. No beefs or disputed OT reported. Crew thanked galley gang for good work.

GALVESTON BAY (Sea-Land Service), December 29 — Chairman **David Manson**, Secretary **D. Brown**, Educational Director **M. Scinto**, Engine Delegate **Rashid Ali**, Steward Delegate **John Padilla**. Chairman noted captain is pleased with work accomplished by crew. Educational director urged members to upgrade at Paul Hall Center for Maritime Training. No beefs or disputed OT reported. Chairman reminded crew about random drug testing. Crew requested microwave for lounge. Crew thanked steward department and four-to-eight watch. Crew wished everyone a happy new year. Crew observed one minute of silence in memory of departed brothers. Next port: Boston.

GROTON (Sheridan Transportation), December 27 — Chairman **Neil Matthey**, Secretary **M. DeLoatch**, Educational Director **R. McKinzie**, Deck Delegate **Phil Poole**, Engine Delegate **Abraham Diaz**, Steward Delegate **Abdul Aziz**. Chairman announced payoff scheduled for Stapleton, N.Y. He suggested members donate to SPAD. No beefs or disputed OT reported. Crew gave steward department vote of thanks for good food.

SAM HOUSTON (Waterman Steamship), December 29 — Chairman **Jim Hassan**, Secretary **C. Rooks**. No beefs

or disputed OT reported. Crew discussed importance of donating to SPAD. Crew discussed need for new movies on board. Next port: Newport News, Va.

NEDLOYD HUDSON (Sea-Land Service), December 7 — Chairman **J. Bertolino**, Secretary **A. Holland**, Educational Director **C. Tsiplareles**, Engine Delegate **T. McArdle**. No beefs or disputed OT reported. Crew would like refrigerators in all rooms.

ITB MOBILE (Sheridan Transportation), December 29 — Chairman **Fred Jensen**, Secretary **Pedro Sellan**, Educational Director **J. Pazos**, Deck Delegate **S.E. Drafts**, Engine Delegate **P. Davenport**, Steward Delegate **Oliver Keen**. Secretary noted pleasant trip with great

Crew thanked SIU President Michael Sacco and other officials for their efforts to thwart proposed user fees.

OMI COLUMBIA (OMI Corp.), December 26 — Chairman **Robert Edwards**, Secretary **C.R. Moss**, Deck Delegate **Michael Levan**. Chairman reported payoff set for San Francisco. He reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for Thanksgiving and Christmas dinners. Crew noted repair list posted.

OMI HUDSON (OMI Corp.), December 22 — Chairman **C. Miles**, Secretary **C. Scott**, Educational Director **K. Miles**, Deck Delegate **Tan Joon**, Engine Delegate **Felix Durand**, Steward

Keeping the Leader Ship-Shape



AB David Hestand (left) and AB John O'Ferrell are getting ready to remove the valve cover on board the OMI Leader.

crew. He urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for job well done.

MAYAGUEZ (Puerto Rico Marine), December 9 — Chairman **Al Caulder**, Secretary **Joel Lechel**, Educational Director **R. Smith**, Steward Delegate **Angel O'Neill**. Crew requested safety meetings be conducted once per month, noted the meetings have not been conducted regularly. Chairman discussed retirement benefits and mentioned \$500 bonus for retirees. He thanked union for watching out for members. Secretary reported 14 movies and a VCR were purchased by crew. Educational director reported ship's committee requests more information about which ratings are subject to random drug testing exemptions. Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegates. Crew discussed displeasure with longshoremen being allowed to assemble in lounge. Crew gave vote of thanks to steward department, including Steward **P. Batayias** and Chief Cook **Ruperto Rivera**. Crew thanked staff of Seafarers LOG for job well done. Next port: New York.

NUEVO SAN JUAN (Puerto Rico Marine), December 22 — Chairman **Manuel Silva**, Secretary **Jospeh F. Miller**, Educational Director **James Roberts**, Deck Delegate **Angel Camacho**, Engine Delegate **Robert Lee Grace III**. No beefs or disputed OT reported. Crew thanked galley gang for fine food and holiday meals. Next port: San Juan.

BUYER (OMI Corp.), December 29 — Chairman **James Blanchard**, Secretary **T. Dansley Jr.**, Educational Director **B. Wayne Carver**. Secretary thanked crew for its excellent performance and reminded everyone to upgrade at Lundeberg School. Deck delegate reported disputed OT, which later was resolved at payoff. No beefs or disputed OT reported by engine or steward delegates.

Delegate **Ernest Polk**. No beefs or disputed OT reported. Crew asked contracts department to seek increase in crew sizes and improved dental benefits.

OMI SACRAMENTO (OMI Corp.), December 8 — Chairman **Charles Parks**, Secretary **John Darrow**, Deck Delegate **Kenneth Park**, Engine Delegate **James B. Long**, Steward Delegate **A. Fachini**. No beefs or disputed OT reported. Crew noted rec room needs new couch and chairs. Next port: Houston.

OMI STAR (OMI Corp.), December 8 — Chairman **Robert E. Allen**, Secretary **E. Hagger**, Deck Delegate **Vernon W. Huelett**, Engine Delegate **Ben Adams**. Chairman noted good crew and smooth trip. He relayed praise from captain. Educational director voiced encouragement for members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang.

OVERSEAS MARILYN (Maritime Overseas), December 22 — Chairman **J.L. Bass**, Secretary **K. Segree**, Deck Delegate **Craig Pare**, Engine Delegate **R. Holmes**, Steward Delegate **Charles LaScola**. Chairman urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew noted delays in delivery of vacation checks.

