

SEAFARERS LOG

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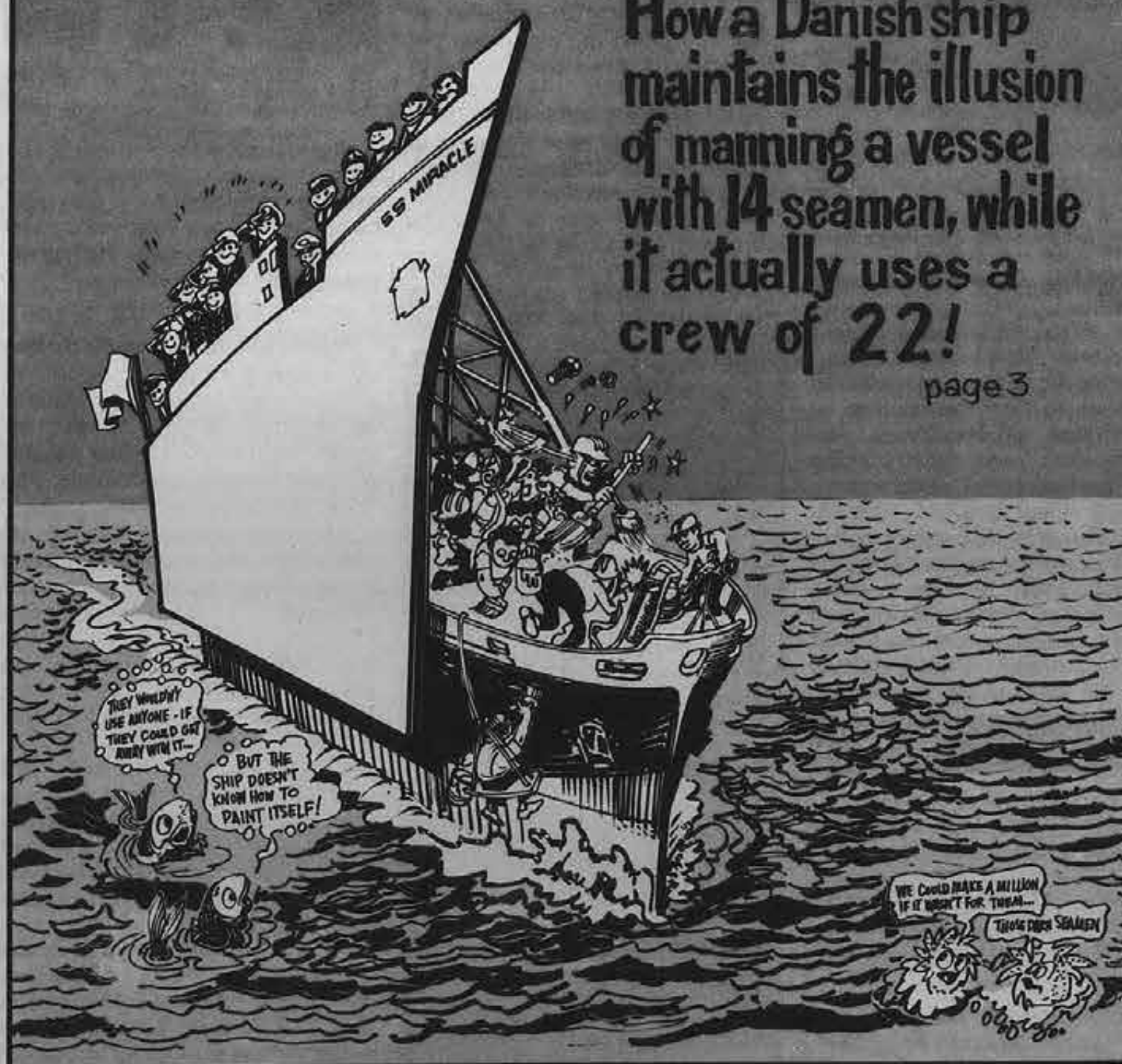
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When 14 equals 22

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President's Report

A Ray of Hope

Time will tell. But at the moment there is a ray of hope for the future of the American-flag merchant marine. And it is the result of the action by Secretary of Transportation Andrew Card in submitting in behalf of the administration a proposed maritime policy as a means of providing some relief to the industry which has been ignored by government for the past dozen or so years.



Michael Sacco

Details of this program appear elsewhere in this paper, but the thing to be remembered is that this industry has been in a deteriorating condition for too long. Because of Secretary Card's efforts to convince the administration of the need for some decisive moves, there is now a chance to halt the decline, and to enable the industry to compete effectively in world shipping.

This is not to say the program will suit everybody to a tee. As a matter of fact, it probably will require some compromise by every facet of the industry. That includes owners, operators, workers. Each segment of the in-

dustry will obviously have to alter its hard-and-fast positions in order to get maritime out of the hole and back on the track.

But there also are protective aspects in the Card proposal that are vital to maritime interests, among them seamen and shipbuilders. For one, the inviolability of the Jones Act is assured. For another, Title XI loan guarantees, a matter of great interest to ship operators and shipbuilders alike, are provided. The success of the final product will depend on the support of the entire shipping community.

The basic consideration, however, is that there is an opportunity for improvement for the first time in decades and we cannot let this chance slip by without giving it maximum encouragement.

Secretary Card's and the administration's proposal now goes to Congress, where Senator John Breaux of Louisiana and Senator Trent Lott of Mississippi and Congressman Walter Jones of North Carolina, among many others, have shown a desire to strengthen our shipping capability.

Speed is of the essence here. We have to move as quickly as possible to help put into effect the proposals which may be the opportunity we have been waiting for.

House Panels Vote to End Rivers' Safety Law Disparity

A House subcommittee approved a bill last month by a two-to-one margin, which, if enacted, would close a safety loophole that threatens the lives and livelihoods of river tug and two crewmembers. A few days after the panel's vote, the measure was approved by a full committee.

In a 14 to 7 vote in a June 25 session, Subcommittee on Coast Guard and Navigation members supported the mark up of a bill that proposes to extend the mariner documentation process to the men and women who sail aboard vessels of more than five gross tons. (A mark up prepares a bill for the next step of the legislative process.) The measure, with one amendment, was then adopted by voice vote in the House Merchant Marine and Fisheries Committee on July 1. The legislation now will go to the full House.



Rep. Walter B. Jones speaks in favor of the bill at panel mark-up session.

Leading the charge in favor of the legislation is Representative Walter B. Jones (D-N.C.), who introduced the bill, known as H.R. 4394. The Congressman, who serves as chairman of the Merchant Marine and Fisheries Committee, said the legis-

lation is designed to require that seamen working on inland waters' vessels hold a document, known as a Z-card, that indicates that he or she has met standards established by the Coast Guard, the government agency responsible for enforcing safe navigation procedures.

Protects Thousands of Boatmen

Currently, the majority of individuals working aboard the more than 3,300 tugs and tows operating on the nation's 25,777 miles of navigable waterways are exempt



A former riverboat captain, Rep. Don Young says bill would bolster the industry.

from holding Coast Guard-issued documents.

The SIU, which represents thousands of inland boatmen, strongly supports the measure. In testimony last March to the Subcommittee on Coast Guard and Navigation, SIU Vice President Joseph Sacco said this exemption is a loophole in the nation's maritime safety standards that endangers the lives and working conditions of crewmembers aboard tugs and towboats. "Every hand on a vessel, whether it is operating on a river or in the ocean, must have confidence in his fellow crewmembers and their ability to handle the vessel in any situation, in-

cluding emergencies that may arise."

Jones, in his comments during last month's subcommittee mark up session, said, "I firmly believe that this bill would remove unfit seamen from our waterways, decrease accidents, prevent the loss of life and protect our marine environment."

Good for Industry

Echoing the North Carolina Democrat's remarks was Congressman Don Young (R-Alaska), a former riverboat captain. Young said he believed the bill is "good for employers and good for safety." He noted that it benefitted boat owners and employers to know that the individuals hired to handle marine equipment "have some knowledge of the job."

Young's comments contradict arguments against the legislation put forward by the American Waterways Operators (AWO), a group representing many tug and towboat companies. AWO has been vehement in its opposition to the measure, despite the fact that several of its largest member companies—such as Maritrans and Crowley—support the bill.

Congressman Owen B. Pickett (D-Va.) expressed his interest in H.R. 4394 to SIU Director of

Governmental and Legislative Affairs Terry Turner before the meeting. Pickett said he hoped the measure would be "the first step in providing a safer environment for all merchant mariners who step aboard a vessel."

Also speaking in favor of the bill at the June 25 mark up session was



Rep. Gerry Studds urged fellow officials to get behind the measure.

Congressman Gerry Studds (D-Mass.). Studds has been working to move the legislation through the subcommittee and committee process by discussing the merits of the legislation with his colleagues.

