

Protest to User 'Taxes' Spreads

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

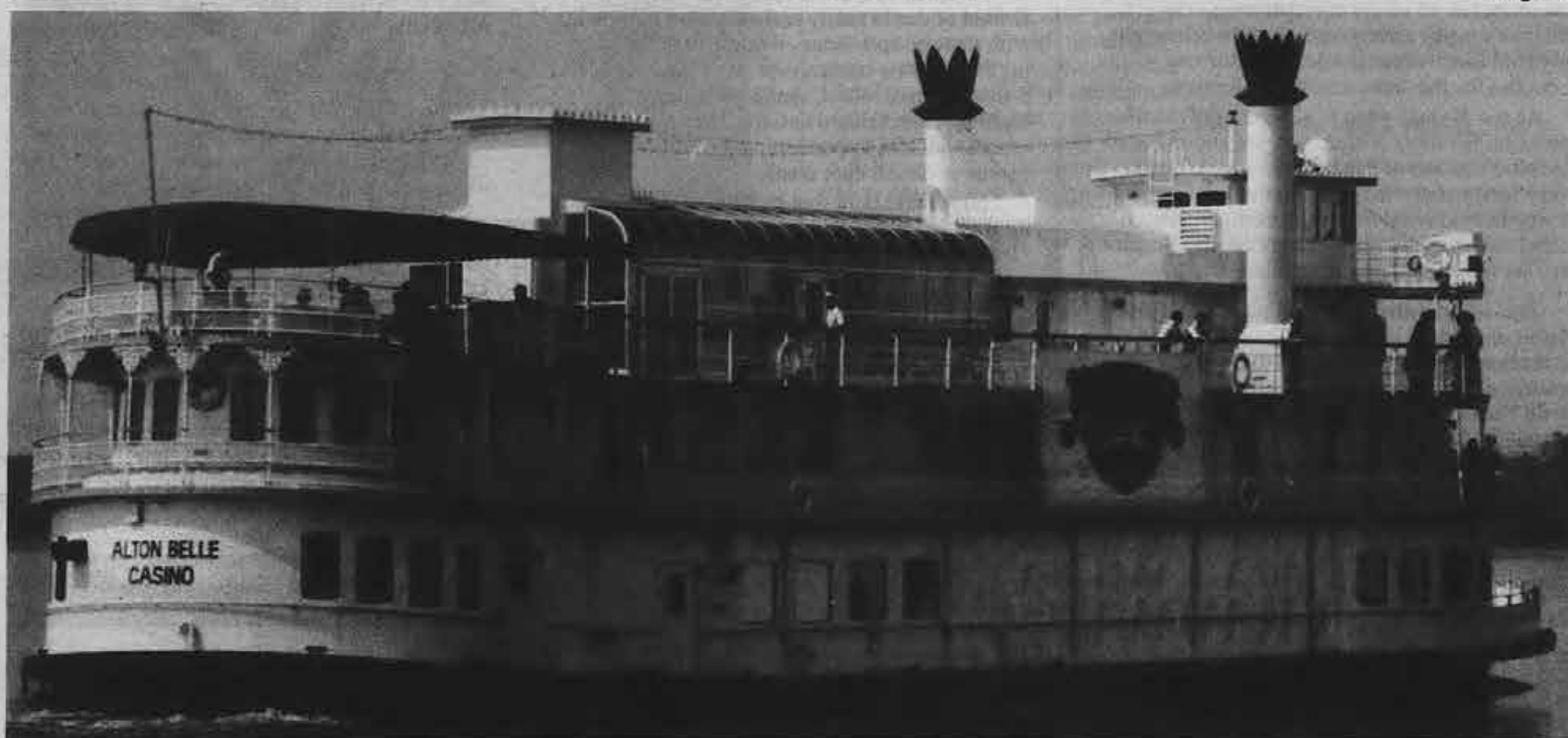
SEAFARERS LOG

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Casino Riverboat Crew Goes Seafarers

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Employees on the Alton Belle Casino, a riverboat gambling ship, have designated the Seafarers International Union as their collective bargaining representative. The employees work aboard the vessel and on the company's floating barge which houses two restaurants, a lounge,

a gift shop and a ticket sales office. Some employees work as telephone reservationists out of an office. The venture, based in Alton, Ill., is the first of its kind to begin operation since the state's legislature enacted a bill allowing gambling on vessels plying its waterways. Page 3.



SIU in Sea Rescue

Seafarers plucked four people from a life raft 300 miles off the coast of North Carolina last month. The rescued individuals were adrift for four days after their 100-year-old schooner sank as a result of taking on water when a wooden plank ruptured. SS Lake Chief Cook Judith Chester (right) provides two of the schooner's crewmembers with a warm drink and blankets not long after they were rescued. Page 5.



It Ain't Over, 'Til It's Over

Uncertainty still surrounds the Persian Gulf area with Iraq playing tough in allowing inspection of its weapons and nuclear arsenals. Meanwhile 1,250 Iraqi mines have been detonated or defused in Persian Gulf waters. Pages 3 and 28.

President's Report

Our Nation's Achilles' Heel

When it comes to matters of importance to working people, nothing is higher on the list than access to affordable and decent health care. But medical coverage is rapidly becoming an out-of-reach item for average Americans. Meanwhile, U. S. companies are struggling to meet whopping increases in health insurance premiums. The nation as a whole is gripped by the health care crisis which puts the United States at a huge disadvantage as it moves into the 21st century.



Michael Sacco

Today, 37 million Americans have no medical insurance—one of the most basic and necessary services. Working people who want to maintain their coverage are having to assume more and more of the costs—through deductibles or co-pay arrangements. Or workers simply find themselves not getting as many benefits for the same amount of money.

As we discuss what is almost a universal problem for most Americans, we should bear in mind that we of the Seafarers have been very fortunate with regard to our contract coverage in health insurance. In comparison to other medical coverage programs, the Seafarers Welfare Plan comes out ahead.

This unique and preferred position of Seafarers is in stark contrast to the millions of Americans who have no health coverage or who are participants in policies which offer only bare-bones benefits.

Solid Citizens in Trouble

There is a tendency to think of those millions of people with no private health care as the poorest of the poor. The fact is, however, that the great majority of them are just like you and me—they are working people. Three

out of every four people without health care coverage holds a job.

Those facing the biggest gap in health care coverage are the nation's senior citizens. Hundreds of companies around America are dumping retirees from their medical plans because of the liability such costs represent to their balance sheets. The average elderly citizen in the United States is looking at spending 15 percent of his or her income on medical care.

The situation is getting ugly. For-profit insurance companies are dividing the world between those who are healthy and who have the highest chance of staying that way and those who are sick or likely to need medical attention. Those companies then only sell their insurance to the healthy.

Highest Cost in World

Today, health care costs take up 45 percent of American corporate operating profits. If the United States is really serious about competing with Europe and Japan, it must even the playing field for its companies. All countries in Europe and Japan and Canada and other highly industrialized nations have much fairer mechanisms of apportioning the bill when it comes to health care costs.

I might add here that in 1990 there was a total of \$675 billion spent on health care in the United States. That was one-third more on a per capita basis than what was spent in Canada and 50 percent more than what was spent in Japan and Germany. Yet in those nations, all citizens have access to health care. The United States, it turns out, is paying more for less than any of our competitor nations.

The statistics are frightening. Consider that in 1972 U.S. health care expenditures were \$93.2 billion. The estimate for 1992 health expenditures is \$800.2 billion. Over a 20-year period medical costs went up 858 percent. And total health care expenditures continue to spiral upwards at a rate of 18 to 30 percent a year.

The issue of who pays for health care coverage has resulted in some very tough negotiating sessions between hundreds of local and national unions and their contracted employers. In the past few years, thousands of employees have gone on strike to protect their welfare plan benefits.

In addition, union employers that contribute to a medical plan for their employees often find that their non-union competition offers little in the way of health benefits. Premiums charged for covered employees must also incorporate the costs to the medical establishment of providing care to the millions of people with no insurance. So, in effect what is happening is that companies paying for health insurance are subsidizing companies who offer no such coverage.

In light of this current disaster and possible future catastrophe, the AFL-CIO has put forth some broad proposals to reform our unwieldy, ineffective and expensive health care structure.

Affordable Health Care for All

The AFL-CIO's four basic goals are: Health care costs must be contained, and the skyrocketing nature of increases in health services must be brought into check. Access to medical care must be open to all Americans. Red tape, waste and paperwork must be eliminated or drastically reduced. And, the retiree health care crisis must be solved.

Although our people enjoy sound protection, we feel it is in the interests of all Americans and the nation to have a universal health care program that will provide affordable and decent coverage for every person in the United States. Eventually this has to come about because our citizens, our companies, our nation cannot afford to enter the 21st century on the brink of such a disaster.

It is therefore in all of our interests to work towards a universal health care system.

Hussein's Orneriness Blocks Wrap-Up of Gulf Conflict

The situation in the Persian Gulf remains tenuous as a result of Saddam Hussein's recalcitrance in the face of attempts by the United Nations to enforce the terms of the April 11 cease-fire which officially ended Operation Desert Storm.

In mid-September U.S. President George Bush threatened to send American warplanes back over Iraq if Hussein continued to defy the terms of the U.N.'s Security Council resolutions. Hussein has thrown up a series of obstacles designed to frustrate and prevent a full United Nations' inspection of his military arsenal.

At press time, a United Nations inspection team charged with reviewing the state of Iraq's chemical, nuclear and biological weapons, was in Iraq attempting to inspect military sites via helicopters. News services reported that U.N. inspectors have uncovered extensive Iraqi attempts to disguise and disassemble and move facilities believed to harbor nuclear research or production centers for chemical and biological weapons.

Meanwhile, American sealift operations are continuing to transport materiel back to its assigned locations in Northern Europe or

the United States. By the end of September, close to 95 percent of all unit equipment had been moved out of the Gulf.

Sealift Can Be Reversed

But the flow of sealift operations can easily be reversed should the need arise, noted a spokesman for the Military Sealift Command (MSC), the military's waterborne transport agency. Critical to an immediate response are the military's prepositioning ships, many of which are crewed by Seafarers and operated by SIU-contracted companies.

Currently, the MSC's five Diego Garcia-based prepositioning ships are reconstituted and fully loaded. These ships, which support the Marines, were the first American-flag vessels to deliver military equipment to the gulf last August when President Bush launched Operation Desert Shield.

The other MSC prepositioning ships are either back at their home base in the Guam/Saipan region, or in the last stages of loading or in U.S. shipyards for routine maintenance. A spokesman for MSC noted that should a mobilization take place, there is nothing to hinder these ships from a speedy response to the call.

Of the eight fast sealift ships,

some continue to transport equipment, while others are undergoing scheduled maintenance.

At the end of September, 57 Ready Reserve Force (RRF) ships continue in activation status, with 41 of these under MSC's control. The remaining RRF ships are either on exercises or on assignments unrelated to the Persian Gulf situation.

The U.S. military deployment in the gulf, at the end of September, stands at 11,000 Army personnel—mainly troops based in the area around Dhahran and Ad Damman, Saudi Arabia; nearly 5,000 Air Force troops—some helping operate 60 attack planes; more than 4,000 Marines aboard four amphibious ships; and more than 16,000 Navy personnel on 26 ships.

As the LOG was going to press, the 44-member U.N. nuclear weapons inspection team—after spending four days confined to a Baghdad parking lot—was about to begin cataloging material taken from the Iraqi nuclear regulatory offices. Iraq had consented to helicopter inspections of its military sites, but continued to protest other types of verification procedures advocated by the U.N. group.

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Protest to 'Worker Tax' Mounts

The imposition of what amounts to a "worker tax" for seamen is stirring up strong opposition from all quarters of the maritime industry. In comments filed with the U.S. Coast Guard, unions representing shipboard personnel—including the SIU, individual seamen and boatmen, ship operators, maritime training

Casino Riverboat Crew Goes With the Seafarers



Deckhands Jeff Zeller (left) and Lonnie Partridge welcome passengers aboard the Alton Belle.

The more than 150 employees of the Alton Belle Casino riverboat gambling operation have designated the Seafarers as their bargaining representative.

All hands are covered by the agreement—marine personnel, food and beverage service employees, galley workers, ticket

More Photos
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sales-people, reservationists, housekeepers, cashiers and maintenance workers. Only supervisors, guards and gaming personnel are excluded from the unit.

"I always wanted a union," Deckhand Raymond Bourland told a reporter from the Seafarers LOG who visited the vessel during its first week of operation. Deckhand Bourland had been sailing the Mississippi on a non-union tug/barge when he heard about the riverboat and applied for work.

"We need a union. They protect us," said Utilityman Virgil Alex-

ander, who works in the galley of the Alton Belle's floating dock/barge.

Based in Alton, Ill., along the Mississippi River, the company has outfitted the 165-foot, three-deck vessel with a host of gambling equipment—ranging from more than 300 slot machines and Black Jack and Craps games tables to a mini-baccarat table.

The vessel, when not out on the Mississippi River, ties up next to a floating structure—a two-deck barge known as the Alton Landing. This facility houses two res-

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schools and various government agencies strongly protested the scheme to charge a fee for the issuance of merchant marine documents, licenses and certificates of registry.

In late June, the Coast Guard announced in the *Federal Register* plans to charge seamen fees ranging anywhere from \$35 for a document without a qualified rating up to \$330 for an upper level license. The *Federal Register* notice advised the public that the Coast Guard would accept comments on the proposal up to August 5.

The agency has been mandated to collect so-called user fees for costs associated with issuing z-cards and marine licenses by the Omnibus Budget Reconciliation Act of 1990. That law was enacted by Congress and signed by the president and is designed to reduce the nation's huge budget deficit.

The Coast Guard has not designated a starting date in which it will begin collecting fees for documents and licenses.

In fact, as the LOG went to press the Coast Guard had requested a re-opening of the comment period. That request is now before the Secretary of Transportation and the Office of Management and Budget. Should the comment period be re-opened, an announcement will appear in the *Federal Register*.

SIU's Vigorous Objections

The SIU's strongly-worded submission to the agency flat-out rejected the notion that American seamen and boatmen should have to pay to work. "... it is the union's assertion that the proce-

dures of tracking the skills of mariners is done in the public interest, for the good of the citizenry as a whole. It is not logical to assume that safe waterways are only for the benefit of those who work on vessels," said SIU President Michael Sacco in the Seafarers communication.

The SIU also vigorously objected to the inadequate disclosure of the methods used for determining the rates of the fees and the fact that the open-ended tax meant the charge could keep increasing.

Three Other Unions Protest

Three other maritime unions lodged forceful protests to the scheme. Captain Timothy A. Brown, president of the International Organization of the Masters, Mates and Pilots noted that the licensing procedure of the Coast Guard "is a purely government-required obligation that benefits the population of the nation as a whole."

"It is inequitable to shift this burden to the individuals who have had this requirement imposed on them by legislative or administrative boards," said Captain Brown. In addition, he labeled the plan "a smoke and mirror device to avoid the necessity of raising funds in the traditional government way."

Among the points raised by
Continued on page 22

Three Maritime Unions Join in Call For Policies to Raise U.S.-Flag Fleet

Concerned about the continuing decline of American shipping, the heads of three major unions representing shipboard personnel called on the industry and the government for an all-out effort to prevent the American flag from disappearing from the high seas.

International Organization of Masters, Mates and Pilots President Timothy A. Brown; Licensed Division of District No. 1—MEBA/NMU Chairman Gordon M. Ward and SIU President Michael Sacco flatly rejected the notion that the decline of the American merchant marine is irreversible.

They took stock of the fractiousness within the industry which works against a consensus that is "so essential to a successful maritime program." They pointed out that Congress, which has always supported U.S. shipping, has been frustrated by the situation.

The officers said a united industry, working with Congress, "might succeed in obtaining the participation, if not the leadership, of the national administration in developing a program of maritime revival."

Text of Statement
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Recognizing the immediacy of the dangers posed by a rapidly-declining U.S.-flag fleet, the three maritime union officers noted, "There is no purpose at this late date in apportioning responsibility for this serious state of affairs."

"Rather, we must deal with the present and look to the future. What has been accomplished before can be accomplished again. In 1936, under the leadership of the national administration, the federal government, the Congress and the industry coalesced to effect the Merchant Marine Act of

1936. Again, in 1970, the federal government, the Congress and the industry supported a program charted by the national administration that gave us the Merchant Marine Act of 1970."

The three pointed out that "it is time once again to create a maritime program that will work for and serve America now and in the foreseeable future."

Such a program will only come about with the "all-out collective cooperation and support from every segment of maritime—the owners, the managers and the builders of vessels and the licensed and unlicensed shipboard operating personnel and all of the rest who have a stake in the future of the nation's private shipping industry," the statement of the three unions said.

Copies of the joint statement were released to Congress, officials within the administration, maritime interests and the press.



Buffet Server Joyce J. McKay makes sure a restaurant table is sparkling clean for its next guests.

New Bill Seeks Expanded U.S. Cruise Ship Industry

The SIU is strongly supporting a bill recently introduced in Congress that, if passed, could lead to the investment of U.S. dollars in American passenger ship operations.

Members of the House Merchant Marine Subcommittee will meet October 10 to begin work on the bill sponsored by Representative Gene Taylor (D-Miss.), which is designed to make U.S. cruise ships more competitive in a market that has been dominated by foreign-flag vessels.

The bill, which has received bipartisan support from 72 cosponsors, would allow U.S.-flag cruise ships to offer regulated gambling on the high seas. The existing Gambling Ship Act which was intended to prohibit offshore casino barges from evading state anti-gambling statutes prevents U.S.-flag cruise vessels from offering gambling on the high seas.

(Several states, among them Florida, Texas and Mississippi, permit cruise-to-nowhere foreign-flag gambling ships but federal agencies recently began enforcing applicable federal laws like immigration and work visas, wage with-

holding and length of voyage to try to stop the unregulated gambling operations.)

In 1990, unregulated shipboard gambling revenues reached \$1.8 billion, almost all of it wagered by American citizens. None of this amount was spent on deep sea U.S.-flag vessels.

Americans Are Passengers

Approximately 120 ships, about 85 percent of the world deep sea cruise fleet, are based in the United States. All but two—the SIU-crewed Independence and Constitution—are foreign-flag and offer high seas gambling. American citizens compose 85 percent of the world's cruise passengers.

Proponents of the bill note that a strong U.S.-flag cruise industry would assist U.S. shipping by providing thousands of jobs on the vessels, at shipyards and in offices related to the ships. Dollars spent aboard the liners would be retained by the U.S. economy, generating tax revenues for federal, state and local governments. The bill would open new ports to the cruise industry, creating more jobs in those areas.

Another benefit of a U.S.-flag cruise fleet would be seen in times of war. The vessels could be converted into troop transports and hospital ships. Thousands of merchant mariners already would be trained and available to crew supply ships.

Passage of the bill would enhance the safety of Americans who sail aboard cruise ships. The U.S. Coast Guard and National Transportation Safety Board have

reported that on many occasions foreign-flag ship crewmembers from different nations could not communicate among themselves, let alone the passengers.

This has led to life-threatening situations when accidents have occurred. It has even hampered routine safety drills. Sponsors of the bill note that these problems would be unlikely to occur on U.S.-flag passenger ships.