PONCE (Puerto Rico Marine), December 29 — Chairman **J.D. Foster**, Secretary **R. Evans**, Educational Director **K. Katsalis**, Engine Delegate **Dennis Davidson**. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to seek increase in dental, optical and dependent benefits. Crew thanked steward department for job well done.

RALEIGH BAY (Sea-Land Service), December 8 — Chairman **D.W. Plummer**, Secretary **J. Cruz**, Educational

Feeding the Crew



Chief Cook Charles N. Ratcliff completes a meal for his shipmates aboard the Sea-Land Crusader.

Continued on page 22

Ships Digest

Continued from page 21

Director D. Greiner, Deck Delegate C.D. Brown, Engine Delegate Joseph Negron, Steward Delegate Dwayne Carter. Chairman thanked crew for smooth trip. He reminded everyone to upgrade at Lundeberg School. Educational director advised members to stay informed by reading LOG. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for job well done. Next port: Elizabeth, N.J.

SEA-LAND ACHIEVER (Sea-Land Service), December 17 — Chairman Kadir Amat, Secretary L. Winfield, Educational Director A. Quinn, Engine Delegate Leroy Williams. Educational director urged members to upgrade at Lundeberg School as soon as possible. No beefs or disputed OT reported. Crew thanked steward department for job well done.

SEA-LAND CHALLENGER (Sea-Land Service), December 15 — Chairman Roy Williams, Secretary H. Scyres, Educational Director J. Williams, Deck Delegate James Walker, Engine Delegate S. Padilla. Chairman reported everything running smoothly. He noted crew received new washing machine, and asked everyone to use old machine for work clothes. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), December 27 — Chairman William Mullins, Secretary E.M. Douroudous, Educational Director J. Ortiz. Chairman announced upcoming drug test. He recommended members upgrade at Lundeberg School. No beefs or disputed OT reported. Guide for 1992 upgrading courses has been posted. Crew thanked steward department for special dinners on holidays.

SEA-LAND EXPEDITION (Sea-Land Service), December 22 — Chairman Carlos DeGracia, Secretary E. Vazquez, Deck Delegate Eric Perez, Engine Delegate Jose Ortiz, Steward Delegate R. Cosme. Chairman reported everything running smoothly. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

SEA-LAND EXPLORER (Sea-Land Service), December 15 — Chairman C. LoPiccolo, Secretary R. Fluker, Educational Director Daniel Famenia, Deck Delegate Larry Thompson, Engine Delegate Ali Mohamed, Steward Delegate Innocenzo Fontelera. Chairman reported crew enthusiastically supports its union in opposing the proposed worker tax. He emphasized each member's responsibility to take part in opposing worker tax. Deck delegate thanked steward department for outstanding Thanksgiving dinner in Japan. Steward delegate thanked crew for keeping rec room and messhall clean at all times. No beefs or disputed OT reported. Crew discussed having delegates check

union books against shipping cards of new crewmembers signing on. Next port: Long Beach, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), December 24 — Chairman Francis Adams, Secretary Nancy Heyden, Educational Director Irwin Rousseau, Steward Delegate Samuel Concepcion. Chairman noted importance of SPAD. Educational director urged members to read LOG and upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked Samuel Concepcion for great job, wished him good luck with baby. Crew discussed appropriate conduct for meal hours.

SEA-LAND INTEGRITY (Sea-Land Service), December 15 — Chairman Carlton Hall, Secretary P. Laboy, Educational Director M. Rivera, Deck Delegate A. Ware, Steward Delegate B. Santos. No beefs or disputed OT reported. Next port: Boston.

SEALIFT ANTARCTIC (International Marine Carriers), December 1 — Chairman Evan Bradley, Secretary John Holtschlag. Educational director reported life rings need to be replaced. Treasurer reported \$320 in ship's fund. No beefs or disputed OT reported. Crew reported ship had only hot water for an entire week.

SEALIFT ANTARCTIC (International Marine Carriers), December 29 — Chairman George Schuj, Secretary John Holtschlag, Steward Delegate M. Cousins. Chairman stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. New toaster needed for messhall.

SILAS BENT (Mar Ship Operators), December 15 — Chairman R. Vazquez, Deck Delegate R. Holt, Engine Delegate C. Coots, Steward Delegate Richard Hokanson. Treasurer reported \$150 in ship's fund. No beefs or disputed OT reported. Christmas gift exchanges with \$20 limit will go on as planned. Next port: Oakland, Calif.

USNS REGULUS (Mar Ship Operators), December 30 — Chairman M. Roper, Secretary L. Gaines, Steward Delegate Arnold Jackson. No beefs or disputed OT reported.

USNS WILKES (Mar Ship Operators), December 12 — Chairman Robert Russell, Secretary Ben Henderson, Educational Director Charles Whitfield. No beefs or disputed OT reported. SIU official Russ Levin answered various questions, including some regarding union representation while ship is in foreign ports. He reminded crew of importance of upgrading at Lundeberg School. Next port: Oakland, Calif.

CAPE FAREWELL (International Marine Carriers), January 26 — Chairman J. Deano, Secretary Mohamed Abdelfattah. Chairman noted exceptionally good trip and excellent steward department. No beefs or disputed OT reported.

COURIER (Vulcan Carriers), January 5 — Chairman S. Yaras, Secretary Richard Brumage, Deck Delegate Jim Flood. Chairman urged members to upgrade at Lundeberg School. He thanked galley gang for fine salad bar and homemade desserts and cookies. No beefs or disputed OT reported.

GULF TRADER (All Marine Services), January 1 — Chairman Steve Castle, Secretary Steve Parker, Educational Director George Wallis, Steward Delegate Russel Bartnett. Chairman reported ship still awaiting clearance from customs while at anchorage off Sunny Point, N.C. Educational director stressed need to upgrade at Lundeberg School. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew thanked steward department for improved menus, meals and service. Galley gang thanked all hands for cooperation, especially considering lack of stores. Ship is carrying full load of high-yield explosives.