Safety at Stake

Studds has pointed out the striking difference in the safety records of crewmembers who sail on Great Lakes and deep sea ships—all of whom are required to hold Coast Guard-issued documents—and individuals who work aboard tugs and tows.

The Coast Guard's database on casualties and marine accidents demonstrates that factors attributed to human beings are the primary cause of accidents involving tugs and tows. On the other hand, on deep sea and Great Lakes ships human factors account for only one-third of all accidents.

The amendment, added in full committee by Congressman William "Billy" Tauzin (D-La.) seeks to exempt individuals who work aboard Gulf oil derrick supply vessels of less than 100 gross tons from the documenting requirements mandated by the bill. The amendment was accepted by the House Merchant Marine and Fisheries Committee in its July 1 session. Thus the bill as amended was marked-up by the full committee and now goes to the House.

Subcommittee Vote On H.R. 4394

In Favor of Closing The Safety Loophole

H.L. "Sonny" Callahan (R-Ala.)
Thomas R. Carper (D-Del.)
George J. Hochbrueckner (D-N.Y.)
William J. Hughes (D-N.J.)
Earl Hutto (D-Fla.)
Walter B. Jones (D-N.C.)
H. Martin Lancaster (D-N.C.)
Greg Laughlin (D-Texas)
Nita M. Lowry (D-N.Y.)
Frank Pallone Jr. (D-N.J.)
Owen B. Pickett (D-Va.)
Jack Reed (D-R.I.)
Gerry E. Studds (D-Mass.)
Don Young (R-Alaska)

Opposed to Bill

Herbert Bateman (R-Va.)
Howard Coble (R-N.C.)
Jack Fields (R-Texas)
Wayne T. Gilchrest (R-Md.)
Porter J. Goss (R-Fla.)
James M. Inhofe (R-Okla.)
William "Billy" Tauzin (D-La.)

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Plan for U.S. Shipping Goes to Congress

The administration presented to Congress a comprehensive plan designed to keep ships under the U.S.-flag and thereby meet the nation's security sealift requirements. Secretary of Transportation Andrew H. Card Jr., appearing before a Senate panel last month, released the administration's maritime reform package, which was developed through a White House policy coordinating group comprised of the heads of government departments and agencies and representatives of the military.

Card told the Senate Subcommittee on Merchant Marine, which is chaired by Senator John Breaux (D-La.), who has been tenaciously bird-dogging a maritime policy throughout his career in Congress, that the policy group's efforts will result in a White House legislative proposal and administrative actions "that will set a new course for America's merchant marine, one which will enhance its competitiveness and improve its viability into the 21st century."

The text of the maritime union's statement on the Administration's proposed shipping program appears on page 10.

Maritime labor hailed the administration's initiative as a step in the right direction. The day following Secretary Card's statement to the Congress, the presidents of eight unions representing seamen in all shipboard jobs and longshoremen on all U.S. coasts issued a joint statement welcoming the maritime policy.

The union presidents said in the statement issued on June 18 to the Congress, the press and the U.S. shipping community, "As history demonstrates, the commitment of the President of the United States to a strong merchant marine is an essential ingredient to the enactment of any forward-looking maritime legislation."

"American maritime labor, the industry and Congress have demonstrated a willingness to work for a revival of a U.S.-flag shipping capability," the union presidents' statement said. "With the addition of administration support to the equation, we are hopeful that what once looked to be a formidable task has now become a reachable goal."

Congress to Get a Bill

The transportation secretary's plan covered a wide array of proposals, some of which will be submitted to Congress in the form of a bill, others which will take effect through regulatory actions and executive orders.

Card said the administration proposes measures to assist U.S. operators to acquire ships through a combination of tax deferral programs and government loan guarantees and to create a contingency retainer program designed to equal the playing field between U.S.-flag ships which compete against foreign operations that enjoy direct and



Secretary of Transportation Andrew H. Card Jr. testifies before the Senate Subcommittee on Merchant Marine.

indirect subsidies from foreign governments and lower wage costs.

The contingency retainer program, as envisioned by the administration, would provide for government payments of \$2.5 million per ship for two years and \$1.6 million per ship for five additional years for a total of 74 U.S.-flag vessels, that in turn could operate on any world trade routes.

Supports Jones Act

Central to the White House maritime plan is ongoing and solid support of two key provisions that have served the nation and the industry for years, specifically the Jones Act and cargo preference statutes. Card said the administration supports "the integrity of the Jones Act," the law which requires domestic waterborne commerce to be carried on U.S.-flag vessels constructed in the United States which are owned and crewed by American citizens. The secretary also said, "Existing preference cargo requirements should continue to be enforced."

The administration, Card said, also will move quickly to align U.S. ship design and construction and stability standards with accepted international standards. Additionally, the administration proposes to allow foreign investment in U.S. shipping operations.

The administration will "work vigorously toward the elimination of subsidies provided by foreign governments to their shipyards," Card told the Congress. He said the White House will work

Danish Ship's 14-Man Crew Is an Illusion

The question of manning is always at the root of the relationship between seamen, their trade union organizations and the operators. Wherever and whenever there is talk on cost and efficiency, management always falls back on the subject of crew manning.

Seafarers LOG Special Feature

The unions representing sea-going labor maintain that the subject of manning has been abused by the shipowners who have attempted to convey the impression that this issue has been the sole impediment to their success.

However, over the years, as shipboard technology has advanced and justified changes, the unions have developed realistic manning scales to encourage shipping operations under the American flag and to allow U.S.-flag ships to run safely and efficiently. Within the framework of collective bargaining, unions representing shipboard labor and U.S. shipping companies have arrived at appropriate manning scales for each class of vessel operated under the American flag.

Nevertheless, the public and the unions continue to hear the cry for reduced manning from ship operators. The latest number that many shipowners, particularly European and Japanese shipping executives, have centered their activity on is 14—advocating a crew complement of 14 as a shipping company's optimum manning scale.



The manning certificate for the Mayview Maersk calls for 14 seamen; in reality, the vessel carries a crew of 22.

A specific case in point is the Mayview Maersk, a Danish-flag, 964-foot-long, 106-foot-wide container ship which was put into service in October 1991 for a Rotterdam/Singapore run that includes calls at east coast and west coast ports of the United States. It was announced that the vessel operates with a 14-man crew. But that is as far as the number 14 went. In actual operation, the vessel carries a crew of 22.

14 on Paper, 22 on the Ship

The manning certificate for the Mayview Maersk calls for 14. But 22 individuals make up the crew. What follows is a description of the vessel's crew and responsibilities compiled from a number of sources, including the facilities of the International Federation of Transport Workers (ITF), the world body concerned with manning and welfare of seamen.

Here is how the crew of 14-turned-22 breaks down: Up front, the 14 positions on the ship's certificate are a captain, three mates, one chief engineer, two assistant engineers, four ship's assistants, one steward, one stewardess and one electrician. The additional eight seamen are three general workers, two deck cadets, two repairmen and one electrician.

The 22 crewmembers perform the myriad duties that go hand-in-hand with the operation of the vessel as a medium of transport and all the subsidiary functions involved in maintaining an efficient vessel.

The 22-man crew on the Mayview Maersk, an M-Class Maersk ship about the size of a Sea-Land Atlantic-Class vessel, works with up-to-date equipment and advanced shipboard technology with many labor-saving devices, as the vessel was recently constructed and put into service.

Myriad Shipboard Duties

The captain, chief engineer, mates and assistant engineers have duties that generally correspond to those of American seamen with these positions on U.S.-flag ships. The so-called ship assistants work under the direction of the mates and captain. The electrician is supervised by the chief engineer.

The required duties of the two repairmen, who work under the direction of the chief engineer, include everything from welding to valve packing to valve fixing. They do lathe work and any type of engineroom repairs. The additional

Continued on page 10

Why Steps Must Be Taken Now To Ensure a U.S.-Flag Fleet in the Future

Excerpts follow from Secretary of Transportation Andrew H. Card Jr.'s testimony to the Senate Subcommittee on Merchant Marine on June 17:

- Total revenues earned by the U.S. water transportation industry are nearly \$21 billion. Nearly \$10 billion in revenues are earned from the movement of freight by water. Over \$8 billion in revenues are earned from services incidental to water transportation. More than \$2 billion in revenues are earned from the water transportation of passengers.
- The U.S. maritime industry contributes to the U.S. gross domestic product. In 1990, it generated \$12.1 billion in balance of payments receipts. This includes \$4.2 billion in export freight and charter hire payments to U.S. carriers by foreign entities.
- Of the total cargo needed to support allied forces in Operation Desert Shield/Desert Storm, 95 percent went by sea. More than 80 percent of the dry cargo sealift required in the operation was carried on U.S.-flag ships.
- Today, the privately owned U.S.-flag fleet ranks 16th in the world in number of ships with 393 seagoing vessels. Forecasts indicate that by the year 2000, absent any change in maritime policy, the fleet will shrink to 117 ships, with a carrying capacity of 5.9 million deadweight tons, down from nearly 20 million today.