Sen. Breaux Calls for Exclusion Of Maritime in Trade Talks

The chairman of the Senate Merchant Marine Subcommittee is urging the U.S. Trade Representative (USTR) to reject suggestions to include maritime and its related services in trade talks taking place around the world.

"We have consistently opposed this and we should keep that position," U.S. Sen. John Breaux (D-La.) told maritime representatives at a Propeller Club meeting in Washington last month. "We cannot continue to give away this

industry piece by piece."

Breaux spoke out against suggestions that shipping and maritime-related industries be included in the negotiations for a North American Free Trade Agreement.

Breaux also noted that Norway recently asked that shipping be included in the stalled world trade talks known as the General Agreement on Tariffs and Trade.

"This could open the door for coastwise trade," Breaux stated. "Nordic maritime companies are as opposed to this as we are. The U.S. is in no position to accept this latest position."

The Louisiana senator pointed out a Maritime Administration study showing approximately 40 of more than 50 countries surveyed have cabotage laws on their books similar to the Jones Act, which limits the carrying of cargo between two U.S. ports to U.S.-built, U.S.-flag vessels.

Funds Sought for New Facility at Soo Locks

Great Lakes Commission representatives hope to devise a plan to raise the local dollars for the badly needed construction of a new facility at the Soo Locks when the group meets later this month.

The commission, which is made up of shipping interests from the eight-state region, had recommended to Congress that the new facility be built totally with federal funds. However, Congress, in authorizing the construction of a new lock, will not appropriate the approximately \$280 million until 35 percent of it is raised in local funds.

The commission has had difficulty in finding a funding source because so many companies and governmental bodies are affected by the Soo Locks, according to Byron Kelley, SIU vice president for the Great Lakes and the only labor representative on the panel.

"Everybody in the region benefits from the locks—all eight states, ports and municipalities, mining interests, coal, steel, grain

and shipping," Kelley noted. "The commission is trying to find a way to get all of them to participate in the funding before the government decides to impose user fees."

The advisory board will be meeting in Erie, Pa. in the middle of October to discuss possible funding plans.

Shipping interests have expressed the need for a new lock to handle the 1,000-footers sailing between Lake Superior and the rest of the Great Lakes.

The Poe Lock, built in 1968, is the only one of the two operational locks near Sault Ste. Marie, Mich. capable of managing the larger vessels. The MacArthur Lock, built in 1943, is only 800 feet long. The other American locks, the Davis and Sabin, have been closed for years. The only Canadian lock was closed two years ago because of a lack of maintenance.

A fear in the industry is that an accident or mechanical problem could force the Poe to close, thus tying up vessels for months or possibly a whole sailing season.

Tentative plans for a new lock call for modifying the Davis and/or Sabin into one deep, wide and long enough to handle the larger Lakes and deep sea vessels that sail the region. With the dredging and blasting needed, the project could take as long as two years.

Joe Powers Is Dead at 79

Pensioner Joseph Neal Powers, an active SIU member for more than 30 years, passed away August 25 in New Orleans due to heart failure. He was 79 years old.

Brother Powers was a colorful and well-known Seafarer of the post World War II years who started his working life as a dancer in Broadway musical productions. Because of his obvious concerns about the welfare of his shipmates, Seafarers affectionately called him "Mother Powers."

Powers was a recertified chief steward. He was an active SIU member from 1942 until 1975, and he also answered the call for the Persian Gulf war.

Powers was born in Erin, Tenn. and joined the Seafarers in the port of New York.

During the period of time he worked in Broadway productions, Powers performed in shows with such stars as Gene Kelley, Betty Davis, Agnes Moorehead and Joan Crawford. Throughout his life, he maintained close friendships with those stars and other well-known figures from stage and film.

Powers and Van Johnson were both chorus dancers in the famed Broadway production "Pal Joey."

As a Seafarer, Brother Powers had a reputation for running an efficient galley and for taking an



"Mother Powers," as Joe Powers was known throughout the SIU, was an active Seafarer from 1942 until 1975. He also served in the gulf war.

active role in union matters.

"He was always there when he was needed," an SIU official said. "He walked a lot of picket lines."

Brother Powers, an avid New York Mets fan and a frequent contributor to the Seafarers LOG, sailed with various lines including Sea-Land, Delta and Alcoa. Friends and associates described him as being pleasant, reliable and a good union Democrat.

In recent years Brother Powers lived in both New Orleans and Brooklyn, N.Y. He was buried in Rose Neath Cemetery in Bossier City, La. during a private service.



Ship congestion is a common sight at the Soo Locks on the Great Lakes. Maritime interests are seeking funds to expand this shipping bottleneck.

Seafarers Sight, Rescue 4 Adrift on Raft



Chief Cook Judy Chester prepares meal for weary but happy survivors.

SIU members aboard the SS Lake helped rescue four crewmembers from a sunken schooner September 14. The crew of the 100-year-old wooden schooner Heimdal had been in a life raft since their boat sank four days earlier, roughly 300 miles off the North Carolina coast.

The survivors "were in surprisingly good shape and in good spirits," Electrician Rex Bolin told a reporter from the Seafarers LOG. "We picked them up on the first turn, due to the navigating skills of our captain (Bruno Ravalico)."

AB Doug Buchanan noted there were no complications during the rescue, which took place around midnight. "Thankfully the weather was really good and clear that night," he said.

The rescued included U.S. citizens Keith Wagner (captain) and Mary Flynn, along with Britons Ray Brown and Ray Brown Jr.

They were sailing from Newport, R.I. headed for Bermuda

when they abandoned the sinking Heimdal.

The 75-foot schooner began taking on water September 10, after a wooden plank sprang. "When the water started coming in over the sides it went through the deck and got into the engine room," Wagner told the Providence (R.I.) Journal-Bulletin. "It flooded the generator and the battery packs. We couldn't touch anything without getting electrocuted."

The Heimdal crew worked in shifts bailing with a five-gallon bucket, the newspaper reported. But fatigue and a lack of progress led them to abandon ship. The four crewmembers loaded 14 gallons of water, a month's worth of food and other supplies into the life raft, then watched the Heimdal sink hours later.

"Frankly, we felt more secure in the raft than we did on the Heimdal," Wagner told the Journal-Bulletin. "It was a tight fit, but it was comfortable."

However, Wagner and his associates were anything but comfortable as ship after ship passed near the life raft without spotting it. At least five foreign-flag vessels failed to see flares and flashlights used by Heimdal crewmembers, noted Lake's Chief Cook Judy Chester.

"They were so thankful to be rescued and safe at last," Chester said. "They never gave up hope of being rescued, because they were in a major traffic area."

The Lake, a Ready Reserve Force vessel operated by Massachusetts-based American Overseas Marine Corp., was transporting military gear from the Persian Gulf to Sunny Point, N.C. when crewmembers sighted a flare and flashlight beam. "They used their last flare to attract us," Bolin observed.

Bosun Jack Cooper recalled, "I was on lookout on the starboard wing and spotted a red flare. I immediately reported it to the third mate on watch—he had seen it also." After the captain was notified, Cooper relieved an OS on the wheel.

"I noticed a red light also, but I wasn't sure what it was and it didn't register on the radar," said

OS Kevin Moon. "The bosun came from the opposite side reporting the same thing."

Chief Mate Donald Laverdure said in a letter to the Seafarers LOG: "The captain maneuvered the ship within 50 feet of the life raft and a heaving line was passed. The raft was pulled to the boarding ladder previously prepared while making the approach."

"The three younger survivors were able to ascend the ladder unassisted while the elder required assistance in the form of a safety line manned by the ship's crew. After all the survivors were aboard, AB James Metz climbed down the ladder and made a heavy line fast, and the life raft was lifted aboard by the entire crew."

SAs Carol Lyon and Mary Lou Lopez provided blankets for the weary but grateful survivors, who were sunburned but did not require medical attention. Lyon and Lopez then secured clothing for them, while other galley gang members provided hot meals. "Our entire crew was alert and very professional," Lyon said. "I'm glad we were there to help."

Lopez, who sent the accompanying photographs to the LOG and conducted several interviews for this article, said, "We just wanted to assist in any way we could. I had just gone to bed and noticed the engines were slowing down. I heard people running in the passageways, so I went to see what was happening."

"We wish to express our sincerest gratitude for our rescue and hospitality, and commend you for your professionalism throughout our rescue," the Heimdal's crewmembers wrote to the captain and crew of the Lake.

SIU members aboard the Lake during the rescue were Cooper; ABs Buchanan, Metz, Stephen Votta, Daniel Pickelheimer, Paul Wade and Martin E. Snyder; OSs Richard Pumphrey, Gerald Stewart and Moon; Bolin; Engine Utility Richard Surrick; Oilers Gerald Daley, Ricardo Kamantigue and Mark Moran; FOWTs Donald Hastings, Roger Plummer and Craig Spencer, and Wiper Peter Murtagh, Steward/Baker Dianne Lupton, Chief Cook Chester, AC Kenneth Bethea and SAs Lopez, Lyon and Luis Lopez.



Crewmembers are all smiles the morning after the rescue. From the left (back row): Wiper Peter Murtagh, OS Richard Pumphrey, survivors Ray Brown, Ray Brown Jr., Keith Wagner and Mary Flynn, Captain Bruno Ravalico. Kneeling: OS Gerald Stewart, FOWT Donald Hastings, OS Kevin Moon, Bosun Jack Cooper and Electrician Rex Bolin.



Members of the Lake's steward department are (from left, standing) Steward Assistant Carol Lyon, Chief Steward Dianne Lupton, Chief Cook Judith Chester, (kneeling) Assistant Cook Kenneth Bethea and Steward Assistants Mary Lou Lopez and Luis A. Lopez.



Bosun Jack Cooper (foreground), the four survivors and Captain Bruno Ravalico (far right) examine the life raft from the sunken Heimdal.



Survivors Keith Wagner and Mary Flynn are elated after their rescue by the Lake.

Random Testing Begins For Seamen On U.S. Ships

Seafarers are subject to random drug tests aboard ships at any time with the implementation of the U.S. Coast Guard-authorized program October 1.

Random testing is the last of five drug screening programs to be instituted after the Coast Guard issued a ruling November 21, 1988. A lawsuit brought shortly thereafter by the SIU and the Transportation Institute, an association of U.S.-flag shipping companies, forced the agency to narrow the focus of its random testing rules and consequently delayed the implementation date of this kind of testing until now.

The Coast Guard has determined that the number of individuals to be given random urinalysis tests shall be no less than 50 percent of all crewmembers on an annual basis.

All crewmembers whose duties are deemed safety sensitive will be given a urinalysis test when a vessel is selected for random testing. Technicians who have boarded the vessel to conduct the test will seal and identify each specimen before it is sent for laboratory analysis.

Refusal Akin to Failure

The Coast Guard will consider any crewmember who refuses to take a test as having failed it. This includes those crewmembers aboard a vessel scheduled for a random test who have received their discharge papers and go down the gangway before being tested.

"It doesn't matter that their time is up, they've received their papers and their replacement has arrived," said Augie Tellez, SIU assistant vice president. "The rule states they still have to stick around and take the test."

If a crewmember fails a drug

test, the rule states that "the individual's employer or prospective employer shall report the test results in writing to the nearest Coast Guard Officer in Charge, Marine Inspection. The individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as practicable and shall be subject to suspension and revocation proceedings against his or her license, certificate of registry or merchant mariner's document."

When the Coast Guard first announced its drug testing program in 1988, random was included in the package of tests with pre-employment, periodic, post-accident and probable cause. However, the SIU lawsuit challenged the program's privacy rights for mariners.

In December 1989, a federal district court allowed the Coast Guard to implement the other four tests but told the agency to rewrite its rules concerning random. When revised rules were issued in July 1990, again the SIU pointed out to the court that the Coast Guard had failed to define which mariners should be tested because their duties were very important to the safe navigation of a ship. The newest rules, under which testing has begun, were issued in July. The Coast Guard identifies crewmembers in safety sensitive positions to be those listed on the vessel's certificate of inspection.

Anti-Scab Bill Goes to Senate

Legislation which would make it illegal for employers to fire striking workers and replace them with scabs will be considered by the Senate this fall.

The House of Representatives on July 17 passed the Workplace Fairness Bill by a 65-vote margin. The legislation now goes to the Senate, where the battle for enactment will be formidable. By late September, the legislation had 33 Senate cosponsors.

The measures also would bar employers from offering preferential treatment and benefits to striking workers who cross the picket line and return to work.

Secretary of Labor Lynn Martin has indicated that President George Bush will oppose the bill; therefore, the trade union movement is seeking enough congressional support to override the announced veto.

The U.S. is virtually alone among world powers regarding the issue of permanent replacements.

Sullivan Presents Ship's Banner to School



QMED William Sullivan presents Ken Conklin, Lundeborg School vice president, with an SIU banner created by Sullivan and fellow union members John Lawrence and Tom McDermitt on board the USNS Curtiss during Operation Desert Storm. The flag flew beside the Marines banner on the vessel.

Buy/Ship American Provision Retained in Aid Bill by Panel

House and Senate conferees kept the "buy American/ship American" language passed this summer by both chambers in a compromise foreign aid bill unveiled September 27.

The bill agreed to by representatives of both the House and Senate serving on a conference committee calls for nations that receive actual cash aid from the U.S. government to spend in a sliding scale up to 75 percent of the money by Fiscal Year 1996 on American goods which would be transported on U.S.-flag vessels.

The bill exempts those nations, primarily Israel, which have been involved in the cash transfer program since 1989 and have agreed to carry half of all the shipments on U.S.-flag bottoms.

There has been no word from the White House as the Seafarers LOG went to press. However,

President George Bush had stated when the House and Senate were debating the original bills he would veto any foreign aid bill with the buy American/ship American provisions. Indications are that the president is holding to his threat.

The House and Senate is expected to take up the compromise bill early this month. The upper chamber passed its version of the ship American provision by a 55-42 margin while the House voted 246-175 to retain the language. Both bills received bipartisan support.

The sliding scale adopted by the congressional conferees calls for 15 percent of the U.S. aid to be spent on U.S. goods and services during FY 1993, 35 percent in 1994, 55 percent in 1995 and 75 percent in 1996 and thereafter. The bill ensures an equal distribution of the ports of departure.

Learning to Read Changes Seafarer's Life

For SIU member J.P. Rouyea, reading a newspaper or book or even a menu is not an act to be taken for granted. Neither is writing a letter to his wife, Margie.

Until his recent visit to Piney Point, Md. the 47-year-old Rouyea could not read or write. But with the help of the Seafarers Harry Lundeborg School of Seamanship—not to mention an awful lot of courage and determination—Rouyea overcame his previous lack of education. The New Orleans native took the Adult Basic Education (ABE) course at the Lundeborg School. He will never be the same.

"This has opened so many doors in my life," Rouyea recently told a reporter from the Seafarers LOG. "I really missed out on a lot of things before."

"For anybody who doesn't know how to read and write, Piney Point is the place to go—no excuses. It's a wonderful school with great teachers."

Brother Rouyea admits he was "embarrassed and ashamed" about being unable to write anything besides his name, and about not being able to read. He grew up on a farm, with five brothers and a sister. Like his father he learned to work hard but missed out on the classroom while trying to help make ends meet.

In 1962, Rouyea joined the

union in the port of New Orleans. "I wanted to travel and I wasn't making any money ashore," he recalled. "A good friend had told me about the SIU. . . . My first ship went around the world, and I've been sailing ever since. The travel is an education in itself."

An OS who last month was upgrading to AB, Brother Rouyea years ago learned about the ABE courses at the Seafarers' school. But it took time for him to summon the strength to admit his handicap and then correct it.

"It took some courage," Rouyea concedes. "It was a little hard at first, I didn't know what I was getting into. At times I didn't think I could make it, but I figured if everyone else could do it, I could, too."

Brimming with pride and a sense of accomplishment, Rouyea intends to continue his education at the school. But for now he still is exhilarated about having taken that first, gigantic step. Brother Rouyea says his newly earned abilities virtually have put him in a new world. It is a feeling he last experienced back in 1962 when he first signed on a vessel.

"It's amazing how much you're in the dark when you don't know how to read," says the soft-spoken Rouyea. "I wasn't sure about all this, but I remembered an older fellow, a guy about 70 who once

told me 'You're never, never too old to learn something.' He was right. I feel like I've made a really good move."

With a measure of satisfaction, Brother Rouyea concluded a recent interview by asking for a copy of the LOG. He said he is looking forward to reading his story—and he certainly will not take that ability for granted.



J.P. Rouyea was determined to learn how to read. After completing the Lundeborg School's Adult Basic Education course his dream came true.



The Ultra-supertanker Pacific begins operations after a long layup.

Largest U.S. Built Tanker Is Broken Out, Crewed SIU

SIU members are sailing on the UST Pacific on a voyage that ends the supertanker's nine-and-a-half-year layup caused by a weak oil market.

The Pacific is operating between various ports in the Red Sea and the Persian Gulf. M. T. Trapp is the ship's bosun while J. Reed sails as the chief steward.

The 390,000 deadweight ton vessel is transporting crude oil during this shakedown period while it awaits a regular charter, according to a spokesman for InterOcean Management, Inc., the vessel's operating company. Such a charter is expected after the first of the year, the spokesman added.

In May, SIU members signed

on in Singapore to begin work on updating the safety and design features aboard the 1,187-foot ship. The vessel headed for the Middle East in July.

The Pacific and its sister ship, the UST Atlantic, are the largest U.S.-flag tankers built in America and the largest merchant vessels ever built in the Western hemisphere. The Pacific made its maiden voyage in December 1980, one year after the oil crisis in the United States.

The ultra-supertanker can hold almost three million barrels of crude oil. It is propelled by a 45,000-horsepower steam turbine engine capable of producing 15½ knots.



Taking a break in the galley of the supertanker are Chief Cook Russell Beyschau and Steward Assistants Benny Mathews and Armando de Jesus.



Chief Pumpman Bo Francisco, Second Pumpman Alexander Calimer, OS Thomas Nesby and QMED Julio Paminiano pose aboard the deck of the UST Pacific.

Fatal Factory Fire Points To Gaps In U.S. Safety Laws

A fatal fire in a North Carolina chicken nuggets plant last month pointed to the bankruptcy of the nation's health and safety laws governing workplace hazards and has spurred Congress to consider legislation to reform the Occupational Safety and Health Act of 1970.

When Senators Howard Metzenbaum (D-Ohio) and Edward Kennedy (D-Mass.) filed S. 1622 and Representative William Ford

(D-Mich.) placed H.R. 3160 in the hopper on August 1, both bills were given little chance for consideration.

However, a fire that killed 25 workers and injured another 55 in the Imperial Food Products plant in Hamlet, N.C. on September 3 hustled the legislation to the forefront of the House Committee on Education and Labor.

Many workers suffocated when they could not escape through fire escapes that had been locked to prevent employees from stealing chicken parts, according to the company.

The facts surrounding the inferno were similar to the 1911 Triangle Shirtwaist Factory blaze that claimed the lives of 146 women and young girls when they were unable to escape because exits were locked to prevent unauthorized breaks. The tragedy led to the first federal workplace safety laws.