ITB JACKSONVILLE (Sheridan Transportation), January 12 — Chairman J. Caruso. No beefs or disputed OT reported. Crew thanked steward department for good food. Next port: Staten Island, N.Y.

ITB NEW YORK (Sheridan Transportation), January 2 — Chairman Sonny Pitkin, Secretary Ed Dunn, Educational Director A. Macardo. Chairman announced payoff. He advised members to apply for scholarships available through SIU. No beefs or disputed OT reported. Crew thanked galley gang for excellent job and good holiday meals.

LIBERTY SEA (Liberty Maritime), January 5 — Chairman Peter Victor, Secretary Ralph Edmonds, Deck Delegate Scott James. Educational director advised members to upgrade at Lundeberg School.

No beefs or disputed OT reported. Crew asked contracts department to revise SIU-ETC agreement so that ship's committee consists of chairman, recording secretary and educational director, with those members elected by majority vote after 60 percent crew turnover or when two full members call for an election.

LNG TAURUS (ETC), January 11 — Chairman Carlos Pineda, Secretary Doyle E. Cornelius, Educational Director Tracy C. Shaddox, Deck Delegate Paul Jagger, Engine Delegate David Veldkamp, Steward Delegate Frank Martin. Chairman discussed importance of SPAD and upgrading at Lundeberg School. Secretary thanked everyone for cooperation in helping keep lounge clean and noise level down. Treasurer reported \$530 in ship's fund. No beefs or disputed OT reported. Updated Lundeberg

SIU Ships Together in Port Everglades



Two SIU ships, the OMI Leader and the Falcon Duchess, are side by side in Port Everglades, Fla., unloading petroleum products.

deberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked port of New Orleans for resolving disputes during December 18 payoff. Crew also gave vote of thanks to crewmembers for show of solidarity during beef over contract violations.

LNG AQUARIUS (ETC), January 12 — Chairman J. Japper, Secretary W. Justi. Educational director urged members to take advantage of upgrading opportunities at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crew discussed OT cuts, asked contracts department if officer pay has been cut.

LNG ARIES (ETC), January 20 — Chairman R. Soy, Secretary Dana Paradise, Educational Director Riley Donahue, Deck Delegate Salim Ibrahim, Engine Delegate Kevin W. Conklin, Steward Delegate Albert A. Fretta. Chairman noted ship running smoothly. He advised all eligible members to upgrade at Lundeberg School. Secretary reminded crew to put plastics in separate containers. No beefs or disputed OT reported. Steward department received thanks for fine holiday meals and pool parties. Deck gang was thanked for cleanup efforts. Special thanks went to Steward D. Paradise and Chief Cook A. Fretta for good menus and excellent meals.

LNG GEMINI (ETC), January 6 — Chairman B.B. Darley, Secretary Kris A. Hopkins, Educational Director Marcos Hill, Deck Delegate R. Pereira, Engine Delegate R. Rosario, Steward Delegate Alonzo Belcher. Educational director urged all new members to upgrade at Lundeberg School as soon as possible. No beefs or disputed OT reported. Steward delegate mentioned excellent SA Malcolm Poe will be missed. Crew gave vote of thanks to steward department for job well done.

LNG LEO (ETC), January 17 — Chairman J. Garner, Secretary L. Achmad.

School schedule was posted. Crew gave vote of thanks to galley gang for job well done.

OMI COLUMBIA (OMI Corp.), January 26 — Chairman Robert Edward, Secretary C.R. Moss, Educational Director A.D. Bombita, Deck Delegate S. Killiam, Engine Delegate Michael LeVan, Steward Delegate Nasar Al-fagih. Chairman noted financial rewards gained from upgrading at Lundeberg School. No beefs or disputed OT reported. Repair list is posted. Crew thanked steward department. All members were thanked for keeping rec room and pantry clean.

OMI SACRAMENTO (Vulcan Carriers), January 26 — Chairman Ray Gorju, Secretary J. Darrow, Educational Director V. Limon, Deck Delegate Charles Foley, Engine Delegate E.M. Welsh, Steward Delegate Donna De-Cesare. Chairman reported QMED upgrading poster has been posted. No beefs or disputed OT reported. Crew reported sofa and lounge chairs still needed for recreation room, have been requested during every meeting in past eight months but no response from company. Next port: Mobile, Ala.

OVERSEAS NEW ORLEANS (Maritime Overseas), January 23 — Chairman M. Zepeda, Secretary A. Todd, Educational Director C. Castro. Chairman announced payoff. He reported minor OT dispute had been settled with captain. No beefs or disputed OT reported. Crew congratulated galley gang for preparing great meals and keeping areas clean.

PRIDE OF TEXAS (Seahawk Management), January 18 — Chairman Henry Jones, Secretary F. Robertson, Educational Director P. Hoover, Deck Delegate Spencer Lyle, Engine Delegate Craig Croft, Steward Delegate Francesca Rose. Secretary noted importance of upgrading at Lundeberg

Keeping Warm



Ekow Doffoh, chief steward aboard the Sea-Land Crusader, serves his meals straight from the oven.

Continued on page 24

Final Departures

DEEP SEA

KNOWLTON ALLEN



Pensioner Knowlton Allen, 67, passed away January 8. He was born in Georgia and joined the SIU in 1957 in the port of San Francisco. Brother Allen sailed in the engine department. He served in the Navy from 1942 to 1946. Brother Allen began receiving his pension in January 1990.