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Pay and Promotion Changes In Store for Gov't Services Members

Members of the SIU's Government Services Division are being notified of changes within the Military Sealift Command-Pacific Fleet (MSCPAC) that will affect their promotions and pay.

MSCPAC is asking for additional information on a member's training, evaluations and employment record at a higher position when filing for a promotion. Previously, members only had to submit a promotion request.

According to Roy "Buck" Mercer, vice president for government services, members will need to include a record of any training received, evaluations from his or her department head and any record showing time employed at the higher position. It is up to the member to supply all this information for entry into his or her Official Personnel Folder.

The Promotion Board uses all of this data to rate candidates and make promotions based on the highest rated of the group. The board also will establish a register in order to make future interim promotions without having to convene.

Engine and steward department

members will receive a wage, overtime and penalty time increase of four (4) percent, effective July 1. Deck department members will see the increase only in their overtime and penalty time rates.

MSCPAC wages are related closely to those for members belonging to the SIU Pacific District (Sailors Union of the Pacific, Marine Firemen's Union and the SIU AGLIWD). Because the SUP, which represents the deck department, has applied its four percent wage increase to its money purchase plan for the members' retirement, members of the Government Services deck department are denied that portion of the increase, Mercer noted. This has happened once before to deck and engine department members.

Flyers are being posted on MSCPAC vessels that the unified civilian payroll system will go into effect December 27. Beginning that date, MSCPAC mariners will follow the same payroll procedures as all other employees of the federal government.

Some of the changes that will affect mariners include pay periods

going from twice a month to every other week, allotments being sent every payday rather than once a

month and accurate leave and earning statements being transmitted to vessels each payday.

Controversy at USS Boils Over

Another charity that is dependent on public and corporate funds has been hit by scandal and accusations of impropriety. The United Seamen's Service (USS)—a 50-year-old organization with a dozen centers, the purpose of which is to provide recreational and other services to mariners—is the subject of a storm of controversy stemming from a \$1 million retirement and pension package which has been awarded to its retiring executive director.

The questionable procedures by which this award was made and issues raised from these matters have split the USS board of directors and resulted in a number of resignations. Another consequence of the controversy is that a number of directors demanded a change in the organization's leadership, specifically the presidency of Talmage E. Simpkins, who also heads the Labor Management Committee of the National Maritime Union (NMU).

The contention within the USS board of directors—which primarily is made up of individuals associated with the maritime industry—became public last month in a series of articles appearing in the Journal of Commerce.

At the center of the strife is a \$1,031,000 payment to Ernest Pigott, the organization's former executive director who served in the position for one year and retired in early January. That figure was presented to the USS board as a retirement package that included a lump sum pension of \$720,000, a lump sum four percent cost-of-living-adjustment (COLA) allowance that was determined to have a total value of \$240,000 and a \$71,000 severance payment.

According to members of the board, they respected Pigott's right to a pension, thinking it would be a pension like most people receive.

The board learned in December 1991, in an almost accidental manner, of the huge payment to Pigott, and a similar arrangement with his predecessor—Vando Dell'Amico, who retired in January 1990 and who took a lump sum pension and lump sum pension COLA that came to \$691,000.

This was revealed in a communication from the organization's insurance company in December 1991. In order to meet both the funding requirements of the pension plan and the current cash demand resulting from the \$1.6 million lump sum buyouts of the two executive directors, it was necessary to withdraw more than \$900,000 from the USS \$4 million cash reserve. The reserve is made up of monies from various donors which are designed to benefit merchant seamen.

Pigott's pension then was discussed in early January 1992 at a board of directors meeting, which voted to seek a legal opinion on the retirement package. The report was prepared by Proskauer, Rose, Goetz & Mendelsohn. It said that the USS

pension plan's language is "somewhat ambiguous" but it had been approved by the board in January 1990. The firm's report also said the USS \$4 million reserve did not have to be used to cover USS pensions and that the organization could instead pay Pigott a pension of \$65,000 a year which would mean that monies would not have to be moved from the reserves.

Despite the legal opinion, Simpkins pushed through board approval in an 8 to 7 vote in a February board meeting for the \$720,000 lump sum pension and \$71,000 severance pay. The board voted to treat the lump sum pension COLA differently, and that matter is under review.

Several board members felt it was imprudent policy, and on March 18 the USS board voted to terminate or amend the group's pension plan and to hire an actuary to review the situation. Despite this vote, Simpkins moved unilaterally to transfer the monies to Pigott.

Treasurer Overruled

Subsequently, in March, Simpkins authorized the movement of funds from the USS reserve, overruling Rear Adm. Thomas A. King, who serves as chairman of the group's finance committee. Then in April, Simpkins approved a check to Pigott for \$720,000—despite strong objections from King and USS treasurer and board member William G. Croly, who sought a report from an independent actuary hired by the board before the payment was made. Simpkins ignored their request.

In May, three board members resigned, all of whom are officials with the Maritime Administration.

At the June board meeting, in the elections for officers of USS, Simpkins was reelected by a vote of 14-9. King challenged Simpkins for the post. Board members supporting King believe Simpkins stacked the vote. Many board members did not show up for the meeting.

After that meeting, one board member, who is from the Journal of Commerce, resigned, and others have said they are considering doing so.

While Simpkins appears to have quashed his opposition for the time being within USS, there is no question in the minds of a number of individuals in the maritime field who have known and supported the organization that this situation has damaged the group's fundraising capabilities.

For example, reportedly there is considerable confusion and uncertainty over the AOTOS fundraising dinner. The AOTOS—Admiral of the Ocean Seas—award is given to an individual from the industry, and is an annual event from which proceeds from ticket and journal sales go to the USS.

There also have been questions raised about funds for the organization which flow from the operation of slot machines in several of its facilities for seamen.

Three Votes Keep Scab Ban Bill From Being Heard in Senate

Senate supporters of a bill, passed by the House of Representatives, to ban the hiring of permanent replacements (scabs) of striking workers fell three votes short of being able to bring the legislation to the floor for debate.

Despite an amendment supported by the AFL-CIO and offered by Senator Robert Packwood (R-Ore.) that called for labor and management to present their disputes to a fact-finding panel for resolution, the Senate voted 57-42 on June 16 to limit a floor debate on the bill (known as cloture). However, a minimum of 60 votes was needed to prevent an announced filibuster by members of the Senate opposed to the Workplace Fairness Bill, S. 55. Thus any discussion of the bill during this session of Congress effectively was killed.

Last year, the House passed its version of the bill 247-182 and sent it to the Senate for debate. A block of conservative senators threatened to prevent the bill from being heard by

promising a filibuster—a Senate practice that allows its members to stall or kill legislation by allowing no one else to talk during the debate.

The AFL-CIO accepted Packwood's amendment in hopes of placing a limit on the debate, thus preventing a filibuster. Under the amendment, labor and management would be asked to offer all unsettled matters to a fact-finding board appointed by the Federal Mediation and Conciliation Service. If management refused to go before the board or accept its recommendations, union members could strike and would not be replaced by scabs. However, if labor refused to meet with the board or accept its recommendations, then management would be allowed to hire scabs.

Although the legislation will not be brought up in Congress again this year, the AFL-CIO said it would work this summer and fall to elect candidates who support the Workplace Fairness Act in order to offer it again next year when a new session convenes.

Mobile Members Remember Their Fallen Brothers



SIU members and retirees—including Ralph Smith, Jack Rankin, Lee de Parlier and Port Agent Dave Carter—gather for Maritime Memorial Day at the Mobile, Ala. monument erected by the late pensioner Phil Reyes to pay tribute to those mariners who have gone before them. After a ceremony hosted by the Association of Retired Merchant Seamen, a wreath in the shape of an anchor was taken to Mobile Bay where it was given to the sea.

SIUNA Unions Convene; Map Plans for '90s

Delegates representing the 19 affiliated organizations of the Seafarers International Union of North America, during the SIUNA's 22nd convention, called for actions to bolster the U.S.- and Canadian-flag merchant marine, the American fishing industry and the economies of Canada and the United States.

At the quinquennial convention, conducted June 15-17 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., more than 400 SIUNA delegates and guests heard from congressmen and maritime officials who pledged their support for such key items for working people as the striker replacement bill, elimination of a proposed work tax on merchant mariner licenses and documents, and fair trade policies.

Additionally, SIUNA affiliates reported on recent activities of their organizations, and delegates passed 13 resolutions and elected by acclamation a president, secretary-treasurer and 18 vice presidents.

SIUNA President Michael Sacco summarized the dominant theme of the convention when he characterized the fight to "save and revitalize" the merchant fleets of Canada and the United States as difficult but winnable.