The Senate and House bills are designed to expand both the original act's coverage and the role workers play in assuring safe and healthy workplaces. A major component of the reform legislation calls for the establishment of

Continued on page 24



Witnesses said the fire emergency doors were padlocked, leading to the death of 25 workers in a North Carolina poultry plant.

ETC Chairman Lauds CDS Program

The operator of a fleet of U.S.-flag LNG carriers said construction differential subsidies are an indispensable part of the American merchant marine.

Dr. C.Y. Chen, chairman of the board of Energy Transportation Corporation (ETC), made his remarks September 10 at a ceremony honoring crewmembers

from the LNG Gemini (see story on page 11). Secretary of Transportation Samuel K. Skinner, who was present at the event, took cognizance of Dr. Chen's statements.

"While we honor these individuals, I would also take this opportunity to pay tribute to our government's farsighted maritime policy laid down in the early 1970s," Chen said. "For it was only with the Title XI guaranteed mortgage program that our fleet was put together . . ."

ETC operates a fleet of eight liquefied natural gas ships which are the only American-flag vessels engaged in a foreign-to-foreign trade route.

"Since the beginning of our operation more than a decade ago, our fleet has been and still is the only American-flag fleet competing head-to-head effectively with foreign fleets in a trade totally unrelated to the U.S."

"I am told that our project is one of the most successful projects financed under the Title XI program. It goes to prove that there is nothing inherently wrong with

the government mortgage program at all, [despite] criticism from various quarters," Chen continued. "The only thing it needs is prudent administration of the program."

"It is my hope and, indeed, our industry's hope that our government will see fit to maintain and strengthen this program so that many new ships can be built under the American flag and that it will accord a brighter future to deserving professionals such as the ones we honor today."

Skinner spoke in response to Chen's talk. The secretary of transportation assured Chen that he had heard the remarks and the words were not in vain.

At the Hall Center Ceremony



On page 14 of the September edition of the Seafarers LOG, a photograph was misidentified as Bonnie Jalufka, personnel administrator for Ocean Shipholdings. Above is the photograph that should have appeared. Also, John Dwyer should have been identified as a retired official of the union.



Galley worker Rhonda Brown dices celery stalks for the floating barge's second-floor buffet table.



Making lunches quickly requires teamwork as (left to right) Tom Orner, Joy Motley and Mary Hunstman show.



Chili is a favorite among Alton Belle passengers as galley worker Sheila Pennell prepares more.



Deckhand Sky Mills awaits the word from the bridge to help shove off the riverboat from the dock.

Casino Riverboat Employees Go With Seafarers

Continued from page 3

taurants, indoor and outdoor cocktail lounges, a ticket sales office and a gift store. The company also maintains an office from which telephone reservationists answer hundreds of daily inquiries.

The Alton Belle opened for business to the public last month, becoming the first riverboat gambling operation in Illinois rivers since a bill was enacted last year by the state's legislature and signed by the governor authorizing such ventures on the Illinois and Mississippi Rivers.

Hope for Success

There is a great deal of hope that this new venture will be successful enough to become a long-lasting source of employment opportunities for Alton-area residents and a source of revenue for the community.

"This is a big thing for Alton," said Buffet Server Joyce J. McKay. "We needed it."

Reservationist Dana Young commented on the large influx of

patrons coming to Alton to take the riverboat cruise. "The people in Alton are in culture shock. We've already seen a lot of locals and tourists, especially from St. Louis, in the first week."

An economic impact summary prepared for the company estimates the number of visitors Alton might expect is between 650,000 to 1,440,000. Additionally, the study says the City of Alton can expect somewhere between \$2.7 and \$5.8 million in direct tax money, while the ripple effect of the riverboat operation will generate between \$18 to \$39 million in shore-side expenditures within the city.

Deckhand Scott Wathern, a life-long resident of nearby Wood River, told a Seafarers LOG reporter that he had been looking for work and was glad find a job with the new venture. "This has been fun and interesting. I learn something new everyday."

Housekeeper Sharon Tucker also said she had been seeking employment and thanked her sister-in-law—Housekeeper Mary Shaw—for telling her about the

new company. "I've never worked on a riverboat before. I like this; it's fun."

"I love this job," said Buffet Server June Niemann. "I also am looking forward to seeing a lot of winners (in the restaurant)."

After more than ninety percent of the covered employees had chosen the Seafarers as their bargaining agent, and the company had recognized the union as such, a three-year contract was negotiated. The pact, which increased wages, added holidays and sick leave, and established other new benefits for the employees, was ratified by close to 90 percent of the unit.

Provisions were set forth in the contract to allow for reopening negotiations as it becomes clear the enterprise is fully established, secure and prosperous.

The Hotel Employees Restaurant Employees Union, which has made efforts to win representation of the Alton Belle employees, filed a protest with the National Labor Relations Board when recognition of the Seafarers was announced.

The SIU is doing all it can to resolve this matter in the near future.

The riverboat cruise takes 90 minutes as the vessel sails six miles along the Illinois shoreline and then returns to Alton. Patrons are permitted aboard 30 minutes before sailing and can stay aboard an additional 30 minutes after docking. The customer is allowed to gamble the minute he or she boards the vessel.

Safety Drills

Shortly before the Alton Belle made its maiden voyage, Ben Cusic, an instructor from the Lundberg School of Seamanship, was aboard to conduct intensive training of all hands in shipboard safety procedures.

Among the exercises successfully completed by Alton Belle Casino employees were ones in fire fighting, man overboard procedures, abandon ship calls and other requirements leading to U.S. Coast Guard certification, which a vessel must have in order to operate.



Reservationists Karla Long (left) and Dana Young greet customers in the ticket office aboard the Alton Belle, a floating structure which also houses a gift shop, two restaurants and lounges.



Reservationist Pat Noble handles one of the many phone calls for tickets aboard the vessel.



Hostess/Cashier Connie McKay supplies a warm welcome when patrons visit the upstairs buffet.



Making sure the diners are happy is the job of buffet servers (left to right) Connie Walswick, Wendy Gottlob and June Niemann.



Utilityman Virgil Alexander (left) and Storeroom/Receiver Jack Milster (center) talk with SIU Assistant Vice President Tony Sacco.

New Orleans, Honolulu Conduct Benefit Conferences

Discussing topics ranging from college scholarships to retirement plans, Seafarers, SIU pensioners and family members last month continued learning about their medical benefits during conferences in New Orleans and Honolulu.

Designed to provide a full review of benefits available through the Seafarers' various plans, the conferences have been well attended. This month's conference will take place October 10 in Jacksonville, Fla.; the 1991 series then moves to San Juan, P.R. November 7 before concluding in Algonac, Mich. December 6.

The conferences, which began in May, are open to all Seafarers, SIU pensioners and family members. The gatherings coincide with the union's monthly membership meetings.

Medical personnel from designated preferred provider organizations (PPOs) are present at each session. They conduct important medical screenings, answer ques-



In front row (from left), Glenn Fern, Austin Miles, Brian Ortiz and Joe Ortiz Jr. enjoy best seats at Honolulu benefits conference.

tions and advise Seafarers and their families on topics such as preventive health care.

There also is an abundance of medical literature available at each conference, including packets which describe in detail the bene-

fits plans for active members, pensioners and dependents.

Seafarers Plan officials conduct the main program at each conference, reviewing in detail the union's various plans—including medical, vacation, pension and

training benefits available to Seafarers. The workshop-like setting at each conference encourages those attending to fully participate and ask questions on any matter of interest.

The average attendance has been more than 100 in each hall.



Deck department member Raynell Moon and son, Raynell Jr., listen to benefits information in New Orleans hall.

Seafarers Dedicate New Union Hall in Honolulu



SIU President Michael Sacco (left) and Honolulu Port Agent Tom Fay, wearing traditional Hawaiian leis, cut the ribbon at a ceremony marking the opening of the union's new hall.

The opening of a new union hall in Honolulu was celebrated by Seafarers on September 12.

The SIU's newest office—located at 606 Kalihi Street—opened for business in March, but renovations had been taking place until the week of the dedication ceremony.

The hall is roughly four miles west of the union's previous facility on Cooke Street. It is larger than the old one, includes a classroom and is only two blocks from the waterfront. Moreover, the new hall is closer to the facilities used by two SIU-contracted companies, Sea-Land and Matson.

The property includes more

than 9,200 square feet of land (with parking available for 24 vehicles), while the building takes up more than 4,000 square feet.

SIU President Mike Sacco attended the ceremony, which drew coverage from local media.

SIU members contributed their culinary skills to the event. The Hawaii-based Seafarers, many of whom sail on the two passenger ships of American-Hawaiian Cruise Lines, helped prepare and serve a buffet for the guests attending the event.

The union sold its previous hall to the Hawaii Community Development Authority earlier this year.



SIU member Carl Poggioli slices roast pig during dedication ceremony.



The Peter Fanchi just dropped off 15 light barges and now is ready for 15 more.



Lead Deckhand Tommy Guidry of the Peter Fanchi prepares to go to work.

Fall in Temperature Has No Effect On Orgulf Pushboat Operations

As the cooler winds of autumn begin sweeping down from the north, SIU crewmembers aboard Orgulf tugboats along the Mississippi River system continue to work without interruption.

The only change that would be visible might be crewmembers wearing warmer clothes. Otherwise, the pushboats ply the waterways delivering grain, oil and other commodities between St. Paul, Minn., Pittsburgh and the Gulf of Mexico with no operational distractions.

Low water levels on the rivers remain which is causing the crews of the Peter Fanchi and Twin Cities to keep on the lookout for dangerous situations. Both tugs are capable of pushing 15 barges at a time to or from the Moore's Landing staging facility for Orgulf.

The Twin Cities is the smaller of the two. It operates primarily along the Ohio River. The Peter Fanchi sails the upper Mississippi between Moore's Landing and St. Paul.



Twin Cities deckhands grab some coffee before the pusher leaves Moore's Landing. From left: Scott Hielt, Harold Anderson and Tim Parker.



Cook Robert Charlet prepares the next day's menu for the Twin Cities crew.



Deckhand Leepoleon Mays takes a quick break aboard the Peter Fanchi.

Text of Statement by 3 Maritime Unions

The following is the text of the statement that was issued by the heads of three unions representing shipboard personnel in which they called for joint action on the part of the industry and government to prevent the disappearance of the American flag from the high seas.

The reality is painfully clear: America's privately-owned merchant fleet continues its dangerous slide, a victim of national neglect and apathy, with even the industry itself seemingly unmoved by the potential consequences.

Each passing day for the past dozen or so years has seen a relentless decline in the numbers of ships flying the Stars and Stripes, and with it a steady erasing of United States visibility in the ports of the world. The total number of privately owned vessels of U.S. registry is now 377. Ten years ago, it was 533. Twenty years ago, it was 834, and the number of deep sea jobs in the privately owned active fleet has dropped from 42,000 in 1970 to 10,000 today.

The consequences of these disturbing numbers are grave: 1) the nation becomes more and more vulnerable economically, strategically and militarily, as demonstrated during the recent Desert Storm sealift buildup where the Pentagon was forced to hire foreign flag vessels to transport U.S. military hardware; 2) the seafaring and shipbuilding skills that had contributed to, and were so much a part of, America's development as a trading nation and world power are presently depleted and could be lost forever, and; 3) because no nation, throughout the history, has ever achieved or maintained greatness without a strong and viable shipping capability, America on her present course is destined to wind up as a second rate military and trading power.

As citizens concerned with the maintenance of our nation's position and role in the world scheme, and as representatives of shipboard personnel who are dependent on the health of the maritime industry for their livelihoods, we flatly reject the notion that the situation is irreversible.

There is no purpose at this late date in apportioning responsibility for this serious state of affairs. Rather, we must deal with the present and look to the future. What has been accomplished before can be accomplished again. In 1936, under the leadership of the national administration, the federal government, the Congress and the industry coalesced to effect the Merchant Marine Act of 1936. Again, in 1970, the federal government, the Congress and the industry supported a program chartered by the national administration that gave us the Merchant Marine Act of 1970.

No program or policy can be flexible or elastic enough to function eternally in this constantly rapidly changing world.

It is time once again to create a maritime program that will work for and serve America now and in the foreseeable future. The elements of such a program will only be realized as a result of all-out collective cooperation and support from every segment of maritime—the owners, the managers and the builders of vessels, and the licensed and unlicensed shipboard operating personnel and all the rest who have a stake in the future of the nation's private shipping industry.

That collective support would create an atmosphere that could end Congress' frustration over the division within the industry that militates against the consensus that is so essential to a successful maritime program. It is thus possible that a united industry, supported by a Congress that has always demonstrated a concern for the state of U.S. shipping, might succeed in obtaining the participation, if not the leadership, of the national administration in developing a program of maritime revival.

It goes without saying that the task is most formidable, but considering the alternative, absolutely essential.

As the elected representatives of licensed and unlicensed marine personnel, skilled and dedicated American workers all, we are determined to devote maximum effort to finding answers to America's maritime dilemma. We respectfully urge all other components to do likewise, so we can be sure the American flag will not disappear from the high seas. Let us hope we can repeat the words used by the United States Maritime Commission in its first report to President Roosevelt, as required by the Merchant Marine Act of 1936, "We are about to start again . . . not in a riot of enthusiasm, not with an expenditure of billions, but with a carefully planned program that gives due regard to the factors of need, method and cost."

Capt. Timothy A. Brown
President
Masters, Mates and Pilots

Gordon M. Ward
Chairman, Licensed Division
District No. 1—MEBA/NMU

Michael Sacco
President
Seafarers International Union

SIU Offers Alternatives To Cuts in Fishing Jobs

The SIU recently announced it supports the primary aim of a bill designed to help restore depleted stocks of ocean groundfish. But the union also said it is opposed to parts of the bill which could eliminate many Seafarers' jobs.

Henri Francois, SIU port agent in New Bedford, last month testified in Boston before a House Merchant Marine and Fisheries subcommittee. Speaking on behalf of Seafarers, Francois offered alternatives to portions of the bill sponsored by Representative Gerry Studds (D-Mass.), who chairs the subcommittee.

The Studds bill "will require further sacrifices on the part of an industry that cannot afford to sacrifice," Francois said. "The SIU and its members have already bitten the bullet and have tightened our belts."

Francois pointed out to the subcommittee that the SIU contract covering working conditions on New Bedford fishing boats already includes conservation measures such as mandatory lay-overs between trips.

He suggested that avenues such as trip limits and lay-overs be explored as an alternative to drastic cut-backs in employment.

One aspect of this plan which has drawn particular fire from the SIU is the planned expenditure of \$10 million in 1992 and similar expenditures for the years 1993-95 expressly to be used for job retraining.

Francois stated in his testimony that in the economic climate of New Bedford, where the unemployment rate is estimated to be around 15 to 20 percent, retraining for other jobs might be an "exercise in futility."

Even if jobs were available, Francois said that the men would simply go elsewhere to enter another fishery. "It would be extremely difficult or near impossible [for SIU fishermen] to replace century old customs and traditions with alien occupations," he said. He also noted the adverse impact on New Bedford and other fishing communities where many people are dependent on the industry for their livelihoods.

As an alternative to dramatic reductions in fishing opportunities, the SIU advocated practical measures such as mandatory minimum lay-overs between fishing trips; trip limitations fairly distributed between all active vessels; and closures of certain fishing grounds vital to the regeneration of the target species of fish, primarily haddock, cod, and flounder.



Rep. Studds listens to testimony of SIU Port Agent Henri Francois.

In announcing the fishing conservation bill, Studds said, "The most practical way to conserve fish is to reduce fishing." That is the aim of the New England Groundfish Restoration Act. Through a moratorium on new fishing vessels and a program to buy-out some existing vessels—tentatively funded by a controversial 15 cent fuel tax on fishermen—the bill aims at doubling the stocks of New England groundfish within five years.

The bill in general has been favorably received by representatives of the fishing industry in the Northeast. Dwindling stocks of groundfish have meant lean times in places like New Bedford where foreclosures on fishing vessels are becoming common.

Action on this bill is expected shortly, because March 1, 1992 is a deadline set by a court order for the New England Fishery Management Council (NEFMC) to put in place its own conservation plan.

If no plan is forthcoming then authority for setting a plan falls to the secretary of commerce in whose department the NEFMC, part of the Fish and Wildlife Service, falls.



SIU New Bedford officials Henri Francois (right) and Gerard Dhooge testify on a controversial fishing bill currently before a congressional subcommittee.

Five LNG Gemini Crewmen Cited for Rescue at Sea

Five crewmembers of the LNG Gemini, including two SIU members were awarded the Meritorious Service Medal by Secretary of Transportation Samuel K. Skinner at a special Washington, D.C. reception on September 10.

Seafarers **Victor Honigsfeld** and **Jeffrey Amendolia**, both of whom sail as ABs, were among those honored for efforts two years ago to rescue 18 Taiwanese seamen whose vessel sank in the South China Sea.

As the 100 or so guests walked into the ceremony, they saw vivid reminders of the November 1989 rescue performed by crewmembers of the LNG Gemini, one of the liquefied natural gas carriers operated by Energy Transportation Corp. (ETC). Enlarged photographs showed the exceptionally rough, icy seas and the wearied looks of the Taiwanese sailors and the rescuers alike.

Honigsfeld, unable to take his eyes off the photographs, said in a low tone, "I hope that if I'm ever in that position, someone else will be there to help. . . . You just want to help the people. This really shows



Sixteen Taiwanese crewmembers from two lifeboats of the Kao Hwa III were rescued by the LNG Gemini crew.

how dangerous the sea can be. . . . We just did what we needed to do. It came as a shock when I got the invitation to come here."

Amendolia was at sea, therefore SIU Vice President Joseph Sacco accepted his medal. Also honored at the ceremony were Second Mate John Codispoti and Third Mate Steven Sellers (each receiving a Meritorious Service Medal) and Third Mate Michael Hainen (Distinguished Service Medal). Honigsfeld also was a recipient of the U.S. Merchant Marine Expeditionary Award for his contributions supporting the Desert Shield and Desert Storm operations.

"I'm honored that we've been chosen to receive the awards, but 26 people on the ship worked just as hard," Codispoti said. "Everyone did something."

Seafarers Respond

Just after 7 a.m. on November 20, 1989, the SIU-crewed Gemini picked up a distress call from the Panamanian-flagged Kao Hwa III. Within 90 minutes, lookout OS **Allen Kindt** caught sight of a red hand-flare forward of the beam.

Shortly, the liquefied natural gas carrier approached two lifeboats carrying 16 Kao Hwa III crewmembers. Members of the deck gang rigged the starboard

He cut himself free and eventually was pulled to safety by Amendolia and Codispoti.

The Gemini later recovered the bodies of two dead crewmembers



LNG Gemini seamen honored at the awards ceremony were, from left, AB Victor Honigsfeld, Third Mate Michael Hainen, Third Mate Steven Sellers and Second Mate John Codispoti. (Not pictured is AB Jeffrey Amendolia.)

gangway and a pilot ladder and put a boat rope over the side. The Gemini was positioned so the Kao Hwa III lifeboats, tossed about by the rough sea, could come alongside.

The occupants then were assisted aboard and members of the steward department provided blankets and hot tea. The Taiwanese seafarers were sent to the ship's hospital and cadets' room for hot showers while crewmembers washed and dried their clothes.