WILLIAM ASHMAN



William Ashman, 39, died December 31. A native of Philadelphia, he graduated from the Lundberg School in 1969. Brother Ashman shipped in the deck and engine department. He upgraded at the Lundberg School in 1984. Brother Ashman was an active member at the time of his death.

JESSE BARTON



Pensioner Jesse Barton, 87, died December 29. He was born in Jefferson City, Mo. and joined the Seafarers in 1946 in the port of Galveston, Texas. Brother Barton sailed as a bosun. He retired in March 1970.

LESLIE BECKER



Leslie Becker, 37, passed away November 16. The North Platte, Neb. native joined the SIU in 1982 in the port of Honolulu. Brother Becker sailed in the steward department.

VINCENT COSCARELLI

Pensioner Vincent Coscarelli, 71, died January 20. The Boston native joined the Seafarers in 1963 in the port of New York. Brother Coscarelli sailed in the deck department. He began receiving his pension in January 1986.

BERNARD GABOR

Pensioner Bernard Gabor, 65, passed away January 26. He was born in Philadelphia and joined the union in 1945 in the port of New York. Brother Gabor sailed in the engine department. He retired in February 1982.

JOHN COYLE



Pensioner John Coyle, 87, passed away November 23 due to heart failure. Born in Ireland, he joined the SIU in 1955 in the port of New York. Brother Coyle sailed in the steward department. He retired in January 1970.

RICHARD FUNK



Pensioner Richard Funk, 65, died December 27 as a result of heart disease. He joined the Seafarers in 1951 in his native Philadelphia. Brother Funk sailed in the steward department. He served in the Army from 1944 to 1945. Brother Funk began receiving his pension in July 1980.

ROBERT GRAF

Pensioner Robert Graf, 71, died December 27. The native of Gloucester, N.J. joined the SIU in 1945 in the port of Baltimore. Brother Graf sailed in the engine department. He retired in January 1987.

WILLIAM HURD

Pensioner William Hurd, 66, died October 24. He was born in Texas and joined the Marine Cooks and Stewards in 1968 in the port of San Francisco, before that union merged with the AGLIWD. Brother Hurd began receiving his pension in July 1986.

WILLIAM JUNE

Pensioner William June, 81, passed away December 12 due to a heart attack. Born in Massachusetts, he joined the Marine Cooks and Stewards in the port of San Francisco in 1958, before that union merged with the AGLIWD. Brother June retired in April 1975.

ROBADO JUNIEL

Pensioner Robado Juniel, 72, died October 26. He was born in Arkansas and in 1946 joined the Marine Cooks and Stewards in the port of San Francisco, before that union merged with the AGLIWD. Brother Juniel began receiving his pension in February 1984.

BERNARD OVERSTREET



Pensioner Bernard Overstreet, 75, passed away December 9. A native of Whatley, Ala., he joined the SIU in 1954 in the port of Mobile, Ala. Brother Overstreet sailed in the engine and

deck departments. He retired in May 1979.

JAMES R. PARKER



James R. Parker, 62, died January 12. Born in Birmingham, Ala., he joined the Marine Cooks and Stewards in 1977 in Louisiana, the same year that union merged with the AGLIWD. Brother Parker served in the Army from 1947 to 1948.

NICHOLAS PIZZUTO



Pensioner Nicholas Pizzuto, 60, died January 13 as a result of liver failure. He was born in New Orleans and joined the Seafarers in 1961 in the port of Mobile, Ala. Brother Pizzuto sailed in the deck department. He served in the Navy from 1948 until 1952. Brother Pizzuto retired in March 1987.

HECTOR RODRIGUEZ



Hector Rodriguez, 37, passed away January 18. He joined the SIU in 1971 in his native New York. Brother Rodriguez sailed in the steward department. He upgraded frequently at the Lundberg School.

WACLAW ROZALSKI



Pensioner Wacław Rozalski, 73, died December 31. He was born in Bayonne, N.J. and in 1944 joined the Seafarers in the port of New York. Brother Rozalski sailed as a bosun. He began receiving his pension in December 1967.

TRIFINO RUIZ

Trifino Ruiz, 32, passed away January 10. A native of Honduras, he joined the union in 1991 in the port of Wilmington, Calif. Brother Ruiz sailed in the steward department.

REUBEN SIGWART



Pensioner Reuben Sigwart, 73, died December 24 due to bone marrow failure. The native of Colorado joined the SIU in 1946 in the port of New York. Brother Sig-

wart sailed as a bosun. He retired in July 1983.

JAMES SLAYTON

Pensioner James Slayton, 66, passed away December 28. He was born in Georgia and in 1948 joined the SIU in the port of Mobile, Ala. Brother Slayton sailed as a bosun. He served in the Navy from 1941 to 1947. Brother Slayton retired in August 1981.

MICHAEL STEFANICK



Pensioner Michael Stefanick, 74, died January 11, 10 years to the day after he retired. Born in Windber, Pa., he joined the SIU in 1967 in the port of New York. Brother Stefanick sailed in the steward department. He served in the Army from 1937 to 1945.

PETER UCCI



Pensioner Peter Ucci, 81, died December 30 due to lung cancer. The Buffalo native joined the SIU in 1946 in the port of New York. Brother Ucci completed the bosun recertification course at the Lundberg School in 1975. He began receiving his pension in August 1976.

WARD WALLACE

Pensioner Ward Wallace, 70, passed away December 22. Born in Virginia, he joined the Seafarers in 1947 in the port of New York. Brother Wallace completed the bosun recertification program at the Lundberg School in 1974. He served in the Army from 1939 to 1945. Brother Wallace retired in March 1986.

JAMES W. WASHINGTON

Pensioner James Washington, 74, died January 6. He joined the Marine Cooks and Stewards in 1978 in his native New Orleans, after that union merged with the AGLIWD. He served in the Army from 1942 until 1945. Brother Washington began receiving his pension in June 1983.