Michael Sacco
SIUNA

With that in mind, the delegates' mood was a combination of cautious optimism and dogged determination to re-invigorate the U.S. and Canadian merchant fleets.

"Many of the traditional maritime countries have abandoned their merchant fleets to runaway registries,"



The United States must have the kind of shipping power that befits its world position, House Majority Leader Richard A. Gephardt tells the more than 400 delegates and guests attending the 22nd convention of the Seafarers International Union of North America.

President Sacco said in his opening remarks. "Some have turned their shipping over to second registries — which are simply flag-of-convenience schemes hiding under national flags.

"But there are some traditional maritime countries that are working hard to maintain their national fleets in an industry that has become dominated by shipowners who feel no allegiance to any nation.

"It is our goal to place Canada and the United States firmly in the camp of nations that are doing their utmost to maintain their commercial fleets. And when I say maintain, I mean keeping a national merchant marine without sacrificing safety and inspection standards or American manning."

Sacco told the SIUNA delegates that the union would battle against "wage-chiselers and tax-evaders,



Delegates representing 19 affiliated unions applaud Gephardt's call for a national maritime policy.

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Maritime Union Presidents See '92 Elections as Key to Industry

Presidents of several key maritime unions, speaking at the SIUNA convention last month, noted the need for actions to reverse the trying economic circumstances facing not only the maritime industry but also the majority of United States citizens.



Raymond T. McKay
District 2-MEBA



John Bowers
ILA

Masters, Mates & Pilots President Timothy A. Brown, International Longshoremen's Association President John Bowers, AMO District 2-MEBA President Raymond T. McKay, Maritime Trades Department Vice President and IUOE Local 25 Business Agent William Zenga, and National MEBA and District No. 1-PCD MEBA President Gordon M. Ward also stressed the importance of upcoming elections in the U.S.

McKay said that for U.S.-flag maritime interests, "The question has become not what can we gain in Washington, D.C., but what can we hope to keep. The industry has changed, and things couldn't be more critical than they are now, with everything that's happening in maritime labor and everything that is not happening in government."



Timothy A. Brown
MM&P



Gordon M. Ward
District 1-MEBA

Said Ward, "It's obvious there are plenty of people in Washington who do not want a U.S.-flag merchant fleet. But I know from my experience on ships that the MEBA and the SIU provide good value of the dollar. We earn our money on those ships.

"We plan to do battle in

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House Leaders Pledge Support For a National Maritime Policy

House Majority Leader Richard A. Gephardt (D-Mo.) and House Democratic Caucus Chairman Steny H. Hoyer (D-Md.) each recently called for issuance of a strong United States maritime policy that would bolster the U.S.-flag merchant fleet.

Speaking at the Paul Hall Center for Maritime Training and Education on June 15, the first day of the 22nd SIUNA convention, Congressmen Gephardt and Hoyer also vowed to continue supporting legislation which would outlaw the hiring of "permanent replacement" workers; health care reform leading to a United States national health care program; and trade agreements which create a level playing field, unlike the slanted one which currently puts the U.S. at distinct disadvantages with some trading partners.

Gephardt commended U.S. merchant mariners for their quick, efficient work in transporting troops and ammunition during Operations Desert Shield and Desert Storm. "But after the congratulations, we need a real policy," he said. "I'm tired of nothing being behind a real maritime policy for this country."

Hoyer said a strong U.S.-flag fleet is "critical to national defense and

international security and stability."

The great victory of the Persian Gulf was a logistical victory, an incredible transfer of men, women and materiel.

"Our merchant marine should continue to be operated by American companies and crewed by American seamen."

Bill Bans Scabs

Gephardt said of the striker replacement bill, passed last year by the House, "There is no more important piece of legislation, not just for organized labor, but for America." The bill would prevent employers from firing striking workers and permanently replacing them with scabs. It is under Senate consideration, although even if it passes, President Bush has threatened to veto the measure.

Hoyer said passage of that bill and new trade agreements are critical to long-term economic prosperity in the U.S. "There are a whole lot of people in America who are making very, very large profits off cheap labor overseas and undermining the standard of living of Americans here at home. Ultimately, that short-sighted, quick-profit, to-hell-with-the-workers attitude is going to undermine the strength of America."



Rep. Richard A.
Gephardt



Rep. Steny H.
Hoyer

Safety Teams Are Vital Element In SIU School's Education Network

The Seafarers Harry Lundeborg School trains seamen to work safely. From the minute a young man or woman enters the school as a trainee, learning shipboard safety practices goes hand-in-hand with the rest of the institution's curriculum.

As a Seafarer advances in his or her career by taking courses at the Lundeborg School to advance skills and ratings, he or she will be steeped in procedures designed to minimize the possibility of accidents and to limit potential damages and injuries in the case that such an event were to occur.

Safety Teams Formed

In order to continue educating the Seafarer while he or she is away from the school and to bring the message of safety to the seamen on ships and ashore, the Lundeborg School has formed "safety teams."

The safety team officials operate from SIU halls around the country. They visit SIU-contracted deep sea, inland and Great Lakes ships, meeting with crewmembers. They work from the union halls, talking with members who come into those offices about their safety concerns.

Lundeborg School Assistant Director of Vocational Studies, Bill Foley, labeled these officials "our safety ambassadors." Foley's remark was part of his presentation to the safety team members at a two-day conference conducted last month at the Lundeborg School in Pincey Point, Md.

The conference was designed to give safety team members up-to-date information on shipboard safety practices. As jobs in the shipping industry are among the most dangerous occupations in the world, safety practices on a vessel are governed by a host of sources—everything from Coast Guard rules, laws passed by Congress, regulations of several federal agencies, procedures recommended by equipment manufacturers, company policies, certain provisions within the SIU's contract with the operators and, most importantly, the seaman's own common sense, training and skill.

Recognizing that new safety prac-

tices continually are being implemented by any of these sources, the Lundeborg School convened the June conference of its safety team members.

Team Members Meet

The session brought together the safety teams, Lundeborg School instructors and industry representatives who specialize in shipboard safety programs.

"This is an opportunity for the Lundeborg School staff to learn from the safety team members of what they are finding on ships, while it gives the safety officials out in the ports a chance to gather information on the latest government regulations and changes in shipboard technology," said Nicholas Marrone, administrator of the Seafarers Welfare Plan, who opened the conference.

Safety team members learned from Lundeborg School staff members of resources available to assist seamen on ships and in their home areas to keep up with safety practices. For example, a videotape on preventing back injuries was shown to the safety team members, who also were informed that this presentation is available from the school's library.

Foley, who, in addition to his administrative duties, teaches the school's welding course and

recently-issued government regulations concerning the monitoring of seamen for over-exposure to the chemical benzene. Participating in the session were Harry Rogers, safety director, Intercoastal Management Corporation; Tom Anderson, safety and health director, American Steamship Company; and John Burns Jr., labor relations director, Maritrans.

The value of cooperation between all groups—unlicensed and licensed seamen, management, the union and the school—was stressed as an important factor in achieving safe work environments.

A new component of safety team members' field of knowledge will be in the area of physical fitness and infectious and other diseases, Dr. Kenneth Miller said in his remarks at the conference. Miller, who recently joined the Seafarers Welfare Plan staff as medical director, cited the example of what a crew should do in the event that contaminated food is found aboard the ship.

Know the Facts

He also said Seafarers should know the facts behind a disease such as Acquired Immune Deficiency Syndrome (AIDS), noting that there is a great deal of misinformation and hysteria among the general public about the illness. He noted that

seamen should understand how the disease is transmitted and take precautions. At the same time, a seaman should recognize that he or she can work alongside an individual who tests Human Immunodeficiency Virus (HIV) positive and not be exposed to the disease, he said.

Safety team member Steve Judd, who works from the SIU hall in New Orleans, was enthusiastic about the discussions at the conference. A week after the session he said, "Since coming back, I have been able to talk with the crews and share the knowledge I gained at the conference."

Judd's sentiments were echoed by Tony McQuay of Jacksonville. "Education, information and training do make a ship a safer place to work," McQuay said. "I'm glad I have been given a good background in this area because it helps me pass on information to Seafarers that may be useful to them and their shipmates in doing their jobs."



Jacksonville's Tony McQuay (left) makes a point while Mike Calhoun listens.



Listening to reports made during the safety conference is Steve Judd, New Orleans.



Lundeborg School Instructor Bill Foley covers safety issues by ship department.



Nick Marrone, Seafarers Welfare Plan administrator, opens the conference.



Dr. Kenneth Miller educates conferees on the medical problems associated with the chemical benzene, a product with which many seamen come into contact.

hydraulics class, covered department-specific safety concerns. He flagged safety issues covered in each course for Seafarers in all three departments—deck, engine and steward.

Company representatives advised the safety teams of steps their organizations had taken to comply with



Safety videos are an important tool for providing information to Seafarers.



John Burns, Maritrans labor director, speaks on practical application of recent regulations.