"Some of them were crying," recalled Honigsfeld, a 1989 graduate of the Lundberg School whose first voyage included the rescue. "Some seemed like they were in shock, and others tried to help their shipmates."

Rescuing the lifeboat occupants was only a relatively short part of what turned out to be a 12-hour operation. Gemini crewmembers learned that five Kao Hwa III sailors had not entered lifeboats, so Captain Norman Smith maneuvered his ship upwind of where the lifeboats had been sighted.

"The SIU people did a great job," Third Mate Hainen told a Seafarers LOG reporter during the ceremony. "Some that aren't mentioned had binoculars to their faces for eight to 10 hours. They had sunburn and windburn, but there were no complaints."

Eventually two men on a piece of wood were spotted amidst a sea littered with the remnants of the Kao Hwa III. A life ring was thrown to the two seamen who were drifting rapidly past the Gemini. One man was brought to the ladder by using the life ring. The other seaman grabbed the boat rope.

As soon as the man on the ladder was safely on the gangway, the life ring was passed to the seaman holding the boat rope. But the man's leg was caught in a line securely tied to the wood.

Captain Smith began backing the screw, allowing crewmembers to pull the man closer. Amendolia tended the line while Hainen took the bitter end of the line from the life ring, descended the ladder and went into water to hand the bound seaman a knife.

from the Kao Hwa III. Meanwhile, another Taiwanese seaman was saved by the MV Plata, a vessel in the area that also heard the distress call.

"We were surprised at how quickly [some of the Taiwanese seafarers] started showing signs of hypothermia," said Codispoti. "The weather was horrendous, but you wouldn't think it would show up that quickly. . . . I still think about the guys we weren't able to get to in time. We were so close."

Hainen described the ordeal as "exhilarating. You have to stay focused, but after 10 or 11 hours you do start thinking about the time. I know I got exhausted pulling people out of the lifeboats. . . . It felt good and yet dealing with the bodies was the down side. You do a lot of second-guessing."

Meanwhile Honigsfeld, 26, could not believe he was receiving such a high honor. The native of New York could not even swim when he first joined the Seafarers; yet his thorough training and gutsy work under extraordinary conditions helped save 18 lives.

The Taiwanese seamen have not forgotten the efforts of Honigsfeld, Amendolia and the rest of the Gemini crew. "He still receives letters from the people he helped save," said Honigsfeld's mother, Rochelle, who attended the ceremony. "When I read some of them I started to cry. It's unbelievable the love they have for him. . . . I'm extremely proud of my son."



AB Victor Honigsfeld, left, listens as his mother, Rochelle, talks about the letters her son has received from some of the survivors of the Kao Hwa III.



ABs Honigsfeld and Amendolia were awarded a Meritorious Service Medal from the secretary of transportation.



SIU Executive VP Joseph Sacco, left, accepts the award from Secretary of Transportation Samuel K. Skinner on behalf of AB Jeffrey Amendolia.



Maritime Administrator Warren Leback, center, presents AB Victor Honigsfeld with medal while Kendall Chen, vice president, ETC, looks on.

Seafarer Race Acts as Goodwill Envoy to Southampton

It might be an understatement to say SIU member **Ralph R. Race** made the best of a difficult situation.

Race, 46, became a self-appointed goodwill envoy while working aboard the Cape Mohican last winter. The vessel was stranded in Southampton, England due to boiler problems. When he was not working, Race—who lives in Southampton, Pa. near Philadelphia—met with various officials and citizens of the English city. He exchanged gifts with Southampton's mayor and police officers, toured the area and helped foster an already friendly and active relationship between residents of these sister cities.

"Of all the places I've been, the Middle East, the Far East, I'd go back to Southampton, England before anywhere else," AB/Tankerman Race recently told a reporter from the Seafarers LOG. "The people were so nice there. The experience was just overwhelming."

Race has enjoyed a bit of celebrity status since his unscheduled overseas visit which resulted in the cultural exchange between the Southamptons. The longtime Seafarer was featured in two English newspapers, in a Southampton, Pa. magazine and in the Philadelphia Inquirer.

It all started in November 1990 when the Cape Mohican delivered military cargo to the Persian Gulf. The vessel then headed for England to pick up more materiel, but problems developed with the boilers and the ship stopped in Southampton.

Anticipating a lengthy layover while repairs were made, most of the crewmembers were sent home. Race, who joined the union in 1968 in Philadelphia, and a few others remained on board the Cape Mohican, with Race coordinating the repairs. Race also handled various duties ranging from checking fuel lines to scrubbing toilets and cleaning rooms. "That's your home, you know, and you can't have someone walking into a dirty room," Race explained.

He credits his aunt and uncle, Monica and Ron Pinciotti, for suggesting the gift exchange. Race lives with the Pinciottis in Southampton, Pa., and he contacted them from England.

The Pinciottis got in touch with local township officials and police and subsequently put together a gift package for Brother Race to deliver in England. The package included police chevrons and a badge, an insignia for a police cap, T-shirts, Christmas ornaments and a license plate.

Soon thereafter Race met with the mayor of Southampton, Her Worship Mary Key. They exchanged various memorabilia, with Race receiving items such as a silver medallion, a crystal paperweight and two history books from the Southampton Library.

Race even donned the ceremonial robes and hat.



Brother Race shares a laugh with Her Worship Mary Key, mayor of Southampton.

Of the mayor, Race said, "She is so intelligent and jovial: I called her Your Worship, which you're supposed to do, and she said, 'Oh, just call me Mary.' She served tea and gave me a cigarette. She is quite friendly."

Race and a few other SIU members also met with other Southampton officials and socialized with the town bobbies.

Since the Cape Mohican remained in Southampton until Christmas, Race made repeated

visits to the city. He said he appreciated the consistently fine treatment he received. "It wasn't just a couple of visits, where everyone is going to be nice and you don't see any bad sides," Race noted. "I still can't believe the gracious hospitality we received."

Race's exhilarating experience in Southampton was tempered somewhat by the seriousness of his role in Operation Desert Shield. Although he returned to the United States before combat began, "I didn't feel safe until I got back," he said.

Persian Gulf Volunteer

Usually a tugboat worker, Race decided to volunteer for the Persian Gulf after a conversation with his aunt. "I never had military experience, but she reminded me of my obligation to my country," he recalled. "We talked for a while and I said, 'You're right.' I decided to do it."

The Cape Mohican delivered a shipment of tanks to Ad Dammam, Saudi Arabia before the boiler trouble sidelined the ship in England.

Appeals Board Amends Shipping Rules; Affects Registration Process on Weekends

The Seafarers Appeals Board has amended the shipping rules to allow members to register on board a ship after the union hall has closed for a weekend or holiday when signing off during a payoff or layup. A second action taken by the board, which consists of representatives from both the union and its contracted companies, clarifies a provision regarding permanent positions.

SAB Action 356 calls for the union representative present at a payoff or layup to register for employment members signing off who possess the proper documents if the payoff or layup occurs after 12 noon on a Saturday or anytime on a Sunday or holiday.

"This action was taken to prevent members from having to pay for food and lodging or being inconvenienced in any other fashion," said Angus "Red" Campbell, SIU vice president for collective bargaining.

The other change, known as SAB Action 357, clarifies Rule 5 A 12 (a) that permanent jobs are on specifically designated vessels. Both actions, which took effect immediately upon passage, are printed below:

SAB Action 356

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

Whereas, vessels may lay up or pay off outside the normal spread of business hours in effect in all the Labor-Management Hiring Halls, 8:00 a.m. to 5:00 p.m., Monday through Friday and 8:00 a.m. to noon on Saturday, and

Whereas, seamen are inconvenienced by having to wait until the next business day to register for employment, creating expenses for food and lodging for seamen who do not reside in or near the port of payoff, and

Whereas, a Union official is present at all scheduled payoffs,

Therefore, to avoid delay for the seamen going home and eliminate the cost for food and lodging, Rule 5 A 2 (a) shall be amended by adding a new paragraph, which shall read as follows:

"In the event a vessel lays up or pays off after twelve noon on Saturday or at a time that would prevent the seamen from registering before the hiring hall closed on Saturday or on a Sunday or Holiday; the Union official assigned to the vessel for the payoff shall examine each crewmembers' Merchant Mariners document, clinic card, union identification, passport and drug clearance certification, and if all documentation is in order, shall be registered in the port of payoff on the next official business day, if so requested, unless their allotted employment time aboard the vessel has expired as provided in Rule 2 G 1, 2 G 19 and 2 H. Seamen whose documents are not in order shall be subject to the provisions contained in paragraph one above."

The remainder of Rule 5 A 2 (a) shall continue in full force and effect.

Dated: September 4, 1991

SAB Action 357

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the vari-

ous Contracted Employers, hereby takes the following action.

For purposes of clarity, Rule 5 A 12 (a), first paragraph shall be amended to read as follows:

(a) "The following specified ratings enumerated in this subsection (a), possessing Class 'A' seniority, upon attaining four (4) months of continuous employment aboard a specific vessel, shall be designated as having a Permanent status for such vessel and shall request a relief of not less than sixty (60) days or one (1) roundtrip where the vessel's schedule of operations involves voyages in excess of sixty (60) days, upon the vessel's arrival at a port in the Continental United States or Puerto Rico. The purpose of this provision is to provide as closely as the vessel's operations permit, a four-(4)-months-on and two-(2)-months-off work schedule for Permanent ratings."

The remainder of Rule 5 A 12 (a) shall continue in full force and effect.

Dated: September 6, 1991



Retired Bosun, Daughter Reunited After 27-Year Separation

When retired Bosun Luther James Pate picked up the telephone receiver in his room at the Seafarers Harry Lundeberg School of Seamanship, he received a surprise he knew would come "sooner or later." On the other end of the call was his daughter, Jane Irons. The pair had not seen each other for 27 years.

Irons was persistent in her efforts to locate her father. From memory and thanks to her mother, Irons knew her father was a merchant mariner with the SIU, the date of his birth and a native of Mobile, Ala. Armed with that information, she started searching.

"When I called the school, I couldn't believe it," Irons recalled. "Everything matched. I was in shock."

Pate, who joined the SIU in 1947 and retired in 1986, was just as astounded when the voice on the phone identified herself as his daughter. The last time he had seen or heard from her, Irons was 9 years old and Pate was heading back to sea after being told by her mother he would be divorced if he did so.

"I knew she would get in touch with me sooner or later," Pate told the Seafarers LOG.

The phone call produced other surprises including the fact he had four grandchildren. Pate and Irons made plans to see each other in Piney Point less than two weeks after making contact. "My phone bill was over \$400 that month," Irons confessed. "I was still in shock and had to keep calling. He kept asking when I was coming to see him."

Irons was driven to southern Maryland from her New Jersey home by an aunt and uncle from Pate's side of the family she had not seen since he left. When she

got to Piney Point she spotted her father right away. "It was natural—not odd—after being apart all that time," she added.

After spending the weekend catching up on each other's lives, Irons took Pate to her home to meet his grandchildren. The children, ranging in age from 17 years to 16 months, have taken to him, according to Irons. "The kids enjoy his seafaring stories. My oldest son, Patrick, had been thinking of joining the Navy after he graduated from high school. Now, he is looking into the merchant marine."

By finding her father, Irons is rediscovering family members on Pate's side. A family reunion is being planned in Mobile in conjunction with a wedding next year.

Meanwhile, Pate has moved to New Jersey to be closer to his family. "I miss Piney Point and talking with my buddies, but it is nothing like being with family," the bosun admitted.



Jane Irons runs to hug her father, retired Bosun Luther James Pate, after being apart 27 years. Irons drove from her New Jersey home to meet her father at Piney Point where he had been living.

Send Your Holiday Greetings in the Seafarers LOG

Here is a chance to let your family, friends and shipmates hear from you this holiday season. In 25 words or less (and in your neatest printing), write your message in the space provided below. All (legible) greetings will be included in the December 1991 issue of the Seafarers LOG if they are received by November 15.

Open to: Seafarers and their family members, retired SIU members and their family members.

Examples: Wife and children send a message to their husband and father who will be on a ship during the holidays.

Before shipping out, a Seafarer sends greetings to his or her parents.

Crewmembers of one ship send greetings to crewmembers of another ship.

A retired member sends greetings to a fellow retired member living in another city.

A retired member sends a greeting to all Seafarers.

A Seafarer sends greetings to her fiancée.

Message: Limited to 25 words.

Deadline: Must be received by November 15. Send by mail to Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. After November 1, fax copies will be accepted (1-301-899-7355). Forms also may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman at a payoff.

PLEASE PRINT LEGIBLY

TO: _____

HOLIDAY MESSAGE: _____

YOUR NAME: _____

Check the block which describes your status with the SIU:

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

Send your greeting to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the LOG office by November 15.



Retired Bosun Luther James Pate shows his daughter, Jane Irons, around the Piney Point training facility.

NOTICES

Sea-Land Issues War

Bonus Checks

Sea-Land has mailed war bonus checks to all crewmembers of the Sea-Land Consumer who were aboard when it sailed in the Persian Gulf during Operation Desert Storm. If any crewmember has not yet received a check, contact Judy Navarette at the Sea-Land Marine Operations office in Long Beach, Calif.

IMC Requests War

Bonus Information

Union members who sailed aboard IMC vessels during operations Desert Shield and Desert Storm and are entitled to war bonus pay should send their requests showing the applicable dates with copies of their discharge paper and company pay voucher to Ray Douglas, IMC, 22 Jericho Turnpike, Mineola, NY 11501.



An estimated 325,000 trade unionists marched in Washington, D.C. for Solidarity Day '91.



SIU President Michael Sacco meets with union members (left to right) FOWT Sjarifudin Noor, QMED Jose Quinones, FOWT Nestor Martinez, CC David Valley and FOWT Louis A. Garcia Jr. during the rally.



Dwayne Gordon keeps watchful eye as marchers head toward the U.S. Capitol.



A large banner displays the theme for this year's Labor Day—"Solidarity Works."

Seafarers Participate in AFL-CIO Rally

Hundreds of SIU members marched with organized labor in an event which drew an estimated 325,000 trade unionists to the nation's capital August 31, the Saturday before Labor Day. Union members and their allies rallied to protest the direction the Bush administration is leading the nation and the lack of guts in the opposition on Capitol Hill.

AB Sean Ryan led the march down Constitution Avenue, which preceded Solidarity Day's main program. He said he was shocked and honored to learn he would be leading so many people. Ryan, who joined the union in 1980, enthusiastically described the day's events as "unbelievable!"

Ryan was chosen to lead the parade as a representative of America's merchant mariners who served in the Persian Gulf. Ryan served on the Overseas Valdez during the gulf conflict.

Many SIU members in attendance were making their first visit to Washington. For example, Chief Cook Susan Moe, Third Cook Peggy Langford, Second Cook Chris Adolpho and Chief Cook William Moe—all sailing from the port of Honolulu—had not been to the capital before. "I wanted to come here and be a part of this," said Adolpho.

Seafarers and their fellow marchers called for national health care reform, legislation to ban permanent replacement of strikers and full freedom of association for workers around the world.

Speaker after speaker pointed out that the administration appears to have an economic plan for every nation except the United States. As one labor leader put it, "We have a president who is acutely aware of the situation for people in Kuwait and Kiev, but is oblivious to an unemployed fam-

ily in Kentucky or a farm foreclosure in Kansas."

Despite extreme heat and humidity, Seafarers and their brothers and sisters in the union movement persevered at Solidarity Day, one of the largest rallies ever conducted in Washington.

Here is what some of the other SIU members who participated had to say:

QMED Bill Sullivan (Philadelphia): "I'm here in support of the movement. I wanted to help the SIU and show my support. Most of our guys are at sea, so I'm here to represent the guys on ships who can't be here. This is for security and unity."

Black-gang member Michael Gott: "I feel good about being here today. It's great to see all the unions joining together."

Engine department member Alton Hickman: "It's a beautiful experience."

Chief Steward Bill Collins: "We need to keep the jobs in this country."

AB J.R. Ewing: "This is my first time here. It won't be my last!"

Black-gang member James Henley: "I think it's great to see all these Americans working together to make our country better. We need more of this."

As was the case at the original rally held in 1981, SIU members proudly represented their union at Solidarity Day.

AFL-CIO President Lane Kirkland summed up the day by saying, "We're here to remind our elected representatives that they were put there to serve, not the faceless marketplace, but the aspirations of real people."



Trainee David Cebula represents Seafarers at Solidarity march and rally.



From left: Derrick Payton, David Superson and Trevor Woodley help direct crowd. The turnout for Solidarity Day '91 was even better than at the first Solidarity Day 10 years ago.



Nick Valentin marches down Constitution Avenue with hundreds of other unionists.



AB Sean Ryan, (right), leads 325,000 marchers in the Solidarity Day rally.



Some of the Seafarers serving as marshals at the day's event are Bryan Honeycutt, James Lawrence, Jason Shaffer, Phillip Rankin, Gregory Carroll, Kevin Leewitt and Danny Alioto.



Jeannie McCracklin pauses to adjust her cap during the rally.



David Superson checks crowd from in front of speakers' platform.



Responding to the playing of the national anthem are, from left: James Weinrich, Michael Boulier, Clifton Simoneaux, Jason Schaffer, Robert Langford and Steven Boleware.



From left: Loring Callwood, James Doyle, Draten Hanna and Mark Settles hustle during march.



Taking part in the Solidarity Day rally are, from left: Michael McIntyre, David Cebula, Anthony Hickman, Clifton Simoneaux, Nathan Owens, Lawton Sholes, James Henley, Vilma Valentin, Tony Wiggins, Mark Settles and Rodney Irons.



SIU trainees form barricade to keep order.



Galley members, from left, Peggy Langford, Chris Adolpho and Susan Moe listen during rally.

November & December Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point
Monday, November 4
Monday, December 2

New York
Tuesday, November 5
Tuesday, December 3

Philadelphia
Wednesday, November 6
Wednesday, December 4

Baltimore
Thursday, November 7
Thursday, December 5

Norfolk
Thursday, November 7
Thursday, December 5

Jacksonville
Thursday, November 7
Thursday, December 5

Algonac
Friday, November 8
Friday, December 6

Houston
Tuesday, November 12
Monday, December 9

New Orleans
Tuesday, November 12
Tuesday, December 10

Mobile
Wednesday, November 13
Wednesday, December 11

San Francisco
Thursday, November 14
Thursday, December 12

Wilmington
Monday, November 18
Monday, December 16

Seattle
Friday, November 22
Friday, December 20

San Juan
Thursday, November 7
Thursday, December 5

St. Louis
Friday, November 15
Friday, December 13

Honolulu
Friday, November 15
Friday, December 13

Duluth
Wednesday, November 13
Wednesday, December 11

Jersey City
Wednesday, November 20
Wednesday, December 18

New Bedford
Tuesday, November 19
Tuesday, December 17

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

Personals

ALFREDO GONZALEZ

Anyone knowing the whereabouts of Alfredo Gonzalez, 37, should contact his son, Abler Allie, through Max Hall in the Seafarers LOG. Call (301) 899-0675

SCOTTY (FRANK) AUBUSSON

Please contact Alexander Daniluk at 823 E. Hamilton St., Gonzalez, LA 70737.