WHEELER WILLIAMS



Pensioner Wheeler Williams, 63, passed away September 25. Born in Baltimore, he joined the Marine Cooks and Stewards in 1979 in the port of San Francisco, after that union merged with the AGLIWD. Brother Williams retired in November 1979.

INLAND

JOHN BULASKI

Pensioner John Bulaski, 77, died December 27. He joined the union in 1961 in his native Norfolk, Va. Boatman Bulaski sailed in the engine department. He served in the Army from 1944 to 1946. Boatman Bulaski retired in November 1973.

ROSCOE CAREY



Pensioner Roscoe Carey, 69, passed away January 5 due to Parkinson's disease. The native of New York joined the Seafarers in 1967 in the port of Norfolk, Va. Boatman Carey sailed as a mate and tankerman. He served in the Army from 1942 to 1945. Boatman Carey began receiving his pension in April 1985.

RUSSELL HENDRIXSON

Pensioner Russell Hendrixson, 74, died December 22. Born in Jamestown, Kan., he joined the union in 1959 in the port of Houston. Boatman Hendrixson sailed in the engine department. He retired in July 1985.

CHARLES MOORE



Pensioner Charles Moore, 73, passed away December 15. He was born in Florida and in 1974 joined the union in the port of Mobile, Ala. Boatman Moore sailed in the engine department. He served in the Army from 1936 to 1937. Boatman Moore retired in November 1982.

CHESTER VOVAK

Pensioner Chester Vovak, 72, passed away January 11. A native of Pennsylvania, he joined the Seafarers in 1956 in the port of Baltimore. Boatman Vovak sailed in the deck department. He served in the Army from 1941 to 1945. Boatman Vovak began receiving his pension in March 1982.

STEPHEN WEST

Pensioner Stephen West, 65, died December 6. He joined the union in 1971 in his native Philadelphia. Boatman West sailed in the engine department. He served in the Army from 1943 to 1946. Boatman West retired in February 1988.

Continued on page 25

Ships Digest

Continued from page 22

School. No beefs or disputed OT reported. Entire crew got sick from dirty water while sailing overseas. Crew said fountains need filters and fresh water tanks must be checked. Next port: New Orleans.

Payoff Can't Wait



Attending the payoff meeting straight from his work on board the OMI Wabash is Bosun J. Moore.

RALEIGH BAY (Sea-Land Service), January 11 — Chairman D. Plummer, Secretary J. Speller, Educational Director D. Greiner, Deck Delegate J.C. Blavat, Engine Delegate J. Negrón, Steward Delegate C.L. Willey. Chairman urged all members to make voluntary SPAD donation. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done.

SEA-LAND ACHIEVER (Sea-Land Service), January 19 — Chairman K. Amat, Secretary L. Winfield. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang. Crew was reminded to keep lounge clean.

SEA-LAND ATLANTIC (Sea-Land Service), January 12 — Chairman E.K. Bryan, Secretary Rolly Saguinsin, Educational Director E.E. Smith, Deck Delegate J. Jones, Engine Delegate W. McCants, Steward Delegate R. Kotecki. No beefs or disputed OT reported. Next port: Port Everglades, Fla.

SEA-LAND CHALLENGER (Sea-Land Service), January 12 — Chairman S. Rallo, Secretary K. Jones, Engine Delegate J. Guaris, Steward Delegate William Campbell. Chairman reported smooth sailing, encouraged SPAD donations. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported.

SEA-LAND CRUSADER (Sea-Land Service), January 7 — Chairman Osario Joseph, Secretary Ekow Doffoh, Educational Director Oswald Bermeo, Deck Delegate B. Babarina, Engine Delegate Ramon Collazo, Steward Delegate Charles Ratcliff. Educational director reported new TV and VCR needed for crew lounge. No beefs or disputed OT reported. Letter from SIU headquarters was read. Crew discussed importance of SPAD and how it helps provide job security. Crew gave unanimous vote of

thanks to galley gang for job well done, particularly during holidays. Next port: San Juan.

SEA-LAND ENDURANCE (Sea-Land Service), January 4 — Chairman Lance Zollner, Secretary J. Samuels, Educational Director G. Evosevich. No beefs or disputed OT reported. Next port: Los Angeles.

SEA-LAND ENTERPRISE (Sea-Land Service), January 30 — Chairman William Mullins, Secretary E.M. Douroudous, Educational Director Joseph Ortiz. Chairman thanked crew for separating plastics. No beefs or disputed OT reported.

SEA-LAND EXPEDITION (Sea-Land Service), January 22 — Chairman Paul Flores. No beefs or disputed OT reported.

SEA-LAND MARINER (Sea-Land Service), January 1 — Chairman R. Ramirez, Secretary S. Call, Deck Delegate Richard Bynum, Engine Delegate Gene Speckman, Steward Delegate Rob Costello. No beefs or disputed OT reported. Crew commended steward department. Next port: Tacoma, Wash.

SEA-LAND PATRIOT (Sea-Land Service), January 9 — Chairman S. Evans, Secretary L. Martin, Educational Director A. McQuade, Deck Delegate Russell Haynes, Engine Delegate Hubbert Lee. Chairman reminded crew to separate cans and bottles from other trash. He thanked crew for keeping ship clean. Educational director reminded members to watch shipboard videotapes about emergencies and to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done.

SEA-LAND PERFORMANCE (Sea-Land Service), January 5 — Chairman R. Newly, Secretary L. Ewing, Educational Director D. Johnson. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department for clarification on who pays for transportation for temporary reliefs. Crew gave vote of thanks to steward department.