Talking about problems related to shipboard accidents is Harry Rogers, IOM safety director.



Tom Anderson, ASC safety/health director, explains how to maintain safe ships.



Waiting their turns to address the conference are Lundeborg School instructors (left to right) Jim Brown, Ed White, Jim Shaffer and Byron Cummings.

Seafarers Medical Dep't Director Post Changes Hands

'Dr. San' Retires; Steered Program In Public Hospital Closure Period

After more than a quarter century of service to the Seafarers Welfare Plan Medical Department, Dr. Joseph A. San Filippo retired last month as its medical director.

During his tenure with the SIU's medical program, San Filippo helped coordinate the Seafarers' response to the drastic changes in seamen's health care procedures brought about by the closure in the early '80s of U.S. Public Health Service (USPHS) facilities that had been open to mariners for decades.

Better known to Seafarers as "Dr. San," the 76-year-old physician was named medical director in February 1986 shortly before the original director, Dr. Joseph B. Logue, passed away. As medical director, he was in charge of reviewing members' files to make sure physicals were complete. He oversaw the occupation-related health care received by Seafarers.

Enjoyed Every Minute

San Filippo received a standing ovation at a meeting last month of the welfare plan's trustees when he said, "This is like leaving family." Later he told a reporter for the Seafarers LOG, "I have enjoyed every minute of working here. I will miss the members of the SIU in particular."

With Dr. San's retirement, the administrative headquarters for the clinics will no longer be in Brooklyn as it has been during his directorship.

When Dr. San came aboard, in fact, the medical department was in its infancy with clinics being developed in halls across the country. He used to conduct physicals for



Dr. Joseph A. San Filippo

members of both the SIU and SIUNA-affiliated Sailors Union of the Pacific. Back then, merchant mariners were able to go to USPHS centers and receive medical care free of charge.

"In my early years, it was easier to refer an injured seaman to a public health center," Dr. San Filippo recalled. "With [the centers'] closings [in the early 1980s], the members have had to be more selective." Dr. San Filippo assisted in the plan's efforts to establish relationships with medical facilities where union halls are located.

Will Lend a Hand

Dr. San Filippo does not plan to retire completely from medicine. He still will be available for the new medical director when the need arises and he plans to stay in New York where he can provide medical consultations.

Prior to working for the Seafarers, Dr. San had a private practice and ran the Diabetes Clinic in Brooklyn. "This has been an interesting job," he noted. "I wouldn't have lasted this long without these people being so nice—the medical staff, those in the union halls and the membership."

Worker Health Pro, Dr. Kenneth Miller, Will Oversee SIU's Network of Clinics

Dr. Kenneth Miller takes over as the director of the Seafarers Welfare Plan medical department this month. He replaces Dr. Joseph A. San Filippo, who had held the position since February 1986.

With the assumption of Miller's new duties, the administrative headquarters for the Seafarers' network of clinics will move from Brooklyn to Camp Springs, Md.

Interest Piqued

Miller, who is certified by the American Board of Preventive Medicine, has an extensive background in occupational health. He originally planned to study internal medicine at the State University of New York Medical School in Buffalo but became interested in working people and industrial settings while going to the school. "Especially in an area like Buffalo, I became concerned with chemicals and cancer and other chronic diseases," the 42-year-old told a reporter for the Seafarers LOG.

After graduation, Miller continued his training as a resident at New York's Mt. Sinai Medical Center. He studied under the late Dr. Irving Selikoff, whom Miller calls his mentor. (Selikoff was a pioneer in the field of occupational health.)

Union Experience

In 1980, Miller was named medical director for the occupational health clinic and consultation service at Montefiore Hospital in the Bronx, N.Y. He took over in 1982 as medical director for the Workers Institute for Safety and Health, a non-profit organization that recently has become



Dr. Kenneth Miller

a project of the AFL-CIO to provide consultation services to unions in the areas of industrial hygiene, occupational safety and training. In 1983, he became the medical director for the Oil, Chemical and Atomic Workers International Union, AFL-CIO.

During 1986, Miller became the director of Occupational and Environmental Medicine Consultants in Portland, Ore. He left that position in 1990 to become a clinical associate professor at the College of Medicine at the State University of New York Health Science Center in Syracuse, where he was employed until signing on with the Seafarers.

Appeared Before Congress

He has testified before congressional committees on occupational regulations and policy. He also has been a consultant to such groups as the World Health Organization, the National Institutes of Health and Cornell University's Center for the Environment.

Miller, who is married, did his undergraduate work at Brooklyn College. He grew up in a household familiar with the labor movement as his father was involved in the teacher's union in New York City.



En route to refueling, Ranger crewmembers enjoy "Leap-Year Day" cookout. From left are QMED Gary Dahl, AB Mike Gomes, SA David Abing, AB Harold Younce, AB Mitch Santana, SB John Hanrahan and Chief Cook JoAnne Knight.



OS A. Tandel poses on Ranger's deck during refueling operation.



John Hanrahan has been a member of the SIU for 13 years.

MV Ranger Completes Refueling Operations on Tight Schedule

SIU members aboard the MV Ranger last March put forth extra effort to complete a refueling operation on a tight schedule.

Crewmembers aboard the Ranger, sailing in the Red Sea off the coast of Saudi Arabia, were pushed for time when they refueled a Military Sealift Command vessel. "Because of scheduling at the refinery, we absolutely had to have all the tanks clean within 36 hours," explained Seafarer John Hanrahan, who provided the accompanying photos. "The crew worked virtually around the clock, and two consecutive midnight meals were served. This ensured the company of not losing its load at the terminal."

Hanrahan, a 13-year member of the Seafarers, was sailing as steward/baker during the refueling. He was scheduled to complete the steward recertification course at the Lundeberg School this month.

An SIU scholarship winner in 1985, Hanrahan added that it is not all work at sea. For example, while en route to the refueling site, Han-

rahan and his shipmates were able to enjoy a "Leap-Year Day" cookout on board the Ranger, which is operated by Vulcan Carriers.

Sharing that type of camaraderie with fellow crewmembers is just one of what Hanrahan described as the "many benefits" he has enjoyed during his SIU career. "I have been more than satisfied with the Seafarers, and we're going to be around for a long time," he said.



OS Kennedy Rodrigues checks refueling lines on board the vessel.

Benzene Testing of Seafarers Begins July 27

Pulmonary and blood testing of all Seafarers for benzene will begin July 27 in order for members to register to ship, announced the SIU's contracts department in a report to be submitted to the membership in the July monthly meetings.

Seafarers Welfare Plan clinics will conduct the tests as part of a member's annual physical. Additionally, those Seafarers who have taken their annual exam recently may be asked to supplement that physical with the benzene-related tests.

The exams, which include a blood analysis for benzene build-up and check of a member's lungs by blowing into a tube to see if he or she can handle the anti-benzene equipment, are being implemented to comply with a U.S. Coast Guard hazardous materials regulation. Effective October 24, no Seafarer will be dispatched to a tanker, barge or other affected vessels unless he or she has

been benzene cleared, per the regulation.

Clinic cards will add a line stating a member has been tested for benzene, a petroleum-based chemical found in fuels, paints and cleaning solvents that has been linked to cancer. No member in any of the union's divisions (deep sea, inland or Great Lakes) will be allowed to register as of July 27 without taking the baseline benzene exam.

No Failing Grade

According to Dr. Kenneth B. Miller, medical director for the Seafarers Welfare Plan, there is no such thing as failing a benzene exam. "There is no failing grade in either the blood or pulmonary tests," Miller told the Seafarers LOG. "We will be looking for (benzene's) effect on the blood forming system and damage to blood cells. We will be measuring a member's lung capacity." Should a member's test show an abnormally high benzene concentration, the

Seafarer will be monitored until it comes down to a normal level. Additionally, some adjustments to work activity may be made.

Benzene testing of crewmembers is just one of the many precautions being implemented by the maritime industry. Already the Seafarers Harry Lundeberg School of Seamanship has begun teaching upgraders how to properly use anti-benzene exposure equipment. All companies employing mariners who may be exposed to the chemical were required to have an exposure monitoring plan in place as of April 15.

Chemicals to be Marked

The regulation calls on any product containing benzene to be clearly marked. The reason for this, explained Dr. Miller, is that the chemical can be absorbed into the blood stream through the skin as well as by breathing. Protective gear, which under the regulations must be supplied by the companies, will in-

clude masks, aprons and gloves depending on the job to be done and in what form the chemical takes.

Also listed in the law are exposure limits to the chemical. The federal agency set the limit at one part of benzene per million parts of air (1 ppm) averaged over an eight-hour period. The short term exposure limit, which cannot be repeated more than four times a day, is 5 ppm averaged during a 15-minute period. An hour wait must be taken between such exposures.

Benzene has been directly linked to leukemia, a cancer found in white blood cells. The Coast Guard-mandated testing monitors the benzene level in a member to determine if there is a build-up in the system.