ROBERT FINK

Please contact your sister, Lenore, at 516 E. 15th Street, New York, NY 10009.

CORRECTION

Chief Engineer David Meniken's ship-board job was incorrectly identified in the September Seafarers LOG story on the new AT&T cable ship, the Global Link, on page 5.

Dispatchers' Report for Deep Sea

AUGUST 16-SEPTEMBER 15, 1991

| Port | *TOTAL REGISTERED | | | TOTAL SHIPPED | | | Trip Reliefs | **REGISTERED ON BEACH | | |
|------------------------|-------------------|---------|---------|---------------|---------|---------|-----------------|-----------------------|---------|---------|
| | All Groups | | | All Groups | | | | All Groups | | |
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| New York | 37 | 17 | 17 | 34 | 13 | 16 | 8 | 57 | 18 | 14 |
| Philadelphia | 4 | 4 | 7 | 3 | 6 | 3 | 1 | 3 | 3 | 3 |
| Baltimore | 4 | 5 | 3 | 5 | 6 | 2 | 1 | 5 | 4 | 1 |
| Norfolk | 7 | 9 | 9 | 9 | 9 | 12 | 3 | 15 | 7 | 4 |
| Mobile | 8 | 6 | 19 | 15 | 7 | 18 | 2 | 8 | 3 | 12 |
| New Orleans | 17 | 6 | 22 | 12 | 5 | 15 | 5 | 34 | 11 | 17 |
| Jacksonville | 20 | 15 | 18 | 22 | 10 | 12 | 6 | 35 | 13 | 14 |
| San Francisco | 30 | 12 | 14 | 27 | 13 | 15 | 6 | 52 | 17 | 11 |
| Wilmington | 19 | 14 | 17 | 14 | 12 | 12 | 4 | 27 | 9 | 13 |
| Seattle | 20 | 16 | 27 | 25 | 10 | 25 | 4 | 40 | 8 | 6 |
| Puerto Rico | 6 | 2 | 0 | 10 | 1 | 3 | 0 | 11 | 4 | 0 |
| Honolulu | 3 | 9 | 10 | 1 | 6 | 11 | 6 | 9 | 9 | 8 |
| Houston | 25 | 13 | 12 | 21 | 10 | 11 | 8 | 39 | 13 | 10 |
| St. Louis | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 |
| Piney Point | 2 | 6 | 5 | 1 | 4 | 6 | 1 | 1 | 5 | 1 |
| Algonac | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 2 |
| Totals | 203 | 134 | 186 | 199 | 114 | 170 | 55 | 337 | 124 | 116 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| New York | 19 | 9 | 3 | 13 | 9 | 5 | 3 | 36 | 8 | 3 |
| Philadelphia | 2 | 8 | 1 | 2 | 3 | 0 | 0 | 3 | 10 | 1 |
| Baltimore | 3 | 7 | 2 | 5 | 4 | 3 | 1 | 5 | 7 | 1 |
| Norfolk | 4 | 7 | 9 | 3 | 6 | 8 | 0 | 6 | 6 | 2 |
| Mobile | 7 | 9 | 5 | 10 | 9 | 4 | 3 | 9 | 6 | 5 |
| New Orleans | 11 | 6 | 13 | 10 | 8 | 6 | 2 | 23 | 7 | 11 |
| Jacksonville | 11 | 9 | 10 | 3 | 5 | 10 | 2 | 19 | 7 | 5 |
| San Francisco | 16 | 16 | 7 | 10 | 15 | 7 | 4 | 29 | 12 | 4 |
| Wilmington | 10 | 4 | 11 | 7 | 5 | 5 | 3 | 13 | 9 | 8 |
| Seattle | 15 | 7 | 9 | 15 | 6 | 7 | 3 | 20 | 8 | 4 |
| Puerto Rico | 8 | 0 | 0 | 9 | 0 | 0 | 4 | 6 | 0 | 0 |
| Honolulu | 3 | 5 | 6 | 2 | 8 | 5 | 4 | 3 | 5 | 6 |
| Houston | 17 | 12 | 9 | 10 | 9 | 6 | 1 | 21 | 9 | 5 |
| St. Louis | 1 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 |
| Piney Point | 4 | 9 | 3 | 4 | 9 | 3 | 0 | 5 | 5 | 1 |
| Algonac | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| Totals | 131 | 111 | 92 | 105 | 98 | 73 | 30 | 198 | 100 | 56 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| New York | 16 | 6 | 5 | 12 | 9 | 1 | 19 | 23 | 3 | 4 |
| Philadelphia | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 3 | 1 |
| Baltimore | 3 | 4 | 0 | 2 | 3 | 0 | 0 | 4 | 3 | 0 |
| Norfolk | 6 | 2 | 4 | 2 | 1 | 3 | 0 | 6 | 1 | 6 |
| Mobile | 10 | 2 | 2 | 13 | 3 | 2 | 2 | 6 | 1 | 4 |
| New Orleans | 4 | 5 | 4 | 3 | 4 | 0 | 4 | 10 | 8 | 6 |
| Jacksonville | 11 | 4 | 0 | 7 | 2 | 1 | 1 | 17 | 6 | 4 |
| San Francisco | 36 | 9 | 3 | 31 | 2 | 5 | 10 | 81 | 17 | 18 |
| Wilmington | 10 | 2 | 3 | 9 | 0 | 3 | 2 | 13 | 5 | 3 |
| Seattle | 14 | 4 | 5 | 17 | 3 | 3 | 3 | 32 | 10 | 4 |
| Puerto Rico | 2 | 1 | 1 | 4 | 1 | 1 | 2 | 3 | 0 | 0 |
| Honolulu | 5 | 16 | 13 | 4 | 11 | 14 | 44 | 8 | 27 | 12 |
| Houston | 10 | 2 | 3 | 8 | 0 | 4 | 3 | 19 | 3 | 0 |
| St. Louis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Piney Point | 2 | 3 | 3 | 3 | 5 | 1 | 0 | 1 | 6 | 4 |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 130 | 62 | 46 | 116 | 44 | 39 | 31 | 225 | 93 | 67 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| New York | 9 | 24 | 55 | 5 | 24 | 42 | 0 | 25 | 30 | 70 |
| Philadelphia | 0 | 2 | 2 | 1 | 1 | 1 | 0 | 1 | 3 | 5 |
| Baltimore | 1 | 9 | 2 | 1 | 3 | 4 | 0 | 1 | 9 | 1 |
| Norfolk | 4 | 11 | 14 | 2 | 5 | 5 | 0 | 6 | 15 | 18 |
| Mobile | 3 | 14 | 9 | 6 | 3 | 4 | 0 | 1 | 23 | 16 |
| New Orleans | 4 | 24 | 19 | 2 | 18 | 7 | 0 | 10 | 20 | 52 |
| Jacksonville | 6 | 10 | 17 | 2 | 14 | 9 | 0 | 6 | 16 | 24 |
| San Francisco | 16 | 14 | 31 | 13 | 14 | 13 | 0 | 39 | 36 | 70 |
| Wilmington | 9 | 7 | 7 | 6 | 7 | 1 | 0 | 6 | 10 | 30 |
| Seattle | 12 | 17 | 13 | 10 | 14 | 6 | 0 | 16 | 7 | 16 |
| Puerto Rico | 3 | 5 | 4 | 4 | 4 | 2 | 0 | 6 | 13 | 3 |
| Honolulu | 2 | 43 | 145 | 1 | 17 | 113 | 0 | 6 | 51 | 173 |
| Houston | 3 | 14 | 9 | 2 | 13 | 2 | 0 | 9 | 18 | 29 |
| St. Louis | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 1 |
| Piney Point | 0 | 76 | 7 | 0 | 49 | 3 | 0 | 0 | 57 | 4 |
| Algonac | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Totals | 72 | 276 | 336 | 55 | 192 | 213 | 0 | 132 | 310 | 512 |
| Totals All Departments | 536 | 583 | 660 | 475 | 448 | 495 | 166 | 892 | 627 | 751 |

***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 1,584 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,584 jobs shipped, 475 jobs or about 30 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From August 16 to September 15, a total of 166 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 14,716 jobs have been shipped.

The Seafarers Pension Plan announces the retirement of 14 members this month. Ten of those signing off sailed in the deep sea division, three sailed in the inland division and one sailed in the Great Lakes division.

Steward department member James Miller, 71, is the oldest of the new pensioners. He spent nearly 50 years at sea and rates the Sonoma as his favorite ship. Brother Miller also recalls surviving both a bombing during World War II and a typhoon near Okinawa in 1945.

Brief biographical sketches of Miller and the other new pensioners follow:

DEEP SEA



JOSE CAMELO, 55, joined the Seafarers in 1961 in the port of New Orleans. Born in Colombia, he sailed in the engine department. Brother Camelo upgraded at the Lundberg School in 1978, and he also served in the Colombian army. He has retired to Sunrise, Fla.

WOODROW CUNNINGHAM, 66, joined the SIU in 1965 in the port of Tampa, Fla. A native of Georgia, he shipped in the deck department. Brother Cunningham served in the Army from 1943 to 1950. He resides in Jacksonville, Fla.



VINCENT CURRIE, 66, joined the union in 1966 in the port of New York. The North Carolina native sailed as a member of the galley gang. He lives in Brooklyn, N.Y.



JOHN O. FRAZIER, 64, joined the Seafarers in 1967 in the port of Houston. Born in Louisiana, he upgraded frequently at the Lundberg School and in 1976 completed bosun recertification. Brother Frazier served in the Navy from 1943 to 1950. He has retired to Plantersville, Texas.



DEMETRIOS KYRIAKOS, 61, joined the SIU in 1955 in the port of Seattle. A native of Greece, he sailed as a member of the deck department. Brother Kyriakos calls Metairie, La. home.



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

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

GUSTAVE MALENSKY, 62, joined the union in 1962 in the port of his native New York. Brother Malensky shipped in the deck department. He resides in Glen Oaks, N.Y.



JOSEPH MERCIER, 65, joined the Seafarers in 1958 in the port of Baltimore. He was born in New Hampshire and sailed in the deck department. Brother Mercier served in the Navy from 1943 until 1949. He lives in Manchester, N.H.



JAMES MILLER, 71, joined the Marine Cooks and Stewards in 1953 in the port of Portland, Ore., before the union merged with the AGLIWD. The Washington native sailed frequently with Grace Lines and Delta Lines vessels to South America. He has retired to the Portland area.



JOHN POLEATE, 69, joined the union in 1978 in the port of San Francisco. A native of Louisiana, he shipped in the deck department. Brother Poleate has retired to Pensacola, Fla.



FRANZ SCHWARZ, 58, joined the SIU in 1961 in the port of Seattle. Born in West Germany, he shipped in the deck department and in 1980 completed bosun recertification. Brother Schwarz resides in Highland, Texas.



INLAND

JOHN J. ANTICH, 62, joined the union in 1963 in the port of his native Chicago. Boatman Antich sailed as a mem-



ber of the deck department. He served in the Army from 1951 to 1953, and calls Niles, Ill. home.

JILES W. HAMM, 65, joined the union in 1961 in the port of New York. Born in Wilson, N.C., he sailed in the steward department. Boatman Hamm served in the Army from 1944 to 1946. He lives in Newport News, Va.



ISMAEL SOLIS, 64, joined the Seafarers in 1981 in the port of San Juan. The native of Puerto Rico shipped as a chief mate. Boatman

Solis resides in Yabucoa, P.R.

GREAT LAKES

WILLIAM GRAY, 56, joined the Seafarers in 1968 in the port of Detroit. The Michigan native shipped in the deck department. He has retired to Frankfort, Mich.

CORRECTION

The September issue of the Seafarers LOG contained incorrect information about pensioner Joseph L. Gray. The correct information follows: Brother Gray, 65, joined the SIU in the port of Philadelphia. His first ship was the Globe Progress, where he served as chief cook from Dec. 15, 1966 until Jan. 31, 1967.

With the Shoregangs in New Orleans



Above—Working the Robert E. Lee in New Orleans, members of the Waterman shoregang are (from left) Ivan Aguilar, Ray Cuccia, Howard Levein and Carlos Rodriguez.

Right—Sea-Land shoregang member Al Ragas (right) and Bobby Milan, New Orleans SIU patrolman talk about the pending job.



Below—Waterman shoregang ABs Gavin Doyle (left) and David Messick work aboard the Robert E. Lee during a recent stopover in New Orleans.



Dispatchers' Report for Great Lakes

CL—Company/Lakes L—Lakes NP—Non Priority

AUG. 16–SEPT. 15, 1991 *TOTAL REGISTERED

TOTAL SHIPPED

**REGISTERED ON BEACH

All Groups

All Groups

All Groups

Class CL Class L Class NP

Class CL Class L Class NP

Class CL Class L Class NP

Port

DECK DEPARTMENT

Algonac

0

26

9

0

25

5

0

28

11

Port

ENGINE DEPARTMENT

Algonac

0

10

2

0

12

2

0

15

4

Port

STEWARD DEPARTMENT

Algonac

0

8

1

0

4

3

0

12

3

Port

ENTRY DEPARTMENT

Algonac

0

32

16

0

0

0

0

34

35

Totals All Departments

0

76

28

0

41

10

0

89

53

***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

AUGUST 16–SEPTEMBER 15, 1991

*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

Port

DECK DEPARTMENT

New York

0

0

0

0

0

0

0

0

0

Philadelphia

0

0

0

0

0

0

0

0

0

Baltimore

0

0

0

0

0

0

0

0

0

Norfolk

15

0

0

3

0

0

60

5

4

Mobile

0

0

0

0

0

0

0

0

0

New Orleans

1

0

3

1

0

2

3

1

3

Jacksonville

2

0

5

1

0

1

3

3

13

San Francisco

0

0

0

0

0

0

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Digest of Ships Meetings

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

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

SEA-LAND TRADER (Sea-Land Service), May 24 — Chairman **Mike Willis**, Secretary **Lois Ware**, Educational Director **Frank Hall**, Deck Delegate **Mark Lance**, Steward Delegate **James Boss**. Chairman announced payoff date. Educational director encouraged members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department for clarification on use of foreign labor while in Japanese port and cutting of OT. Crew thanked steward department.

BALDOMERO LOPEZ (AMSEA), June 5 — Chairman **Robert Johnson**, Secretary **Bruce Barbeau**, Educational Director **William Arnest**. Crew discussed security procedures and danger pay. No beefs or disputed OT reported. Next port: Ad Damman, Saudi Arabia.

CAPE HUDSON (IOM), June 16 — Chairman **Leonard Spavey**, Secretary **Humberto Ortiz**, Educational Director **B.F. Cooley**. No beefs or disputed OT reported.

CAPE MENDOCINO (OMI Corp.), June 23 — Chairman **C.F. Mann**, Secretary **Steven R. Hamilton**, Educational Director **J. McCranie**, Deck Delegate **E. Santana**, Engine Delegate **J. Coombs**, Steward Delegate **Marco Maffioli**. Chairman requested union official for arrival in Oakland, Calif. Secretary reminded those signing off to turn in keys, also thanked crew for smooth trip. Educational director reminded members about importance of upgrading at Lundeberg School. Treasurer reported \$25 in ship's fund. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegate. Ship waiting for installation of TV and radio antennas. Crew asked contracts department for clarification relative to extension of articles upon return to U.S. Crew observed one minute of silence in memory of departed brothers and sisters.

CAPE CARTHAGE (AMSEA), July 27 — Chairman **Abdula Moshin**, Secretary **Rolly Saguinsin**, Educational Director **William Dooling**, Engine Delegate **Welton Weaver**, Steward Delegate **Harry Celkos**. Chairman announced estimated arrival at Concord, Calif. He told crewmembers who will be signing off to wait for relief person to arrive. He ad-

vised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crewmembers were reminded to keep mess and lounge clean.

CAPE HUDSON (IOM), July 15 — Chairman **Leonard Spavey**, Secretary **Humberto Ortiz**. Chairman read report from headquarters regarding death of **Bosun George Cruz**. Treasurer reported \$100 in ship's fund. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew needs new television and new dryer.

DEL VALLE (OMI Corp.), July 6 — Chairman **T.P. Banks**, Secretary **R. De Boissiere**, Educational Director **D.J. Birkland**, Deck Delegate **Gilbert Burdge**, Engine Delegate **M.S. Novak**, Steward Delegate **Burt Doggett**. Chairman told everyone to see patrolman, as this is payoff trip. He thanked everyone for smooth trip and reminded members to clean rooms before leaving. He also noted need for repairs to ovens and galley range, as well as need for spraying for roaches. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended special votes of thanks to **Bosun Banks** and galley gang members **De Boissiere**, **Doggett** and **Art Benner**. Crew also thanked captain, chief mate and chief engineer, whose help and sincere interest in crew facilitated happy and smooth trip. Crew observed one minute of silence in memory of departed brothers and sisters. Next port: Newport News, Va.

GALVESTON BAY (Sea-Land Service), July 7 — Chairman **David Manson**, Secretary **Richard E. Hicks**, Educational Director **Ron Robertson**, Engine Delegate **Sean Moore**. Chairman announced payoff, reminded members to clean rooms before departing. He said new raise went into effect July 1. He encouraged everyone to take advantage of courses at Lundeberg School. Educational director urged members to read Seafarers LOG and donate to SPAD. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew needs new VCR for crew lounge. Crew thanked galley gang for good work.

LAWRENCE H. GIANELLA (Ocean Shipholding), July 14 — Chairman **P. Hulsebosch**, Secretary **D. Cunningham**, Educational Director **W. Toole**, Deck Delegate **D. Oates**, Engine Delegate **E. Lacunza**, Steward Delegate **V. Ortiz**. Chairman thanked crew for good job cleaning ship. He referred to Seafarers LOG article about Z-card renewals. He encouraged everyone to attend benefits conferences. Treasurer reported \$267 in ship's fund. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for good work. Crew was reminded to separate plastics.

GUAYAMA (Puerto Rico Marine), July 29 — Chairman **G.R. Kidd**, Secretary **Steve Parker**, Educational Director **Scott Speedy**. Chairman announced payoff and noted everything running smoothly. Secretary thanked entire crew for helping keep messhalls and pantry clean, also for enjoyable trip. Educational director urges everyone to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew was reminded to watch for stowaways in Dominican Republic.

HUMACAO (Puerto Rico Marine), July 23 — Chairman **L. Rodrigues**, Secretary **C. Carter, Jr.**, Educational Director **W. Turner**, Deck Delegate **Ray Fernandez**, Steward Delegate **M. Robles**. Ship still did not have lock on rec room, to keep stevedores out. Chairman announced payoff, said everything is running smoothly. No beefs or disputed OT reported. Crew asked headquarters to check on why epoxy paint is still being used in engine room. Next port: Elizabeth, N.J.

ILE DE FRANCE (Sea-Land Service), July 28 — Chairman **P. Lewis**, Secretary **M. McDermott**, Educational Director **E. Bain**. Chairman advised crew of arrival dates and times for Boston and New Jer-

seys or disputed OT reported. All departments were thanked for good work.

MAYAGUEZ (Puerto Rico Marine), July 7 — Chairman **Albert Caulder**, Secretary **Jose Ross**, Deck Delegate **Paul Carolan**, Steward Delegate **John Platts**. Chairman explained proper way to file medical claim. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked headquarters to look into increasing dental and optical benefits. Crew thanked galley gang for good work.