SEA-LAND RELIANCE (Sea-Land Service), January 5 — Chairman R. McGonagle, Secretary W.G. Lombard, Educational Director G. Fredrickson. Chairman announced payoff. No beefs or disputed OT reported. Crew thanked galley gang for good job. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), January 5 — Chairman John Schoenstein, Secretary S. Apodaca, Educational Director Charles Henley. Treasurer reported \$372 in ship's fund. No beefs or disputed OT reported. Next port: Honolulu.

SEA-LAND TRADER (Sea-Land Service), January 22 — Chairman Mike Willis, Secretary Lois Ware, Educational Director R.E. Clock. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported, although penalty time for Guam may be disputed by all three departments. Next port: Tacoma, Wash.

SEA-LAND VOYAGER (Sea-Land Service), January 19 — Chairman P.M. Glennon, Secretary J. Weed, Educational Director W. Hatchel, Steward Delegate G. Loftin. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEALIFT ARABIAN SEA (International Marine Carriers), January 3 — Chairman T. Koebel, Deck Delegate P. Madden, Engine Delegate D. Smith, Steward Delegate Claxton Davis. Chairman read letter from contracts department. He urged members to contribute to SPAD at vacation time. He said SIU legislative team in Washington, D.C. far

SENATOR (Crowley Caribbean Transport), January 27 — Chairman Patrick Ray, Secretary Richard K. Ward, Educational Director Jeff McCranie, Deck Delegate Daniel Gaylor, Engine Delegate Roy Jackson, Steward Delegate Fidel Thomas. Rec room needs new chairs and VCR. Steward delegate reported beef. No beefs or disputed OT reported. Crew thanked steward department for good service, excellent chow and job well done.

USNS CHAUVENET (Mar Ship Operators), January 3 — Chairman Jeff Paul Focardi, Educational Director Al Matos, Deck Delegate James Keegan, Engine Delegate Dan Taggart, Steward Delegate Matt Schilling. Chairman welcomed new crewmembers aboard, explained various rules and nuances. Educational director reminded crew to wear hard hats and steel-toed shoes around cargo and boat operations. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew wishes rest of SIU good luck and happy new year.

Three Men and an Eagle



Joining three SIU men in posing for a photograph is an American bald eagle perched appropriately below the American flag. Aboard the USNS Wilkes while docked in Adak, Alaska are (from left) Bosun Tom Jensen, Cook/Baker Donald Thomas and Chief Steward Ben Henderson.

and away carries largest load of maritime unions' interests. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman addressed crew regarding ship's OT policy. Next port: Jacksonville, Fla.

SEALIFT CARIBBEAN (International Marine Carriers), January 27 — Chairman W. Steele, Secretary Benny Williams. Educational director recommended upgrading at Lundeberg School. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate.

SEALIFT INDIAN OCEAN (International Marine Carriers), January 13 — Chairman R. Dennis, Secretary J. Ludy, Educational Director E. Hanvey. No beefs or disputed OT reported.

SEA-LAND EXPLORER (Sea-Land Service), February 2 — Chairman Cris Lopiccolo, Secretary R. Fluker. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

SEA-LAND EXPRESS (Sea-Land Service), February 1 — Chairman C. Dawson, Secretary M.K. Mueller, Educational Director M.W. Phillips, Deck Delegate J. Kelley, Engine Delegate A. Hussain, Steward Delegate C. Atkins. Educational director pointed out letter received from headquarters clarifying QMED upgrading requirements. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Deck and steward departments received votes of thanks for jobs well done.

Bringing in the New Year Aboard the Cape Farewell



Captain David T. Downs, his family and crewmembers on the Cape Farewell help celebrate the new year with a shipboard cookout. This photo was sent to the LOG by Mohamed Abdelfattah, steward/baker, on board that vessel.

Final Departures

Continued from page 23

GREAT LAKES

ROY BOUDREAL



Pensioner Roy Boudreal, 66, passed away December 29.

He joined the Seafarers in 1946 in his native Detroit. Brother Boudreal sailed in the deck department. He retired in July 1977.

GEORGE FITZGERALD



Pensioner George Fitzgerald, 85, passed away January 19 due to a heart attack.

He joined the Seafarers in 1961 in his native Ohio. Brother Fitzgerald sailed as a linesman. He retired in September 1972.

LEE GARNETT



Pensioner Lee Garnett, 83, died January 8 due to heart disease.

Born in Crystal, Maine, he joined the union as a charter member in 1938 in Cleveland. Brother Garnett sailed in the engine department. He retired in February 1975.

FELIX KNETCHEL



Pensioner Felix Knetchel, 88, passed away December 21 due to a heart attack.

He was born in Al-

pena, Mich. and in 1961 joined the Seafarers in the port of Toledo, Ohio. Brother Knetchel sailed in the deck and engine departments. He retired in June 1968.

NORMAN MORRISON



Pensioner Norman Morrison, 89, died January 16. A native of Scotland, he joined

the SIU as a charter member in 1939 in the port of Detroit. Brother Morrison sailed in the deck department. He began receiving his pension in January 1969.

RALPH SWIERCZYNSKI



Pensioner Ralph Swierczynski, 66, passed away December 10. A

native of Milwaukee, he joined the Seafarers in 1954 in the port of Chicago. Brother Swierczynski sailed in the engine department. He served in the Marine Corps from 1943 to 1945. Brother Swierczynski retired in June 1983.

CORRECTION

JACOB ROMAN



In the January issue of the Seafarers LOG, an in-

correct photo was published with the obituary of pensioner Jacob Roman. The proper photo appears here. Boatman Roman passed away last November. An active Seafarer for 26 years, he sailed in the engine department. He retired in 1976.