Besides being dangerous to the human respiratory and blood systems, Miller pointed out the chemical is "very volatile, especially in high temperatures and under high pressure."

SMU Convention Urges Administration To Implement Strong U.S. Maritime Policy

Delegates to the Seafarers Maritime Union convention called on the Bush administration to propose and implement a maritime policy to keep the U.S. flag flying on the high seas. The union, which is an affiliate of the SIUNA, represents seamen on U.S.-flag ships.

SMU delegates also elected their officers for the next five years. Michael Sacco was reelected president, while John Fay was reelected secretary/treasurer. Augustin Tellez and Carl Peth were elected SMU vice presidents.

The resolutions committee, chaired by delegate Calvin Lawson, who sails as an FOWT, noted the role of the U.S.-flag merchant marine during the Persian Gulf war in 1990

and 1991. The role of sealift in our nation's security is reason enough for the government to pursue a strong maritime policy, the committee statement said.

The convention delegates pledged full cooperation with the administration and Congress as they work to devise and implement programs to restore the merchant marine to its fullest potential.

The delegates approved reports offered by the convention arrangements and public relations committee, chaired by Cook/Baker Wallace Saul; credentials committee, headed by Chief Steward Patrick Aquia; and auditing committee, presented to the full body by AB Berne Patten.



Jack Caffey, Angus "Red" Campbell and Berne Patten are part of the SMU auditing committee.



Cook/Baker Wallace Saul delivers the convention arrangements and public relations committee report.



SMU delegates hear a report given by Vice President Augie Tellez.



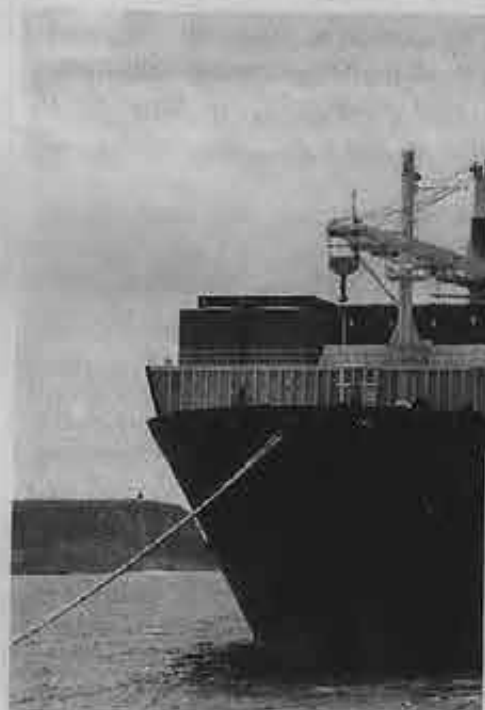
Making sure SMU convention delegate credentials are complete are (left to right) Calvin Lawson, Patrick Aquia and Roy "Buck" Mercer.



Taking the oath of office are (left to right) Vice President Augie Tellez, President Michael Sacco, Secretary-Treasurer John Fay and Vice President Carl Peth.



Crew Keeps Lummus Ready



The 1st Lt. Jack Lummus lies at anchor off the shore of Guam.



A floating gangway awaits crewmembers returning from the island.

Regular maintenance keeps the Lummus deck gang busy.



ABs Kelly Devine, Jerry Hill and Gene Scandura repaint the ship's crane.



Members Charlie Rhynes (left) and Paul Griffin discuss their next assignment.



At the controls for loading stores is Bosun Edward Stoezel; Chief Cook Ken Whitfield stands by.

Whether at dock or underway, the 1st Lt. Jack Lummus' SIU crew helps keep the vessel ready for a military activation. The Lummus, a Military Sealift Command prepositioning vessel operated by Amsea, shuttles regularly between the western Pacific Ocean islands of Guam and Saipan, on which the U.S. has military garrisons.

The vessel was one of the first to provide materiel to American troops during Operation Desert Shield in 1990.

When SIU Representative Ambrose Cucinotta visited the ship earlier this year in both Guam and Saipan, where he took the photos appearing on this page, he found crewmembers busy loading stores, painting and chipping and cleaning the ship's big diesels. While the ship is at sea, the Lummus practices helicopter landings, lifeboat drills, fire and rescue drills and loading/unloading exercises.

According to Bosun Edward Stoezel, these drills help keep the crew ready for any situation, as when fighting flared in the Persian Gulf.



Ready to lift a valve are QMED George Owens (left) and DEU Joe Cipullo.



QMED Donald Farmer works on the vessel's engine.



SA Edward Ellis keeps the crew mess floor spotless.



SA Deborah Gren-dahl awaits next assignment.



SA Fernando Vega-Mercado (left) reviews the day's menu with Chief Steward Anthony Curran.



Fixing night lunch in Saipan is SA Eduardo Tomas.



Steward/Baker Jack Holt prepares banana bread for the crew.



Chief Cook Ken Whitfield whips up a sauce.



Preparing the lift for more stores are ABs Paul Griffin and Gene Scandura.



Crew gets into position to receive stores.



Working together to get the stores put away are (left to right) ABs Charles Rhynes, John Dellorio and Steve Melendez.

Shipping Plan Goes to Congress



Sen. John Breaux (D-La.) questions Transportation Secretary Andrew Card while Sen. Trent Lott (R-Miss.) reviews Card's testimony.

Continued from page 3

through bilateral negotiations with shipbuilding nations in order to ultimately secure a multilateral agreement.

Fight Subsidized Foreign Yards

In the event this approach renders no results, the administration is prepared to "pursue disciplinary measures against countries that subsidize shipyards." Card noted that the administration does not intend to allow any foreign shipyards found to be excessively subsidized to accrue any benefits from an American maritime policy.

For U.S.-flag shipping companies, the administration proposes to eliminate the requirement that a 50 percent duty must be paid to the American government on ship repair work done in foreign yards and allow worldwide acquisition of vessels from yards not heavily subsidized by foreign governments.

Card said the administration would like to see "greater flexibility for U.S. carriers to operate more efficiently under cargo preference laws." In this regard he recommended eliminating a three-year wait period to carry preference cargo that is now in place for foreign ships that are re-flagged under American registry. He said the administration favors allowing U.S.-flag shipping companies to use their foreign-flag feeder vessels to carry preference cargo for a portion of the transport route.

Productivity Through Talks

The DOT secretary also told the Senate subcommittee the administra-

tion believes U.S. operators can increase shipboard productivity. Card said no proposals would be submitted to the Congress in this regard, for the time being, "in order to allow the collective bargaining process time to address these issues."

The support of the Jones Act, cargo preference statutes, and the wide range of proposals advanced by the administration in support of U.S. shipping, indicates that Secretary Card apparently was successful in advocating that the nation needed a program and it needed the program now.

It had been reported that certain departments and agencies within the government had differences with this position that ranged from outright opposition to American shipping to more nefarious policies, such as the notion of a second registry, which superficially seem to support U.S.-flag operations but which in reality would render the American-flag fleet a mere shell.

The administration's proposals now will be put in the form of a legislative package and presented to Congress this month. The Senate has held a hearing to gauge the response of U.S.-flag shipping companies to the proposal. The House Merchant Marine and Fisheries Committee also will hold sessions to hear of the administration's plan.

Administration representatives and supporters of a U.S.-flag shipping capability in the Congress have indicated that they would like to see a maritime policy bill enacted and signed into law in 1992.

Assisting the Champs



Seafarer Duke Duet (left) and other members and officials from the New Orleans union hall played a small role in helping a local girls' basketball team. The group of 9- and 10-year-old girls from the New Orleans Westbank area achieved a second place finish in an international competition. The SIU sponsored the team, along with the MTD, and provided matching uniforms as seen in photo above.

'Critical First Steps...'

The following statement was adopted by unions serving the American maritime industry in response to a proposal for a new maritime policy authorized by President George Bush and submitted on June 17 by Secretary of Transportation Andrew Card to the Congress for its consideration.

We welcome the administration's maritime policy presented to the Senate Commerce Committee yesterday by Secretary of Transportation Andrew Card. If much of what Secretary Card has proposed comes to fruition, the United States will have a U.S.-flag fleet on the high seas, as befits the nation's status as the major world power.

Overall, we believe the administration's proposed maritime policy, if put into place, will have beneficial effects on the American economy, the nation's defense capability and the employment situation. Secretary Card's proposals represent critical first steps to put our industry on the road to recovery.

We commend President Bush and Secretary Card for their vision—and commitment to fulfill that vision—of an America with a U.S.-flag fleet. We recognize and deeply appreciate the ongoing and persistent efforts of Senator John Breaux, chairman of the Senate Subcommittee on Merchant Marine of the Commerce Committee, which oversees shipping issues in that legislative body. Additionally, we thank Senator Trent Lott, ranking minority member of that panel, as well as Congressman Walter Jones, chairman of the House Merchant Marine and Fisheries Committee, for their role in this process. We recognize that the efforts of these legislators kept the issue of a maritime policy front and center on the nation's agenda.