NEDLLOYD HUDSON (Sea-Land Service), July 14 — Chairman **John Neff**, Secretary **R.G. Connolly**, Educational Director **Micual Scinto**, Steward Dele-

Operations in the Red Sea



Members of the Overseas Vivian's deck, engine and steward departments who took part in operations on deck during the Desert Shield and Desert Storm conflict were commended by the chief mate. This photo of the crew waiting for the USS Seattle to come along side was sent to the Seafarers LOG by AB Richard O'Brien.

gate T. McNeller. No beefs or disputed OT reported. Chairman talked about dangers of drugs and alcohol, also spoke about general cleanliness of ship. Crew thanked steward department for job well done. Next port: Elizabeth, N.J.

OMI COLUMBIA (OMI Corp.), July 28 — Chairman **Earnest Duhon**, Secretary **Chester Moss**, Educational Director **A.D. Bombita**, Engine Delegate **Gregory Thompson**, Steward Delegate **A. Rivers**. Chairman announced payoff. Treasurer reported \$362 in ship's fund. No beefs or disputed OT reported. Rec room furniture needs to be replaced.

OMI HUDSON (OMI Corp.), July 7 — Chairman **Calvin Miles**, Secretary **R. Peralta**, Steward Delegate **Stanley Washington**. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates.

OMI HUDSON (OMI Corp.), July 9 — Chairman **Calvin Miles**. Chairman noted ship had not received new washer, TV or VCR. No beefs or disputed OT reported.

OVERSEAS ALASKA (Maritime Overseas), July 21 — Secretary **C. Woodward**. Treasurer reported \$45 in ship's fund. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates.

OVERSEAS ALICE (Maritime Overseas), July 28 — Chairman **Steven Copeland**, Secretary **Richard Seligman**, Educational Director **J. Rollins**, Deck Delegate **Al Rynnion**, Engine Delegate **Chris Clements**, Steward Delegate **M. Ali**. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$237 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department. Next port: Okinawa.

OVERSEAS ARCTIC (Maritime Overseas), July 1 — Chairman **J.M. Zepeda**, Secretary **Ernie Hoitt**, Educational Di-

ROBERT E. LEE (Waterman Steamship), July 21 — Chairman **William Penny**, Secretary **Paul Hunt**, Educational Director **Jerald Graham**, Deck Delegate **Mark Fleming**, Engine Delegate **James Gaines**, Steward Delegate **L.C. Babin**. Educational director urged members to upgrade at Lundeberg School and also go there for vacation. No beefs or disputed OT reported. Crew thanked galley gang. Next port: Norfolk, Va.

LNG GEMINI (ETC), July 21 — Chairman **R. Schwarz**, Secretary **R. Adams**, Deck Delegate **John Graham**, Engine Delegate **Charles Lore**, Steward Delegate **O. Haslam**. Treasurer reported \$349 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for good work.

LNG VIRGO (ETC), July 28 — Chairman **Carlos A. Pineda**, Secretary **Robert H. Forshee**, Deck Delegate **David Centofanti**, Engine Delegate **Imro E. Salomons**, Steward Delegate **Ronald E. Aubuchon**. Chairman explained advantages of upgrading at Lundeberg School. He explained SPAD system. Treasurer reported \$628.50 in ship's fund. No

Fireboat Drill at Sea



Siddik A. Hubair, DEU aboard the Sea-Land Expedition, turns the water valve on during a fireboat drill.

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Ships Digest

Continued from page 19

rector **Jack Singletary**. Chairman announced payoff in Houston. He reminded members all beefs can be handled by bosun who serves as ship's chairman. He asserted that all members should upgrade at Lundberg School. Educational director noted ship had new movies. No beefs or disputed OT reported. Dryer still in need of repair, with parts on order. Crew thanked galley gang for job well done. Next port: Houston.

PRIDE OF TEXAS (Seahawk Management), July 14 — Chairman **Harry M. Fisher**, Secretary **C. Davalie**. Chairman noted nice trip, wonderful crew and no problems. No beefs or disputed OT reported.

SEA-LAND ACHIEVER (Sea-Land Service), July 28 — Chairman **James Davis**, Secretary **J. Reid**. No beefs or disputed OT reported. Crew thanked steward department for good work.

SEA-LAND ANCHORAGE (Sea-Land Service), July 31 — Chairman **Gary Walker**, Secretary **G. Bryant**, Educational Director **S. Brown**, Deck Delegate **A.J. Janacek**, Engine Delegate **Joe Truth**, Steward Delegate **R. Costillo**. Chairman announced payoff and reported everything running smoothly. No beefs or disputed OT reported. Chairman reminded members to separate plastics. Crew thanked galley gang for job well done. Next port: Tacoma, Wash.

SEA-LAND ATLANTIC (Sea-Land Service), July 29 — Chairman **J.L. Bass**, Secretary **G. Sinkes**, Educational Director **A. Cuevas**, Engine Delegate **Juan Rodriguez**, Steward Delegate **Isaiah Gray**. Chairman thanked crew for good trip. Educational director urged members to upgrade at Lundberg School and donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to consider increasing pension five percent yearly. Crew was reminded to keep rec room and mess hall clean. Next port: Houston.

SEA-LAND CONSUMER (Sea-Land Service), July 28 — Chairman **William Mortier**, Secretary **Luis Iturrino**, Educational Director **Willie Lindsey**. No beefs or disputed OT reported.

SEA-LAND ENTERPRISE (Sea-Land Service), July 5 — Chairman **Jack Kingsley**, Secretary **Julio Roman, Jr.**, Educational Director **Joseph Ortiz**, Deck Delegate **David Candill**, Engine Delegate **Karl H. Hanson**, Steward Delegate **V. Gomez**. Chairman encouraged everyone to contribute to SPAD and upgrade at Lundberg School. Secretary noted good crew and good trip. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND EXPLORER (Sea-Land

Hose Lines Check A-OK



Ruben Padilla, steward/baker (left), and Tony Mohammed, electrician, check out hose lines during a fireboat drill aboard the S-L Expedition.

Service), July 2 — Chairman **John T. Carnes**, Secretary **Norman Johnson**, Educational Director **Billy Wadell**. Chairman said he enjoyed working with this crew. He added events in Persian Gulf prove upgrading at Lundberg School is lifeblood of U.S. and SIU. Secretary also thanked unlicensed members for fine voyage. Educational director said SIU training paid off for U.S. during gulf events, as members were ready when called. Deck and steward delegates reported disputed OT, which was resolved at payoff. No beefs or disputed OT reported by engine delegate. Crew made suggestions and inquiries concerning sailing board, visitations and beds.

SEA-LAND EXPRESS (Sea-Land Service), July 7 — Chairman **J. Lundborg**, Secretary **G.H. Bryant**, Deck Delegate **Timothy L. Smith**, Engine Delegate **Robert Leyva**, Steward Delegate **Harry Bourne**. Secretary noted good, clean crew and reported vote of thanks from entire steward department for helping keep ship clean. Educational director stressed importance of upgrading at Lundberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for good service, excellent chow and job well done. Next port: Tacoma, Wash.

SEA-LAND INNOVATOR (Sea-Land Service), July 27 — Chairman **J. Rader**, Secretary **R. Spencer**, Educational Director **Rick Cavender**. Chairman reported everything running smoothly. Secretary noted ship's cleanliness. No beefs or disputed OT reported. Crew thanked steward department for swell job.

SEA-LAND INTEGRITY (Sea-Land Service), July 21 — Chairman **D. Leon, Jr.**, Secretary **Pedro Sellan**, Educational Director **J. Dellinger**. Secretary noted pleasant trip with good crew. Educational director urged all union brothers and sisters to upgrade at Lundberg School. No beefs or disputed OT reported. Crew noted need for extra washing machine. Crew extended vote of thanks to galley gang for job well done. Next port: Boston.

SEA-LAND NAVIGATOR (Sea-Land Service), July 11 — Chairman **Erol Pak**, Secretary **J. Freeman**, Educational Director **Jan Haidir**, Deck Delegate **Robert Smith**, Engine Delegate **James Brown**, Steward Delegate **Bradford Mack**. Chairman noted very good gang aboard. Secretary also noted smooth trip. Educational director urged members to stay well-informed. Treasurer reported \$60 in ship's fund. No beefs or disputed OT reported. Crew requested radio for crew lounge, reported washer and dryer aboard but not yet installed. Next port: Oakland, Calif.

SEA-LAND PACIFIC (Sea-Land Service), July 21 — Chairman **B.T. O'Hanlon**, Secretary **S. Amper**, Educational Director **R. Risbeck**, Deck Delegate **J.P. Tracy**, Engine Delegate **S.A. Al-nagib**. Chairman encouraged members to donate to SPAD. Treasurer reported \$39.50 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for good food and cookout. Next port: Tacoma, Wash.

SEA-LAND PATRIOT (Sea-Land Service), July 24 — Chairman **Shawn T. Evans**, Secretary **J. Russell**, Educational Director **I.S. Samra**, Deck Delegate **Robert Pachello**, Engine Delegate **Randolph Llanes**. Chairman thanked all hands for good voyage, reminded everyone to separate trash and keep aerosol cans out of trash to be burned. Educational director reminded members to upgrade at Lundberg School. No beefs or disputed OT reported. Crew thanked steward department. Next port: Long Beach, Calif.

SEA-LAND PRODUCER (Sea-Land Service), July 13 — Chairman **Jack W. Edwards**, Secretary **L. Rene**, Educa-

tional Director **W. Drummond**, Steward Delegate **David West**. Chairman announced payoff and reviewed Seafarers LOG article on Z-cards. Educational director noted importance of upgrading at Lundberg School. No beefs or disputed OT reported. Crew asked contracts department to look into allowing quartermasters to sit at wheel while automatic steering is engaged. Crew noted ABs are confronted by non-smoking officers for smoking on bridge. Crew observed one minute of silence for departed brothers and sisters.

SEA-LAND QUALITY (Sea-Land Service), July 28 — Chairman **Carmine Bova**, Secretary **T.J. Smith**, Educational Director **James Fonville**, Deck Delegate **Donald Hood**, Engine Delegate **Tom Toomy**, Steward Delegate **Spencer Ryans**. Chairman announced upcoming payoff. Treasurer reported \$120 in movie fund. No beefs or disputed OT reported. Rec room needs new chairs. VCR being repaired. Next port: Charleston, S.C.

donate to SPAD and check on benefits conferences. He announced upcoming payoff. No beefs or disputed OT reported. Crew requested second washing machine. Crew noted brackets to ladders of hatch vents are completely rusted. Crew thanked steward department. Next port: Houston.

AUSTRAL LIGHTNING (IOM), August 4 — Chairman **Joseph Artis**, Secretary **R. Emanuel**, Deck Delegate **Steven Lee Coker**, Engine Delegate **Van Joyner**, Steward Delegate **Ramont Jackson**. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew noted licensed barber aboard, tips go to SIU ship's fund.

BROOKS RANGE (IOM), August 10 — Chairman **M.G. Gutierrez**, Secretary **J. Pitetta**, Educational Director **T.J. Kroneck**. No beefs or disputed OT reported.

CAPE EDMONT (OMI Corp.), August 4 — Chairman **Juan Castillo**, Secretary

Prepared for Fireboat Drill Aboard S-L Expedition



Prepared to do their part in the Sea-Land Expedition's fireboat drill are (from left) Bosun P. Flores, Chief Mate Frederick J. Nicoll and AB Raul Rivera.

SEA-LAND RELIANCE (Sea-Land Service), July 17 — Chairman **R.E. McGonagle**, Secretary **W. Lombard**, Educational Director **S. Hardin**, Deck Delegate **R. Figueroa**, Engine Delegate **L. Viles**, Steward Delegate **Troy Pope**. New radio and audio cassette player installed in crew lounge. Chairman announced payoff. No beefs or disputed OT reported. Crew thanked steward department for upgrading at Lundberg School. Next port: Tacoma, Wash.

SEA-LAND TRADER (Sea-Land Service), July 31 — Chairman **Michael Willis**, Secretary **Lois Ware**, Educational Director **Frank Hall**, Deck Delegate **Mark Lance**, Engine Delegate **Peter Hove**, Steward Delegate **James Boss**. Chairman announced ship received copies of Seafarers LOG. He announced payoff. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for fine job.

SEA-LAND VOYAGER (Sea-Land Service), July 28 — Chairman **John Williamson**, Secretary **C. Gibson**, Educational Director **Ivan Kelly**, Engine Delegate **Domingo Milla**, Steward Delegate **V. Cardenas**. No beefs or disputed OT reported. New mattresses on order. Crew thanked galley gang for good work. Next port: Tacoma, Wash.

STAR OF TEXAS (Seahawk Management), July 21 — Chairman **Mauro de la Cerda**, Deck Delegate **Charles D. Parman**, Steward Delegate **Romalis Jones**. Chairman reported everything running smoothly. He reminded crew to

Norman Duhe, Educational Director **Arthur Maxwell**, Deck Delegate **Fred Freeman**, Engine Delegate **Aaron Wells**, Steward Delegate **Dennis Dinos**. Secretary reported more than \$300 in ship's fund. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

GOLDEN MONARCH (Apex Marine), August 11 — Chairman **Bill Stoltz**, Secretary **J. Gonzales**, Educational Director **D.H. Davis**, Engine Delegate **Julio Reyes**. Chairman thanked deck and steward departments for excellent work. He reported beef. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Next port: St. Croix.

CPL. LOUIS HAUGE (Maersk), August 15 — Chairman **Thomas Anderson**, Secretary **C. Hennigan**. Chairman explained various benefits of belonging to union. Educational director advised crew to read Seafarers LOG and upgrade at Lundberg School. Treasurer reported \$211.18 in ship's fund. No beefs or disputed OT reported.

ITB BALTIMORE (Sheridan Transportation), August 4 — Chairman **Frank Adams**, Secretary **Andrew Hagan**, Educational Director **Joe Martin**, Steward Delegate **Nelson Morales**. Chairman urged crew to upgrade at Lundberg School and donate to SPAD. He acknowledged wage increase and thanked union for negotiating well. Educational director encouraged members to read Seafarers LOG. No beefs or disputed OT reported. Crew thanked galley gang for good chow.

Hal Horn Answers Gulf Call; Earns Local Recognition

After serving in the Persian Gulf war, SIU member **Hal Horn** shipped home to Cape Canaveral, Fla. ready to resume his other job: running the Cape-Ette Bar.

He never expected to become a local celebrity, but AB Horn received quite a bit of attention after his wartime experiences. A survivor of eight SCUD missile attacks, Horn was the subject of a lengthy feature article published in Florida Today, a Cocoa Beach, Fla. newspaper. A local women's group asked him to speak at one of their meetings, and regulars at the Cape-Ette gave Horn a hero's welcome.

Horn, who went back to sea for Operation Desert Sortie, downplays the recognition. He simply came out of retirement to aid in the war effort, and sees nothing extraordinary about a 71-year-old man handling the demanding work in the deck department.

A native of Cincinnati, Horn began shipping in 1939. "I got a job as an ordinary," he recently told a reporter from the Seafarers LOG.

"When World War II broke out, the only thing moving was Army transport, so I went out and got a job doing that."

Near the end of the war, Horn had a harrowing experience which illustrated the dangers of wartime shipping. In December 1944, Horn's vessel (the Steel Traveler) unloaded supplies at Antwerp during the Battle of the Bulge in Belgium. A dozen miles from shore, the Traveler hit a mine and went under.

Most of the crewmembers were saved by a French destroyer which plucked them from the ice-cold North Sea.

Nearly 50 years later, Horn found himself on board the Cape Cod near the Saudi port of Ad Damman. From January 20 to 23, the vessel survived eight SCUD attacks—unsettling, but for Horn not nearly as frightening 1944.

Horn said the worst part about Operation Desert Storm was the threat of chemical weapons. "We had to wear the gas masks and suits for two hours at a time, he re-



Hal Horn holds copy of Florida Today newspaper which featured an article on him.

called. "It seemed like the attacks always came around 10:30 at night, just when everybody was settled down."

"But it was all right. We had a good ship with a good captain."

Horn, who joined the SIU in Baltimore after World War II and retired in 1987, signed off the Cape Henry in mid-September. Nowadays he again has turned his attention to the Cape-Ette. Although it is one of the area's oldest taverns, the Cape-Ette, like virtually all U.S. businesses, is suffering

through the recession.

"Business is getting bad," said Horn, who bought the bar in 1986. "Taxes have been raised twice, and the air conditioning bill alone is \$300 to \$400 a month. A lot of seamen still come around, but my lease is up in December and I think I'm going to get rid of the place."

Will Horn—dubbed "SCUD Stud" by the Florida newspaper—then consider another return to the sea if he is needed? "Sure I'd go back. Why not?" he replied. "As long as I'm physically fit."

Stanley's Message in Bottle Found After Two Years



AB Phillip Stanley

When AB Phillip Stanley put a note in a bottle and dropped it out of the porthole of his quarters, he knew the odds of ever receiving a response were long.

Stanley wrote the note in April 1989, while sailing from Honolulu to Maui, Hawaii aboard the Independence. "All of my friends on the ship told me that I would never hear anything because it probably would never be found," Stanley

noted in a letter to the Seafarers LOG.

But a few months ago, in May 1991, Stanley got a letter from U.S. Marine Rudy Duenas who found the "message in a bottle" near an island off the coast of Okinawa. "Needless to say, I was overwhelmed," recalled Stanley, 48. "I appreciated the time that he took to write to me. The original note was with his letter, too."

Duenas found the note while casually exploring the area at an isolated beach. Stanley's mailing address had been partially smudged, but Duenas deciphered it and honored Stanley's request: "Write to me, whoever finds my note."

Stanley, who recently served in Operation Desert Shield/Storm, said he wrote the note "on the spur of the moment." He is undecided as to whether he will cast another message adrift.

Stanley joined the union in 1989 in Hawaii. A native of Kentucky, he now resides with his wife in Clarksburg, W.Va.

Congressman Tauzin, SIU Rep Discuss Shipping



Congressman Billy Tauzin (D-La.) (right) and SIU New Orleans Port Agent Joe Perez talk over opportunities for U.S.-flag ships during a Louisiana Democratic Party convention.

SPAD T-SHIRTS

FREE

The SIU's ever-popular SPAD t-shirts are again available to our members on a first-come, first-served basis.

The t-shirts feature the SIU logo in full color on the front and "Politics is Porkchops" in blue on the back. They are 100 percent American-made.

If you have not already taken advantage of this free offer, please fill out the application below and mail it to:

John Fay, Secretary-Treasurer
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746



Please send the SPAD t-shirt to:

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

SOCIAL SECURITY# _____ BOOK # _____

PHONE # _____ RATING _____

T-SHIRT SIZE (circle one) S M L XL

Fee for Z-Cards, Licenses Protested

Continued from page 3

Gordon M. Ward, chairman of the Licensed Division of District No. 1—MEBA/NMU, is that "mariners are not the 'users' but they are being burdened with a significant percentage of the cost to enable the fulfillment of the Coast Guard's mission."

Ward charged that the average wage figures cited by the agency as a basis for justifying the fees were "clearly incorrect."