Know Your Rights

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

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

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

Augustin Tellez,
Chairman

Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD. 20746

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

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

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

delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

Studds Calls for 'Competitive' U.S. Fleet

Continued from page 3

stop kidding ourselves. But if the answer is yes, we're going to do some things very, very differently.

"We had better step back from the way we have been doing business in the past around here. . . . It's not going to do us any good to fight the old fights."

Upon becoming chairman, Studds said he would meet with maritime labor and business representatives together to "put aside all the ways we've argued in the past . . . and let's think fresh. American labor is every bit as good as foreign labor and skilled."

The congressman, whose district includes the area of New Bedford where hundreds of SIU

fishermen live and work, recalled President Reagan's promise to build up America's armed forces. However, the Persian Gulf war demonstrated sealift was not included in those efforts, he said.

"One of the areas we didn't spend enough on is the one we ended up needing the most for the kind of enterprise that we're most likely going to be called upon to do again. We are going to be pulling back troops from foreign bases all over the world which makes the sealift capacity even more important."

To a standing ovation from the representatives of the MTD's 42 affiliated unions, Studds promised the demise of the U.S.-flag merchant fleet "won't happen on my watch."

Safe Work Habits a Must



Brent Sullivan (left) and James Strickland are in the ninth week of training at the Lundberg School where they are preparing for entry level shipboard positions in the engine department. The union's training center places a heavy emphasis on safety practices and procedures in the use of hand and power tools.

Lundeberg School Graduates Eight Classes



Trainee Lifeboat Class 490—Graduating from trainee lifeboat class 490 are (from left, kneeling) Instructor Ben Cusic, Jon Linville, James Strickland, Angela Robertson, Steven Teel, Brent Sullivan, Nicholas Jayo, (second row) Ed Jeffery, Lawrence Powell, Larry Anderson, Tim Kacer, Dustin Dickens, Daniel Butler, Gregory Howard, (third row) David Finley, Charles Brockhaus, Alexie Gonzalez, Damon Presnell, Steven Dolihite, Andre Graham, (back row) Paul Russell and Greg Smith.



Trainee Lifeboat Class 491—Recently graduating from trainee lifeboat class 491 are (from left, kneeling) Doug Smith, Paul DiFrenna, Larry Lappin, Sean Fournier, Jeffrey Hockfeld, Robert Fredrickson, Brandon Taylor, Chris Maher, William Dize, Steve Voss Jr., Steven Lunsford, James Pace II, Domingue Bush, Steven Dickey, (second row) Instructor Jim Moore, Chad Johnston, Andrew Green Jr., Paul Bleckman, William Hollingsworth, Andrew Kruse, Bryan Husman, Brian Sailer, Darrin Pettaway, Christopher Perrine and Daniel Orzechowski.



Upgraders Lifeboat—Completing the upgraders lifeboat class on December 16 are (from left, kneeling) Instructor Ben Cusic, Colleen White, Julio Morales, Robert Allen, (second row) Robert Jackson, Doug Merrill, Mark O'Neal and Eric Cole.



Upgraders Lifeboat—Certificates of training were received by the January 13 class of upgraders. They are (from left, kneeling) Jesus Torres, Aamir Nagi, Gamal Ahmed, Ken Strong, George Campbell, Vincent D'Amelia, Juan Campbell, (second row) James Woods, Paul Beshers, Chris Altieri, Reginald Muldrow, Donnie McKinley, Don Smith, Tomothy Jones, Instructor Ben Cusic, (third row), Charlie Bearman, Robert Du Fossat, Robert Haggerty, Jonathan Davis, Ron Marchand and Matt Flentie.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) David Kinard, Andre Morrisette, Richard Riley, Brandon Greaux, Robert Feltus, Neil Carter, (second row) Arnett Ware, Al Farrington, John Fleming, Jimmie Robles, Brian Bates, John Kasbarian, Steve Perham, Ernesto Shanklin, (third row) James Furby, Ben Never, Robert Hermanson, Tim Perkins, Scott Sevret, John Morrison, Arsenio Cortez, Jason Trickett, Scott Roberts, Daniel Wise, Andrew Derry, Jesse Canales Jr., Ali Sidek, Peter Murtagh, Instructor J.D. Wiegman, (fourth row) James Tolan, Halvor Silcott, Willie Stan, Steve Hoffman, Daniel Blackwell, Paul Hayes, Robert Muscato, (fifth row) Chris Herring, Stan Gamett, Charles Allred, Charles Thompson, Jason Frazee, Jon Benson, Michael Ribeiro, Bernard Pogue, Wayne Driggers, (sixth row) Dion Papas, Phil Golgano, Shane Cassidy, Grant Schuman, William Rodegeb and Jurgen Gottschlich.



Radar Observer—Completing the course of instruction leading to a radar observer endorsement are (from left, front row) David Queepo, Don Peterson, Manuel Conchinka, (second row) Carl Letizia, Charles Booher, Bob Bochester, Clarence Tyler, Martin Tighe, (third row) Instructor Jim Brown, Joe Fortuna, Ed Smith, Raymond Zacke, Earl Henson and Julio Perez.



Shiphandling Simulator—Successfully completing this Coast Guard approved course are (from left, seated) Ray Lewis, Raymond Zacke, (second row) Jessie Holmes (simulator computer operator), Instructor Jim Brown, Milton Caballero, Ross Dodson, J.W. Clement, Martin Tighe, Sam Lesky, Julio Perez, Raymond Austin and Charles Booher.