As history demonstrates, the commitment of the President of the United States to a strong American merchant marine is an essential ingredient to the enactment of any forward-looking maritime legislation. This was the case in the enactment of the Merchant Marine Act of 1936 and the Merchant Marine Act of 1970, two pieces of legislation that serve as the underpinning of the U.S.-flag fleet, both charted by the administration of the time and supported by Congress and the industry.

Those Acts have served us well, but no program or policy is flexible and elastic enough to function eternally in this constantly and rapidly changing world. We believe, just as those acts were crafted to meet the realities of world shipping in those times, the administration's proposals can form the core of a maritime initiative that continue to serve the nation's interest while also enacting new approaches that will make the U.S.-flag fleet competitive in today's global trades. This, we believe, can be the Merchant Marine Act of 1992.

While we have not had an opportunity to fully study the entire package put forward by the Secretary, on initial review we believe we can fully support the thrust of the initiative. In particular, we are especially pleased that changes are proposed which will help American operators acquire new vessels for operation under the U.S. flag.

Most importantly, many of the proposals will help put American vessels on a more equal footing with their foreign-flag competitors and will, in time, help eliminate the need for American operators to expand foreign vessel operations. For example, such proposals include the right of American operators to acquire vessels from worldwide sources for operation under the U.S.-flag, the right for such vessels to carry government cargo, and the creation of a new "contingency retainer program" to guarantee the availability of a U.S.-flag commercial fleet in time of emergency. We also welcome the initiatives designed to encourage shipbuilding in the United States.

Our country's requirements during Operation Desert Shield/Desert Storm proved once again that commercial shipping capability is an indispensable component of our nation's seapower strength, and that the only reliable commercial shipping capability is provided by a privately owned U.S.-flag fleet manned by highly trained American merchant mariners. Many of the proposed maritime policy initiatives should at least help form the vitally important framework necessary to maintain and enhance the U.S.-flag shipping capability so critically important to the economic, political and military security of the United States.

For our part, as elected representatives of licensed and unlicensed marine personnel, we pledge to work with the administration, the Congress and the industry to ensure that such a policy becomes a reality.

Additionally, as we have done in the past, we will work with our contracted operators—within the framework of our collective bargaining agreements—to take steps that will allow the United States fleet to be the most productive one in the world. As each union has demonstrated in the past, as new technology and new ships are brought into line, management and labor can work together to ensure that our American workers are properly trained and the best qualified in the world.

American maritime labor, the industry and Congress have demonstrated a willingness to work for a revival of a U.S.-flag shipping capability. With the addition of administration support to the equation, we are hopeful that what once looked to be a formidable task has now become a reachable goal.

Signed by the following officers of AFL-CIO maritime unions:

Dave Arian, President
International
Longshoremen's and
Warehousemen's Union

John Bowers, President
International
Longshoremen's
Association

Timothy A. Brown,
President
International Organization
of Masters, Mates & Pilots

Henry Disley, President
Marine Firemen's Union

Gunnar Lundberg,
President
Sailor's Union of the Pacific

Ray T. McKay, President
American Maritime Officers,
District 2, Marine
Engineers'
Beneficial Association

Michael Sacco, President
Seafarers International
Union of North America

Gordon M. Ward, President
District No. 1 - Pacific
Coast
District, Marine Engineers'
Beneficial Association

SIUNA Convention Delegates Call for Fair Trade Plan

Continued from page 5

who have been rewarded for searching the world for the cheapest labor, the best tax scheme and the most unregulated environment...

"We intend to fight the free-traders who reserve for themselves jobs in cushy American offices while putting America's workers on the unemployment lines. We will fight the low-wage payers who... force their workers into lives without adequate health care or decent salaries."

New Trade Policy Needed

Congressman Richard A. Gephardt (D-Mo.) stated the need for a new trade policy which is "fair" to the U.S. "The rules have to be fair, and that's not always been the case with some of our trading partners," he said. "They love to get access to our consumers, but it's not so easy for us. The rug gets pulled out."

Similarly, SIU of Canada President Roman Gralewicz cautioned delegates about a proposed U.S.-Canada-Mexico "free trade" agreement. Already, Canada has lost hundreds of thousands of jobs—including some in the maritime sector—because of a trade agreement reached with the U.S. four years ago.

"When I see what happened in Canada, I say, 'My God, you'd better watch out' [in the U.S.]," Gralewicz said. "We got a promise of free trade and how much we would gain. In the last four years, we lost 400,000 jobs. The industrial base of Canada is being devastated."

Gralewicz emphasized the need to "stay after politicians after you help get them elected. Make sure they do what they promised."

Frank Hanley, president of the In-

ternational Union of Operating Engineers and a member of the AFL-CIO executive council, reiterated



Frank Hanley, president of the IUOE, noted a free trade agreement will send more jobs south of the border.

Gralewicz's advice. "We can and should demand changes, and the place to start is in the voting booth," he said. "Remember those politicians who vote to export jobs to Mexico, who would tax your seamen's licenses, who refuse to address health care costs... We have to make sure our people vote."

Delegates approved resolutions calling for: implementation of policies which would bolster the shipping industry; passage of a bill which would require crewmembers aboard inland boats to have merchant mariner documents; continued efforts to improve the U.S. fishing industry; elimination of the proposed work tax on merchant mariner licenses and documents; extreme caution by American trade reps when negotiating a North American Free Trade Agreement.

SIUNA delegates also called for passage of the striker replacement bill, maintenance of the Jones Act, which is an absolute necessity for the economic and defense security of the U.S., and implementation of a na-

tional health care program.

On Wednesday, June 17, the following officers were elected by acclamation: President Michael Sacco; Secretary-Treasurer John Fay; Vice Presidents Robert Abata, George Beltz, Jack Caffey, Mark Coles, Henry Disley, Steve Edney, Roman

Gralewicz, Conrado Hernandez, Theresa Hoinsky, Gunnar Lundberg, Marvin Markle, George McCartney, Roy Mercer, Edward Pulver, Albert Robillard, Anthony Sacco, Joseph Sacco and Augustin Tellez. Edward Turner remained as vice president emeritus.

Ship Union Officers Agree: Joint Action Key to New Policy

Continued from page 5

Washington until we get what is right. And that is a prosperous, thriving U.S.-flag merchant marine."



William Zenga
IUOE Local 25

Brown added that unity among maritime labor is critical to any gains. (This was displayed most recently in a joint response to the White House committee's proposed maritime policy.) "We need to send a message to the federal government that there is no percentage in trying to divide the unions," Brown said. "I believe the overall survival goals of the unions can be achieved if we

communicate properly. That is my goal."

Zenga urged rank-and-file union members to take an active interest in upcoming elections. "I can't think of a more important election in our lifetime," he said.

Bowers discussed the importance of the striker replacement bill and national health care reform. He also reminded delegates of the importance of voluntary political action donations, such as the SIU's SPAD program. "If you don't have the money, nobody listens to you," he said, speaking of elected officials who, at one time or another, are dependent on voluntary contributions to fund their campaigns. "Especially this year, because in these elections, I think [politicians] need us."



Members and guests demonstrate their support of ILA President John Bowers' call for passage of a bill that would prohibit the hiring of scabs to replace striking workers.

Danish Ship's Manning Level Is 14 on Paper, 22 in Operation

Continued from page 3

electrician aboard assists in handling the refrigerated containers. It appears Maersk adds electricians depending on the number of reefer boxes being carried on any particular voyage.

The two Danish cadets work under the direction of the mates and master, assisting in navigational duties and other deck department procedures.

The so-called general workers, supervised by the mates, perform a host of vessel maintenance activities—scrapping, chipping, priming, painting, sougeeing, washing down, scaling and so on.

Modern Equipment

The steward operates the galley, preparing meals from scratch to be served family style in a single messroom. The stewardess serves meals, makes up the rooms, attends to passageway duties, washes all the laundry. The ship is equipped with industrial laundry equipment, so one individual can handle the laundry.

The 22 crewmembers work on a ship that is designed and outfitted

with state-of-the-art shipboard equipment. The bridgeway has a control panel on both sides, allowing the vessel's master or individual in charge to conduct operations from either wing. The engine room is fully automated.

Mayview Maersk Manning

- 1 Captain
- 3 Mates
- 1 Chief Engineer
- 2 Assistant Engineers
- 1 Electrician
- 4 Ship Assistants
- 1 Steward
- 1 Stewardess

14

- 3 General Workers
- 2 Deck Cadets
- 2 Repairmen
- 1 Electrician

8

Total Crew = 22

On deck, lines are controlled from a single winch with five reels. To use the lines, one individual operates the winch and reels from a control panel, which activates a clutch to engage or disengage the reels spinning from a single axis. This system allows the ship to be tied forward and aft in a 15-minute time period. Also, the gangway is made of light aluminum. Thus, one person can handle the lowering and raising of the gangway.