"The cyclical and seasonal nature of this industry has distorted any significant interpretation of these figures. . . . There are the recent graduates of the maritime schools and retirees who have little or no discretionary income to pay their fees," said Ward.

Burrill Hatch, president of the Inlandboatmen's Union of the Pacific, said the IBU "views the proposed fee structure as an unreasonable assessment against working people."

"The Inlandboatmen's Union would prefer to see proposed rules which focus on manning, safety and environmental issues," said Hatch.

Consider Nation's Security

Vice Admiral Francis R. Donovan, who heads the Military Sealift Command, told the Coast Guard, "I strongly recommend that you reconsider the proposed fee structure for merchant marine licenses and documents."

The MSC Commander cited the nation's recent sealift experiences and urged the Coast Guard to take into account national security issues when establishing fees. "The availability of mariners to man our RRF ships was marginally adequate for Persian Gulf operations and manning projections predict shortages. We believe that the proposed fee structure would keep many otherwise available mariners from renewing their licenses."

The head of the Maritime Administration, Captain Warren G. Leback, pointed out that the "proposed rulemaking will have a significant financial impact" on the U.S. Merchant Marine Academy and the six state maritime academies and "may seriously erode the academies' ability to attract well qualified high school students for service as officers in the U.S. merchant marine."

Seamen Speak Their Minds

Typical of the letters sent to the Coast Guard by hundreds of seamen, boatmen and fishermen was one from a purser working aboard a vessel of the Alaska Marine Highway System. He said, "As I understand it now, our tax dollars support the personnel that currently administer the paperwork involved with licensing."

Charles H. Rogers from Towson, Md. noted, "User fees, if established as proposed in the notice, can be expected to multiply dramatically. Income tax and social security tax started modestly and are now out of control, as well as grossly unfair . . ."

A boatman working in the in-

land river trade from St. Louis wrote, "I don't see where the government gets the idea that we're making so much money that we need a new tax but I assure you we aren't."

A California-based seaman, who described himself as having been associated with the merchant marine since 1940 in the capacities of sailor, officer and shipping executive, said, "I reviewed my own 51 year merchant marine service using the proposed fees and I have calculated it would have cost me \$4,395 to cover the cost of my license-document issue and renewals. I feel this cost to be very excessive . . ."

Writing from a tug on the Ohio River, one boatman noted, "The president who loudly promised 'no new taxes—read my lips, no new taxes' has found a new way to tax hard working middle class American nation builders."

Companies Oppose Scheme

A number of companies weighed in against the proposal. The Lakes Carriers' Association, representing 15 U.S.-flag Great Lakes fleets, warned that such a fee would have a negative impact on the industry itself: "It must be remembered that every tax and fee adds to the cost of doing business and therefore impacts the competitiveness of waterborne transportation versus other modes."

Maritrans, the largest independent marine transporter of petroleum in the U.S. coastwise trade, noted that the impact of the fees appeared to be drastically underestimated. "What is overlooked is that the cost of an endorsement to a license is \$135. Thus, if an upper level license holder were to obtain for example, five separate endorsements per year (such as tug masters obtaining pilotage waters endorsements), the annual cost of endorsements obtained at separate times would be \$675."

Dixie Carriers, one of the largest publicly traded companies engaged in transportation by tank barge, asked the Coast Guard if the agency had "considered the 'pass through' effect of the licensing fee to the employer." The company speculated that employers may "find themselves either advancing current employees the licensing fees or practically paying the entire amount."

The National Waterways Conference, a non-profit group dedicated to a greater understanding of the public benefits of the American waterways system, noted the absence of public debate on Coast Guard taxes, and said ". . . we believe the implementation of Coast Guard 'user fees' constitutes taxation without consultation."

The SIU is presently considering several options for meeting this problem. Seafarers who wish to express their points of view should write to their congressmen. The LOG would appreciate receiving copies of all letters sent on this matter as well as copies of any responses received.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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



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

Stewards Agree on Benefits of Upgrading

The experiences of SIU members Elena Curley and Thurman Johnson illustrate how longtime Seafarers and newer members of the union agree about the importance of upgrading at the Seafarers Harry Lundeborg School of Seamanship.

Located in Piney Point, Md., the Lundeborg School gives Seafarers an invaluable opportunity to continually better themselves and increase their earning power. Curley and Johnson recently echoed the sentiments of many fellow SIU members when they expressed tremendous appreciation for the up-

grading courses available at the Lundeborg School.

"I know how much this school helps kids get their heads on straight, and it provides good training for life, too, for those who come here and already are [focused]," said Johnson. "This school is the greatest thing that ever happened."

"Nowhere else would I even dream of going to school to get my high school diploma, but now I have the courage because of (instructor) Sheila Schug," said Curley, who plans to get her diploma through the Lundeborg School of

Seamanship's GED program.

'SIU Is Like Family'

Johnson, 42, recently completed training in the chief steward program. A Seafarer for more than two decades, Johnson said the upgrading courses helped him accomplish things he once thought impossible, such as operating a computer.

Studying the sealift and helo-operations course was demanding, Johnson added, but he benefited markedly by using videotapes at the Lundeborg School library to replay lectures.

Brother Johnson, who joined the Marine Cooks and Stewards before it merged with the AGLIWD, has worked every job in the galley. He ships often, mostly on grain runs to Third World nations, to provide well for his family.

The grain-run destinations remind Johnson of his difficult youth, when he lived in volatile Watts (a community in Los Angeles). With that in mind, he enjoys his role now in helping others and never complains about long workdays.

Johnson described SIU ships as functioning "like a family, with real teamwork."

As for the Lundeborg School, Johnson says it has made a monumental difference in his life. Like fellow galley gang member Curley, Johnson took advantage of the school's adult education classes. He graduated from high school in the 1960s but did so without learning much. "I just got passed along, falling through the cracks," he recalled.

Now, thanks to the Lundeborg School, he is comfortable working fraction problems in math and is building reading skills he did not get in high school.

Learning New Skills

Chief Steward Curley joined the union just three years ago, in Honolulu. Yet she already has studied



Elena Curley, left, and Thurman Johnson learn at Lundeborg School.

Creativity Is Critical To a Henry Jones Menu



Chief Steward Henry Jones

When SIU members sign on the LNG Leo and discover the chief steward is Henry Jones Jr., they know to check the menu for some of the 56-year-old's "unusual" specialties:

- Chinese-style, Appalachian Mountain-type Egg Foo Yong with Egg Rolls,
- Cuban & Madagascar-style Malagasy Sandwich with Garnish,
- Broiled Casablanca, Northern Gibraltar Succulent Filet Mignon Steak, or
- Minced Rockhampton Farm Raised Ham Salad Sandwich with Garnish.

However, Jones prepares these bizarre dishes for the menu only. "I want to provide some amusement for the guys on the ship," he told a reporter for the Seafarers LOG. "This is something different to make their day go better."

Jones, who sails from the port of Seattle, started creating his out-of-the-ordinary menus when he became the chief steward aboard the ETC vessel 11 years ago.

"If you put 'roast beef with gravy' on the menu each time you serve it, it gets bland. I wanted to give (the crewmembers) some-

thing to read and enjoy."

Besides providing a twist for the food being offered that day, Jones ends each menu with a legitimate quote and to whom it is attributed, like "Berra's first law: 'You can observe a lot just by watching.'"

"I picked up a book of quotations and started offering one each day for amusement," Jones noted. "Now the guys come in and look for that, too."

The Louisiana native never planned to make the sea his life when he started as a waiter in 1954 aboard a Military Sea Transportation Union (the forerunner of today's SIU Government Services Division) vessel.

"During the '50s, jobs were hard to come by. Some of my friends went to sea and told me I could get a job there. I dropped out of college and planned to sail for a couple of quarters, then go back with the money I made."

Jones never went back to college. Instead, he started working his way up the steward department. In 1961 he started sailing for the Marine Cooks and Stewards and took advantage of the union's upgrading facilities.

"I hold all the passenger cook ratings," Jones recalled. "I learned everything I could. Back then and today, education is the most important thing. I would tell someone entering the trade today to learn everything you can and upgrade whenever possible."

Jones worked aboard passenger vessels—Lurline, President Wilson, and Delta Line ships—until he signed on the LNG Leo. He stated he enjoys cooking for his fellow crewmembers as much as when he cooked for passengers aboard cruise ships.

Dinner Menu

Chilled fresh green mixed garden vegetable salad bar
Broiled Casablanca northern Gibraltar succulent filet mignon steak
Macao & Hong Kong-style pork fried Chinese rice with soy sauce
German-style spiced sauerkraut with steamed knockwurst sausage
Baked white Idaho potatoes with sour cream

Steamed white patna rice

Buttered fresh broccoli spears

Buttered mixed vegetables

| | | | |
|-------------------|-----------|---------------------|-------------|
| Bakers sweet cake | ice cream | chilled fruit jello | fresh fruit |
| Coffee | tea | cocoa | sanka |
| | | cold drink | milk |

A typical dinner menu planned by SIU Chief Steward Henry Jones Jr. combines standard fare with exotic twists.

a myriad of subjects at the Lundeborg School, ranging from adult education to steward department upgrading courses to arts and crafts.

Curley, 45, described the school's instructors as "helpful and reassuring. They even help on their own time, often being a friend as well as a teacher."

She shares Johnson's belief that SIU crewmembers are like family.

Having learned the culinary business from "cleaning and salads to being the main chef," Curley appreciates the educational opportunities at the Lundeborg School. As evidence of her progress there, she points to a letter from the OMI Charger's master. The letter describes Curley as "outstanding," with a noteworthy work ethic and an abundance of talent. "I cannot tell you enough about the difference she has made to the steward department on the Charger," W.E. Nason wrote. "With Elena you will have a clean, well-run steward department that feeds well, with the end result of a happier crew."



STEWARD DEPARTMENT UPGRADING COURSES

For further information, contact any union hall or check the course schedule on page 27 in this issue of the Seafarers LOG.



A well-fed crew is a happy crew.

Register to upgrade now at the Lundeborg School.

SEAFARERS: UPGRADE NOW!

The Lundeborg School offers Seafarers the opportunity to upgrade their skills and achieve higher shipboard ratings. Higher ratings provide Seafarers with increased earning potential.

The following chart can be used by Seafarers to determine eligibility for courses offered at the Lundeborg School. Also, refer to page 27 for the dates courses are offered.

For further information, talk with the union's patrolmen who meet the ships or any port official. Additionally, Seafarers may call the Admissions Office of the Lundeborg School.

ELIGIBILITY REQUIREMENTS FOR UPGRADING SEAFARERS

To use the chart, Seafarers should locate their department on the left. In the next column is a listing of the basic Group I and II ratings available at the school. On the right are the requirements Seafarers should meet before applying to the school.

| DEPT. | POSITION | REQUIREMENTS | |
|---------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DECK | Able Seaman | 12 months seetime as an ordinary seaman | or 8 months seetime and graduated from Lundeborg School entry program. |
| | QMED | Hold a FOWT endorsement and have a minimum of 6 months seetime in a rating. | |
| ENGINE | FOWT | Normal color vision, 20/200 vision in both eyes corrected to 20/50 in both eyes, passed USCG approved physical examination and | |
| | | 6 months seetime as wiper | or 3 months seetime and graduated from Lundeborg School entry program. |
| STEWARD | Chief Steward | 2 years seetime with rating of chief cook or higher | or 8 months seetime as cook/baker, 4 months seetime as chief cook and hold Lundeborg School certificates of completion for each program |
| | | or 3 years seetime in rating above 3rd cook or assistant cook | or 4 months seetime as 3rd cook or assistant cook or higher, 6 months seetime as cook/baker or higher, 4 months seetime as chief cook and hold Lundeborg School certificate of completion for each program |
| | | or 9 months seetime as 3rd cook or assistant cook or higher, 4 months seetime as cook/baker or higher, 4 months seetime as chief cook and hold Lundeborg School certificates of completion for cook/baker and chief cook programs | or 9 months seetime as 3rd cook or assistant cook or higher, 9 months seetime as cook/baker or higher and 4 months seetime as chief cook and hold Lundeborg School certificate of completion for chief cook program. |
| | Chief Cook | 1 year seetime in steward department with 4 months as cook/baker | or 4 months seetime as cook/baker and hold certificate of completion from Lundeborg School cook/baker program |
| | | or 1 year seetime as steward assistant after completing Lundeborg School cook/baker program. | |
| | Cook/Baker | 3 months seetime as 3rd cook or assistant cook and hold Lundeborg School certificate of completion | or 6 months seetime in steward department and hold certificate of completion for Lundeborg School entry rating program |
| | | or 12 months seetime at any rating in steward department. | |
| | Assistant Cook Utility | 6 months seetime in steward department | or 3 months seetime in steward department and graduated Lundeborg School entry rating program. |

Poultry Plant Fire Points to Need For Better Safety

Continued from page 7

workplace committees on health and safety in plants with more than 10 employees.

North Carolina is one of 23 states given permission by the federal Occupational Safety and Health Administration (OSHA) to run its own program and assume responsibility for job safety and health, provided certain conditions are met.

The state failed to meet OSHA criteria on staffing and inspections in 1990. North Carolina has 22 safety inspectors, six of whom are trainees, and 13 health inspectors, seven of whom are trainees, for a total of 35. Federal OSHA requirements set 77 as the number needed by a state the size of North Carolina.

In 1985, federal OSHA estimated the state should inspect its 3,213 high hazard manufacturing businesses, which included Imperial Foods, once every two years. In 1990, the state OSHA inspected only 100 businesses, meaning each plant would be visited about once every 30 years.

The AFL-CIO, the national federation of trade unions, called for an end to the practice of allowing states to operate OSHA programs. Such a move was started late in the Carter administration but was killed when Ronald Reagan became president in 1981.

Several of the Imperial Foods survivors told stories about fellow workers being fired for asking about unsafe and unhealthy working conditions. The proposed legislation, if enacted, would prevent this from happening.

Immediately after the Hamlet fire, federal OSHA officials inspected another Imperial Foods plant in Georgia. While the inspectors found all the fire exits unlocked, they discovered the fire extinguishing unit was broken.

The bills also recommend jail terms and fines for employers who knowingly put their workers at risk of serious injury and give OSHA inspectors the right to quickly shut down dangerous jobs.

Hearings are scheduled to continue through the fall in the House of Representatives.

Have Union Mail Sent to Your Home

To ensure delivery of the Seafarers LOG each month and receipt of W-2 forms, Seafarers Welfare Plan bulletins and other communications from the SIU's headquarters, members should provide the national office with an up-to-date home address.

The home address is considered by SIU headquarters to be a member's permanent residence.

SIU members who have changed their names also should notify headquarters. Individuals receiving duplicate copies of the LOG are asked to advise the union of this matter. If addresses or names are incorrectly noted on current mailings, contact headquarters.

Any changes should be made on the coupon and sent to SIU, 5201 Auth Way, Camp Springs, MD 20746.

CHANGE OF ADDRESS OR NAME FORM

The following will be my permanent address for all official SIU mailings. This address should remain in the union file unless otherwise changed by me personally.

(PLEASE PRINT)

Full name: _____

If name has changed, former name: _____

Street address or P.O. Box: _____

City, State, Zip Code: _____

Telephone number (with area code): _____

Book number: _____ Social Security Number: _____

Please check one:

☐ This is a change of address.

☐ This is a change of name.

☐ This is a new request. I have never received the LOG at my home address.

☐ I am receiving more than one copy of the LOG. Please use the address listed above for all future issues of the LOG.

(Signed) _____

10/91

Final Departures

DEEP SEA

JOHN BARNETTE



Pensioner John Barnette, 73, passed away July 29. He was born in

Texas and joined the SIU in 1947 in the port of Galveston, Texas. Brother Barnette sailed in the engine department. He began receiving his pension in June 1972.

TONY BARONI



Pensioner Tony Baroni, 72, died July 6. Born in Louisiana, he

joined the Seafarers in 1959 in the port of New Orleans. Brother Baroni shipped in the black-gang. He served in the Army from 1941 until 1945. Brother Baroni retired in February 1984.

ADRON COX

Pensioner Adron Cox, 65, passed away August 4. A native of Bakan, Ky., he joined the union in 1962 in the port of Baltimore. Brother Cox sailed in the engine department and in 1973 upgraded at the Lundeberg School. He began receiving his pension in October 1982.

VERNON DOUGLAS



Pensioner Vernon Douglas, 67, died August 7. He joined the SIU in 1955 in his native

Baltimore. A member of the steward department, Brother Douglas also served in the Army from 1942 to 1945. He retired in August 1989.

CHARLES FRANK



Pensioner Charles Frank, 73, passed away August 24. He was born in

Pennsylvania and joined the Seafarers in 1947 in the port of New York. Brother Frank shipped in the deck department. He began collecting his pension in January 1980.

ROLAND GOODMAN

Roland Goodman, 46, died August 27. Born in Donaldsonville, La., he joined the SIU in 1987 in the port of San Francisco. A veteran of the Navy (1962-66), Brother Goodman sailed in the deck department and was an active member at the time of his death.

BAYARD HEIMER



Pensioner Bayard Heimer, 76, passed away July 22. The native of

Jersey City, N.J. joined the Seafarers in 1962 in the port of Jacksonville, Fla. Brother Heimer sailed in the black-gang and upgraded frequently at the Lundeberg School. He served in the Navy from 1944 to 1946. Brother Heimer retired in May 1980.

MICHAEL KLEPEIS



Pensioner Michael Klepeis, 67, died July 30 due to cardiopulmonary

arrest. He was born in New Jersey and joined the union in 1948 in the port of New York. Brother Klepeis shipped in the steward department and from 1942 until 1945 he served in the Navy. He retired in January 1983.

RAFAEL MALDONADO



Rafael R. Maldonado, 66, passed away July 31. Born in Puerto Rico, he

joined the SIU in 1946 in the port of New York. Brother Maldonado sailed in the galley gang. He was an active member at the time of his death.

WILLIAM E. MORGAN

Pensioner William E. Morgan, 63, died July 4. A native of North Carolina, he joined the Seafarers in 1979 in the port of Jacksonville, Fla. Brother Morgan shipped in the steward department and from 1943 to 1968 he served in the Navy. He began receiving his pension in May 1990.

FRED MORISHIGE

Pensioner Fred Morishige, 68, passed away July 13. The native of Hawaii joined the union in 1962 in the port of San Francisco. Brother Morishige sailed in the deck department. He served in the Army from 1944 until 1946 and retired in June 1988.

RICHARD G. NEWELL

Pensioner Richard G. Newell, 64, died June 9. Born in New Mexico, he joined the SIU in 1948 in the port of Galveston, Texas. Brother Newell shipped as a member of the deck department. He began receiving his pension in August 1984.

UUNO PAULSON

Pensioner Uuno Paulson, 79, passed away August 9. He was born in Finland and joined the Seafarers in 1941 in the port of New York. Brother Paulson

sailed as a bosun. He retired in January 1979.

FAUSTINO PEDRAZA

Pensioner Faustino Pedraza, 70, died August 5. A native of Alvin, Texas, he joined the SIU in 1941 in the port of Baltimore. Brother Pedraza shipped in the deck department. He began receiving his pension in November 1983.