QMED—Upgrading members of the engine department completing the QMED course are (from left, kneeling) William Irvine, Harold H. Gage, Dave Plumb, Victor Mull, Gary Dahl, Joseph Laguana, (second row) Cory Cidade, Ben Jaglano, Green Hoskins, Theron Skewis, Sidney Stratos, Ron Sharp, Thomas Martinez, Shane Moore, (third row) David St. Onge, John Flood, Joseph Jay Arnold, Matthew Mislán, Michael Waz, Patrick Corless, Frank Kalani, Gregory L. Johnson, Larry S. Edgell, (fourth row) Lee Sherwood, Ralph Kurpeski, Arthur Holmes, William Harris, Edmond Hawkins, Robert Warren and Bob Rudd.

LUNDEBERG SCHOOL 1992 UPGRADING COURSE SCHEDULE

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

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

Dock Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 25 July 20	July 3 August 28

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

Ship Handling	May 4 June 29 August 31	May 15 July 10 September 11
Radar Observer Unlimited	May 18 July 13	May 22 July 17
Celestial Navigation	April 6 August 3	May 1 August 28
Third Mate	May 4	August 14

Upon completion, the Sealift Operations course must be taken.

Tankerman	July 16	July 31
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Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment	April 13 April 27 June 22 July 6 August 17 August 31	April 17 May 1 June 26 July 10 August 21 September 4

Upon completion, the Sealift Operations course must be taken.

Lifeboatman	April 13 April 27 May 11 May 25 June 8 June 22 July 6 July 20 August 3 August 17	April 24 May 8 May 22 June 12 June 19 July 2 July 17 July 31 August 14 August 28
Basic/Advanced Fire Fighting	June 16	June 26

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Month/Day/Year
Address _____
(City) (State) (Zip Code) Telephone () _____
(Area Code)

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

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: ☐ Yes ☐ No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, which program: from _____ to _____

Last grade of school completed _____

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

If yes, course(s) taken _____

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

If yes, how many weeks have you completed? _____

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

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

Date available for training _____

Primary language spoken _____

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 1	July 6

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 11	July 31
Fireman/Watertender and Oiler	May 11 July 6 August 31	June 19 August 14 October 9

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

Pumproom Maint. & Operations	May 11 August 31	June 19 October 9
Marine Electrical Maintenance	April 27 August 17	June 19 October 9
Refrigeration Maint. & Operations	May 11	June 19
Refrig. Containers—Advanced Maint.	June 22	July 31
Marine Electronics—Technician I	May 11	June 19
Marine Electronics—Technician II	June 22	July 31
Basic Electronics	April 13 August 31	May 8 September 25
Hydraulics	June 22 August 17	July 17 September 11
Diesel Engine Technology	July 6	July 31

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

1992 Adult Education Schedule

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

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

SHLSS College Program Schedule for 1992

FULL 8-week sessions	May 11 July 6 August 31	July 3 August 28 October 23
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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 Lundeborg School identification card listing the course(s) you have taken and completed. The Admissions Office **WILL NOT** schedule you until all of the above are received.

VESSEL _____ RATING _____ DATE _____ DATE OF _____
HELD _____ SHIPPED _____ DISCHARGE _____

SIGNATURE _____

DATE _____

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

DECK

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

ENGINE

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

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

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree

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

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

SEAFARERS LOG



Volume 54, Number 3

March 1992

Scholarship Program
The SIU scholarship program application deadline is fast approaching. Applications are due April 15, 1992.

MTD Meets



MTD President Michael Sacco (center), Vice President William Zenga (left) and Executive Secretary-Treasurer Jean Ingrao

Maritime Trades Department executive board members, many of whom are pictured on this page, met last month to adopt a far-reaching agenda of activity for 1992.

The board members, who represent the MTD's 42 affiliated national and international unions, heard reports from congressmen and the heads of unions whose members had been particularly hard hit by the administration's trade policies.

For more articles on the MTD executive board meeting, see pages 3, 6 and 12.



Mine Workers President Richard Trumka (left) and SIU Executive VP Joseph Sacco



From left: Grain Millers Secretary-Treasurer Larry Jackson, RWDSU President Lenore Miller and IAM President George Korpius



Firefighters President Alfred K. Whitehead (left) and Executive Assistant Harold A. Schaitberger



ILA President Emeritus Teddy Gleason (left) and President John Bowers



MTD Vice President William Zenga



TCU President Robert Scardelletti (left) and Vice President Jack Otero



Canadian Marine Officers President Albert Robillard (left) and IAM Vice President Justin Ostro



SEIU Secretary-Treasurer Richard Cordtz



SIU of Canada President Roman Grolewicz



Glass, Molders President James E. Hatfield



Carpenters President Sigurd Lacassen

Help Find Seafarer's Daughter

Seafarer Tom Campbell has asked his fellow members to help locate his daughter, Elizabeth Ann Campbell. A \$5,000 reward is offered for information leading to her location.

Ms. Campbell was last seen at the 7-11 convenience store on Highway 190 in Copperas Cove, Texas, at 11:10 p.m. on Monday, April 25, 1988. She was wearing new bluejeans, white tennis shoes, a white T-shirt, a faded yellow jacket and carried a maroon purse. Now 24, she has a one-inch scar on top of her head.

Ms. Campbell is 5 ft. 2 in. and weighed 97 pounds when last seen. She has brown eyes and long brown hair and wears glasses. She was a student at Central Texas College. She speaks English, some Spanish and a few Korean words. She may smoke Virginia Slims or Marlboro Ultra Lights. Her complexion is medium to fair.

Her case has been featured on the television programs Unsolved Mysteries (November 22, 1989) and America's Most Wanted (September 25, 1988).

Anyone who has information should contact Sgt. Rene Martin of the Copperas Cove Police Department at (817) 547-4273, or Tom Campbell at (512) 556-5350, or the local police.



Elizabeth Ann Campbell