VANCE A. REID

Pensioner Vance A. Reid, 84, passed away August 22. Born in Winston-Salem, N.C., he joined the union in 1948 in the port of Norfolk, Va. Brother Reid sailed in the engine department. He retired in February 1969.

JUSTO SANA



Pensioner Justo Sana, 83, died August 23. He was born in the Philippine Is-

lands and joined the Seafarers in 1961 in the port of Seattle. Brother Sana shipped in the steward department. He served in the Coast Guard from 1942 until 1959. Brother Sana began receiving his pension in December 1975.

WARREN SHOUN

Pensioner Warren Shoun, 70, passed away August 16. The Tennessee native joined the SIU in 1968 in the port of New York. He sailed in the engine department and upgraded frequently at the Lundeberg School. Brother Shoun also served in the Navy from 1940 until 1967. He retired in November 1985.

CHESTER TILLMAN

Pensioner Chester Tillman, 66, died June 24. Born in Elvins, Mo., he joined the SIU in 1968 in the port of Seattle. Brother Tillman shipped in the black-gang and he also served in the Army from 1945 to 1947. He began receiving his pension in June 1990.

JUAN VAZQUEZ



Pensioner Juan Vazquez, 74, passed away June 19. He was born in

Puerto Rico and joined the union in 1945 in the port of New York. Brother Vazquez sailed in the steward department. He retired in November 1979.

CURTIS VEAZIE



Curtis Veazie, 60, died August 9. The Texas native joined the SIU in

1961 in the port of Houston. He shipped in the galley gang and upgraded frequently at the

Lundeberg School. Brother Veazie also served in the Marine Corps. from 1952 until 1954. He was an active member at the time of his death.

INLAND

JAMES E. BUCHANAN

Pensioner James E. Buchanan, 80, passed away August 14. Born in Virginia, he joined the union in 1962 in the port of Norfolk, Va. Boatman Buchanan sailed as a captain. He began receiving his pension in February 1978.

WILLIAM ESQUERRE



Pensioner William Esquerre, 68, died August 13. He joined the Seafarers in 1960 in

his native Mobile, Ala. Boatman Esquerre sailed in the deck department and he also served in the Army from 1943 to 1946. He retired in March 1985.

GRADIE C. INGRAM

Pensioner Gracie C. Ingram, 79, passed away August 16. A native of North Carolina, he joined the union in 1961 in the port of Norfolk, Va. Boatman Ingram sailed in the engine department. He began collecting his pension in April 1975.

LEONARD KOENIG



Pensioner Leonard Koenig, 64, died August 5. He was born in Gretna, La. and

joined the Seafarers in 1956 in the port of New Orleans. Boatman Koenig served in the Army from 1945 until 1947. He shipped in the engine department and retired in August 1981.

PAUL SIMONTON



Pensioner Paul Simonton, 72, died August 2. He joined the Seafarers in 1961 in

his hometown of Port Arthur, Texas. Boatman Simonton shipped as a master. He retired in March 1983.

JOHN TERRY



Pensioner John Terry, 74, passed away August 5. He joined the union in 1972

in his native Philadelphia, Pa. Boatman Terry sailed in the steward department. He began receiving his pension in January 1988.

GREAT LAKES

DONNIE PAULSEN



Donnie Paulsen, 54, passed away July 1. He joined the union in 1961

in his native Sault St. Marie, Mich. Boatman Paulsen sailed in the deck department and he also served in the Army from 1962 until 1964. He was an active member at the time of his death.

ROBERT C. ROACH



Pensioner Robert C. Roach, 64, died July 31. He was born in Ohio and joined the

SIU in 1961 in the port of Detroit. Brother Roach sailed in the deck department, and he also served in the Navy from 1944 to 1946. He retired in April 1989.

ELDRED J. STARK

Pensioner Eldred J. Stark, 78, passed away August 1. A native of Marine City, Mich., he joined the Seafarers in 1960 in the port of Detroit. Brother Stark shipped in the deck department. He began receiving his pension in January 1980.



A Fast Moving Story

written by
an SIU member

AB Larry Reiner has written an action-packed drama which takes place aboard two tankers.

This 268-page novel is available in hardback for \$18.95 from Integra Press; 1702 W. Camelback Road, Suite 119; Phoenix, Ariz. 85015. Shipping costs will be paid by the publishing company on books ordered before the end of December.

Larry Reiner will be happy to autograph books purchased by SIU members and pensioners, unless he is at sea.

Lundeberg School Graduates Ten Classes



Trainee Lifeboat Class 480—Graduating July 25 from trainee lifeboat class 480 are (from left, kneeling) Carl E. Leonard, James Capps, Derek Law, Steven Boleware, Laura Prague, Eddy George, Derek Mooney, Clifton Simoneaux IV, (second row) Thomas Janick, Kent Lee, T.J. Cox, Alton Glapion, Darrin Cooper, Wes Evans, Bill Brooks, Kevin Leewitt, Truman Marlowe Jr., John Crate, Elliot Whitted, Allen Sanders, Jack Green and Jim Moore (instructor).



Trainee Lifeboat Class 483—Recently graduating from trainee lifeboat class 483 are (from left, kneeling) Chris Mares, Clyde McArn, Robert Langford, Jason Schaffer, Marius Louw, Mark Settles, Kenny Cram Jr., (second row) Alton Hickman Jr., Dwayne Gordon, Jose Rodriguez, Rob Cavanaugh, John Schneider, Jeffrey Chicklas, Kevin Masfield, Nick Valenty, Jim Moore (instructor), (third row) Mark McArn, David Cebula, James Weinrich, Mike McIntyre, Vance Edington, Mike Burkett, Sean Hanley, Larry Callwood and Matthew Alexander.



Able Bodied Seamen—Graduating with their AB endorsement are (from left, kneeling) Doughland Stewart, John Kalyma, Robert Rainey, Kendra Savage, Chris Klaber, Robert Arneel, Miguel Acevedo, Casey Taylor (instructor), Ludek Horejsi, (second row) Joel Vickers, Ken Blyler, Khamisi Kayanda, Sean Ryan, J.R. Ewing, Calvin Patterson, Robert David, Kenneth Spruil, Charles Renfro Jr., Julio Figueroa, Daryl Fowkes, James Watts, Kelvin Johnson, (third row) Mike Hooper, Steve Tepper, Wesley Elliott, Paul Grady, John Warner, Mark Billiot and George Keblios.



Advanced Refrigeration Class—Receiving their certificates of course completion are (from left, front row) Eric Malzkahn (instructor), John Wong, Kevin Wray, John Penrose, James Weismore, (second row) Robert Stancavage, Bob Hamil, Donald Morgan, Randall Story, Rick Stewart, (third row) James Brock, E.A. Richman and John Copeland.



Upgraders Lifeboat—Certificates of training were received by the August 8 class of upgraders. They are (from left) Ben Cusic (instructor), Bunny Chelom, William Matthews, John Wong and John Wills.



Hydraulics—Meeting the course requirements for the four-week hydraulics course are (from left, kneeling) San Negron, Ken Stratton, Jose Quinones, Michael Brown, (second row) Walter Chancey, Bobby Spencer, Mike Novak, Bill Foley (instructor), Joseph Ortiz Jr., Tommy Hogan, (third row) Kevin Conklin, Bill Sullivan, Ray Culpepper and Paul Peterson.



Upgraders Lifeboat—Receiving their lifeboat training certificates from the Lundeberg School on September 10 are (from left, kneeling) U. Arciaga, Paul Gatewood, (second row) Mitchell Phillip, Timothy Monaghan, P.S. Olson, Hector Pinero and Jim Moore (instructor).



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, sitting) Joshua Georgiades, Freddy Dougherty, Sjarifudin Noor, Van Russ, Michael Jackson, Bubba Smith, L.A. Gracia, (second row) Sam Perez, J.C. Wiegman (instructor), J. Rick Nelson, Nestor Martinez, Richard Davis, Michael Gott and Roy A. Coleman.



Upgraders Lifeboat—Completing the September 12 lifeboat training course are (front) Gregory Calvello, (second row) Dan Mullen, Kenneth Johns, Daniel Cruz, (third row) Jim Moore (instructor), Steve Palmer, Tom Dowd and Pete Hokenson.



Marine Electrical Maintenance—Upgrading members of the Marine Electrical Maintenance course are (from left) J.D. Phillips, Tony Yore, R. McKenzie, Donald Morgan and Christopher Derra.

1991-92 UPGRADING COURSE SCHEDULE

The following is the current course schedule for November 1991-April 1992 at the Seafarers Harry Lundeberg School of Seamanship. 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 membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf.

Deck Upgrading Courses

| Course | Check-In Date | Completion Date |
|-------------|------------------------|-------------------------|
| Able Seaman | January 20 March 16 | February 28 April 24 |

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

| | | |
|--------------------------|-------------|-------------|
| Lifeboatman | November 11 | November 22 |
| | November 25 | December 6 |
| | December 9 | December 20 |
| | January 6 | January 17 |
| | January 20 | January 31 |
| | February 3 | February 14 |
| | February 17 | February 28 |
| | March 2 | March 13 |
| | March 16 | March 27 |
| | March 30 | April 10 |
| Ship Handling | April 13 | April 24 |
| | April 27 | May 8 |
| | December 2 | December 13 |
| | January 27 | February 7 |
| Radar Observer Unlimited | March 2 | March 13 |
| | December 16 | December 20 |
| | January 20 | January 24 |
| Celestial Navigation | March 16 | March 20 |
| | November 4 | November 29 |
| | February 10 | March 6 |
| | April 6 | May 1 |
| Third Mate | January 6 | April 17 |
| Limited Mates License | January 27 | March 3 |

Upon completion, the Sealift Operations course must be taken.

| | | |
|-----------|-------------------------|------------------------|
| Tankerman | November 11 March 16 | December 6 April 10 |
|-----------|-------------------------|------------------------|

Oil Spill Course

| Course | Check-In Date | Completion Date |
|---------------------------------------------|---------------------|------------------|
| Oil Spill Prevention & Containment (1 week) | March 2 April 27 | March 6 May 1 |

Upon completion, the Sealift Operations course must be taken.

Recertification Programs

| Course | Check-In Date | Completion Date |
|-------------------------|---------------|-----------------|
| Bosun Recertification | March 30 | May 4 |
| Steward Recertification | January 27 | March 2 |

Steward Upgrading Courses

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

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

Engine Upgrading Courses

| Course | Check-In Date | Completion Date |
|-------------------------------|---------------|-----------------|
| QMED-Any Rating | January 6 | March 27 |
| Fireman/Watertender and Oiler | November 11 | December 20 |
| | January 20 | February 28 |
| | March 16 | April 24 |

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

| | | |
|----------------------------------------|-----------|-------------|
| Pumproom Maintenance & Operations | January 6 | February 14 |
| Marine Electrical Maintenance | January 6 | February 21 |
| | March 16 | May 8 |
| Assistant Engineer (Deep Sea & Inland) | March 2 | May 8 |
| Refrigeration Maintenance & Operations | January 6 | February 14 |

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

1991 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Please contact the admissions office if you are interested in attending.

| 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 | January 6 | February 28 |
|----------------------|-----------|-------------|
| | March 16 | May 8 |

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) (Mo./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 _____ (dates attended)

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

If yes, course(s) taken _____

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

If yes, how many weeks have you completed? _____

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

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

Date available for training _____

Primary language spoken _____

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

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

SIGNATURE _____ DATE _____

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

DECK

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

ENGINE

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

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

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

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 Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674

10/91



Seafarers who participated in the Persian Gulf seafarers operation who have stories about their experiences are asked by the Seafarers LOG to share those moments with fellow SIU members. The LOG invites any and all Seafarers to submit story material and photos.

Mine-Sweepers Clearing Persian Gulf

The Maritime Administration has announced that most of the 1,250 mines found in the Persian Gulf since December 21, 1990 have been removed or destroyed and that merchant shipping in and out of Kuwaiti ports is returning to normal.

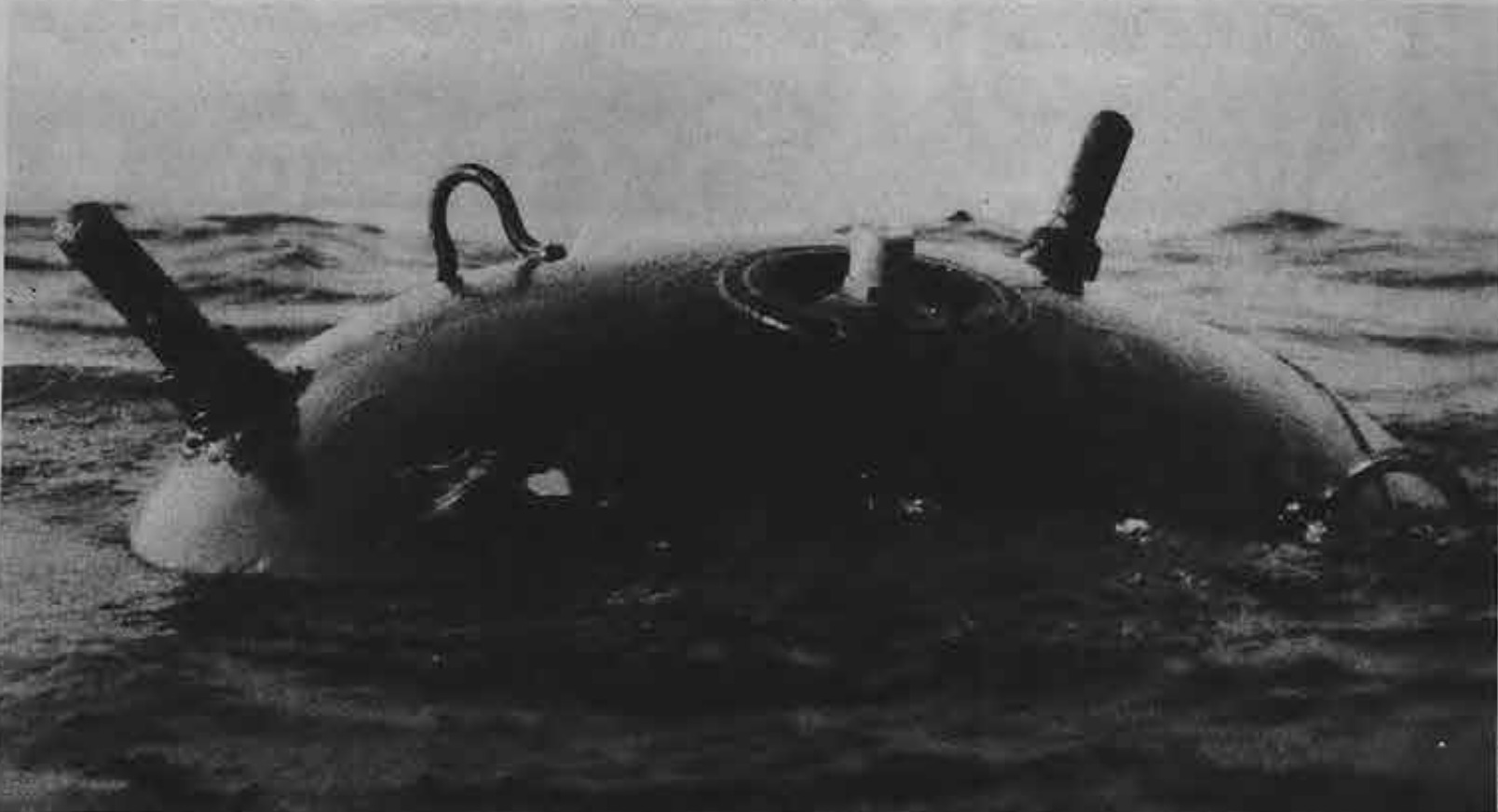
In an advisory to U.S.-flag ship operators which contained an update on commercial shipping conditions in the Arabian Gulf, Straits of Hormuz and the Gulf of Oman, MarAd said military escort services will no longer be provided. The agency's statement said such protection and transit assistance in and out of Kuwaiti ports was no longer necessary because of the cease-fire and the reduction of military forces in the region.

MarAd's notice also pointed to the success of multinational mine counter-measures which have removed what appears to be the major portion of the explosive devices which threatened merchant and naval shipping in the gulf region. Participating in the mine clearance effort were U.S., British, French, Italian, Dutch, German and Japanese mine hunting ships.

The U.S. Navy's role in the mine counter-measures operation was substantial. Fifteen percent of the surface mine forces and all of the helicopters used in the mine-sweeping of the gulf were supplied by the United States.

According to September 2 *Navy Times* articles, to detect the mines during the recent Persian Gulf engagement, a combination of helicopters and surface ships carried out the mine sweeping operations.

First, U.S. Navy helicopters, each towing a sled at the end of a 400-foot cable, searched for shallow anchored mines. The sled,



U.S. Navy

Iraq used 11 different kinds of mines to threaten merchant and naval shipping in the Persian Gulf. The multinational mine sweeping efforts have been successful at deactivating more than 1,250 of such mines.

which has its own jet engines and can be operated by the helicopter crew, sweeps for mines by generating an electrical current which can detonate underwater mines. It also is equipped with a mechanical cutter that snips the floating mines free from their tether ropes.

Divers Dispatched

After the helicopter-towed sleds cleared the mines near the water's surface, mine-hunter ships would move in, painstakingly searching for every explosive in the vessel's vicinity. Bottom mines were located with sonar. While in some cases robotic mini-submarines were used, the mine counter-measures task force relied heavily on divers who were dispatched to

plant explosive charges on those mines or defuse them.

The MarAd notice recommends that merchant vessels in that area transit QCS Route 303 on the inbound leg and QCS Route 305 on the outbound portion of the voyage. "While there remains, as before, no guarantee of safe passage, over 300 merchant vessel transits of Routes QCS 303 and 305 have been safely conducted since March 1991," said the MarAd advisory.

The agency's statement said military escort services to commercial shipping ceased on August 20. However, U.S. Navy warships will continue "normal maritime patrols in the Arabian Gulf and may be contacted via bridge to

bridge VHF radio for maritime advisory information," the statement advised.

Danger in North Gulf Waters

Of the 1,250 mines verified in the area, all except five have been spotted above 27-00N. The MarAd notice said additional mines are believed to be in the North Arabian Gulf and the statement flatly said that entry in that area "must be conducted with caution."

"Prudence dictates topside mine watches and daylight transits," added the advisory when addressing the situation in the North Arabian Gulf.

As to the area south of 27-00N, the MarAd statement said only a "slight threat" to merchant shipping remains from "random drifting mine encounters." From 28-00N south "there are no known active mines," said the MarAd notice.

The *Navy Times* reports that during Operation Desert Shield, Iraqi mines impeded seafarers operations. Some cargo ships destined for Saudi Arabian ports had to await escorts and time their transit through the dangerous waters to coincide with daylight hours.

Iraq's mine arsenal included 11 types of explosives, according to the *Navy Times*. The mines range from the super sophisticated models built in the 1980s that can be activated by a passing ship's magnetic, acoustic or pressure influence to 1908-designed czarist Russian mines that require contact in order to explode and which continue to be built to this day by the North Koreans.



Re-opening the major ports of Kuwait required the recovery or destruction of hundreds of mines. Pictured above is a member of the multi-national Mine Countermeasures Task Group of Operation Desert Storm.