Crewmembers rotate ship assignments with the exception of the captain and chief engineer who have permanent jobs aboard a single ship.

All crewmembers live in individual quarters, each of which has a bed, sofa, table/desk, closet, shower.

The Crewmembers

All of the Mayview Maersk's crewmembers are Danish except the three general workers, all of whom are Thai. The general workers come aboard the vessel in Singapore, sail for 12-week periods at a time, work seven days a week, generally for 12 or more hours a day. While all the

Danish crewmembers eat together, officers and crew alike, the Thai seamen have a separate messroom, where they can prepare their own food.

It appears from the case of the Mayview Maersk that the wide range of duties traditionally performed by crewmembers at sea cannot be done with a simple crew of 14, no matter how new the vessel, no matter how technologically advanced. Perhaps, in the final analysis, the 14-man crew can operate the vessel as a mechanism of transport, but all of the related functions associated with maintaining a ship and operating the vessel efficiently must be done by additional crewmembers.

For public consumption, it appears certain shipping companies prefer to use the mythological 14-man crew as a reference to manning scales. But behind the scenes, when it comes to operating ships, it appears shipping companies look for a crew complement that can get the job done. In the case of the so-called 14-man-crew model of efficiency and productivity of the Mayview Maersk, this means a total crew of 22.

Tricky Grain Offloading on Rainy Days Is No Problem for Independent's Crew



Preparing cups of soup for the crew is Second Cook Dariusz Crepczynski.

Among the vessels contracted with the SIU plying the Great Lakes, the Kinsman Independent is unique in that its primary cargo is grain.

Whether loading or offloading, dealing with grain in the holds requires special treatment. A rainy day could spell disaster if water mixes with the cargo, causing it to bloat. A reporter for the Seafarers LOG recently discovered the extra effort needed when he visited the Independent in Buffalo on a rainy day.

"When we release a hatch cover, we have to make sure the grain will stay dry," explained AB/Watchman Mark Knapp. A 20-year veteran of the SIU, Knapp has sailed aboard Kinsman vessels for the last four seasons. "We have to be careful that it will not rain too hard or water from the cover won't pour in."

Deckhand Larry Hall is one of the crewmembers assigned to an air hose used to blow grain off the covers before they can be shifted. "I try to get as much as I can back into the hold so grain won't be all over the deck and create a hazard," he noted between blasts. A slick deck with grain on it could create potential injury situations.

Rain or not, the Kinsman vessels offer just what AB/Wheelman Gene Pike wants from sailing. "I'm from West Virginia," he said. "These ships go to Cleveland and Buffalo, places I want to go." Pike has sailed on the Great Lakes for 30 years and 20 of those have been with Kinsman.

Along with its sister ship, the Kinsman Enterprise, the Independent loads in the Twin Harbors region of Duluth, Minn./Superior, Wisc. and makes the long journey across Lake Superior, down Lake Huron and through Lake Erie to Buffalo, N.Y. where it offloads.



Deckhand Larry Hall mans an air hose to blow grain from underside of a hatch cover.



AB/Watchman Mark Knapp works a line control during offloading operations.



AB/Watchman Dave Brumsberg heads for his next assignment.



Porter David Lee Willis makes sure the crew mess is spotless.



With the aid of AB/Wheelman Roland Leikala (right), Deckhand Larry Hall prepares to clean a hatch cover.



Deckhand Ken Erickson stands by before a shift change.



Securing the Kinsman Independent bridge is AB/Wheelman Gene Pike.



Taking care of the engine room are Oiler Jim Kettner (left) and 2nd Assistant Engineer Tom O'Connor.



SIU Affiliates Meet in Convention



Delegates head to auditorium as the convention is called to order.



Union members representing the SIUNA's 19 affiliates came from all over the country, as well as American territories.



SIU member Donna J. Clemons signs in as a convention guest. Behind her to the left is SIU Assistant VP David Heindel.



SIU President Michael Sacco presides over a full house of delegates, representatives and guests from the SIUNA's 19 autonomous unions.

Meeting in the organization's 22nd convention, delegates representing the 19 affiliates of the Seafarers International Union of North America adopted a wide range of resolutions establishing the union's plans and priorities for the upcoming years. Among the topics addressed by the delegates was the need to enact a national maritime policy, a strategy to ensure enactment of a bill to ban scabs from permanently replacing striking workers, steps necessary to rebuild the U.S.-flag tonaboard fleet and garnering support for a fair trade policy that respects the rights of working people.



Seafarer Deborah Textor escorts U.S. Representative Steny H. Hoyer (D-Md.) to the podium.



Leading the convention in the Pledge of Allegiance is Seafarer Celina Butler.



Materials are distributed to convention delegates.



Following his address, House Majority Leader Richard Gephardt (D-Mo.) (right) talks with Thomas Glasper.



Retired SIU VP Angus "Red" Campbell and retired SIU member Edward "Smitty" Smith



Retired SIU member Benjamin "Benny" Wilson



Retired SIU Assistant VP George Ripoll and SIU Int'l Affairs Representative Spiro Varras



UIW Assistant Vice President John Spadaro

Delegates Map Union's Program, Stress Need to Enact U.S. Shipping Policy



Officers of unions representing seagoing members brought fraternal greetings to the SIU convention. Pictured in photo above are (from left) SIU Secretary-Treasurer John Fay, AMO District 2 MEBA President Raymond T. McKay, District No. 1-PCD MEBA President Gordon M. Ward, SIU President Michael Sacco, ILA President John Bowers, MFU President Henry Disley, MM&P President Timothy A. Brown, MM&P Secretary-Treasurer James T. Hopkins and SIU President Gunnar Lundeberg.



Fishermen's Union of America President Theresa R. Hoinsky and Sugar Workers Union Local 1 President Marvin Markle are sworn in as SIUNA vice presidents.



SIU Headquarters Rep. Carl Peth, Calvin Lawson, SMU, John Crivello, Fishermen's Union



SIU Assistant VP Tony Sacco and SIU Port Agent James Koesy



SIU Port Agent Mike Paladino



UIW Representative Bud Rhymer



SIU member Robert Gorbea (left) and SIU of Canada Secretary-Treasurer Michel DesJardins



SIU Port Agent Jim McGee



Professional Security Officers Association President Ernest 'Scottie' Aubusson and SIU President Michael Sacco



SIU pensioner William 'Flatop' Koflowitch hits the deck on the last day of the union's 22nd convention.



Maritime Trades Department Vice President William Zenga



SIUNA VP Edward Pulver urges union to build coalitions with community organizations that have goals similar to those of trade union movement. SIU VP Jack Caffey looks on at right.



SIU retired officials are saluted by convention delegates. From left, Angus 'Red' Campbell, Edward Mooney, Lindsey Williams, Ernest Aubusson, Steve Troy, George Ripoll.



SIU VP Gov't Services Buck Mercer (left) and Kulbhushan Chaudhary, Sugar Workers Union Local 1



SIU Assistant VP Robert Pomerlane



SIU Port Agent Steve Ruiz from Santurce, P.R.



Albert Robillard, pres., Canadian Marine Officers



Joseph Francisco, Fishermen's Union

SUP delegates: (from left) Kaj Kristensen, Gunnar Lundeberg, John Battles

UIW Vice President Ellarine E. Batiste

SIU Vice President Contracts Augustin Tellez

Lundeberg School of Seamanship VP Ken Conklin



From left, SIU of Canada President Roman Gralewicz, SIU of Canada VP Doug McLaren and SIU VP Gulf Dean Corgay



From left, UIW Vice President Amos Peters, SIU Vice President West Coast George McCartney, SIU Port Agent Don Anderson, SIU Port Agent Tom Fay, UIW Assistant Vice President Joseph Huber.



SIU Assistant Vice President Kermett Mangram



James Matthews, president, Chauffeurs Local 5



SIU Port Agent Dave Carter from Mobile, Ala.



SIU Executive Vice President Joseph Sacco



SIU Secretary-Treasurer John Fay

Committees Highlight Union's Concerns

The groundwork for the convention is established by committees made up of representatives from the 19 SIUNA affiliates. Whether it is providing credentials to delegates, reviewing resolutions submitted by the member unions, or developing recommendations for rules by which to conduct the convention, the committees work to see that the event functions democratically and efficiently. Some of the committees took up matters of concern to groups of affiliates, such as those in the fishing and fish-canning industries. Each committee reported on its work to the full convention.



Richard Vezina, secretary-treasurer, Canadian Marine Officers Union



IUPIW delegates Tom Rincon (left) and George Beltz, president of the union



Robert Iwata, Marine Firemen's Union

Push for Scab Ban Bill, U.S. Tuna Fleet



From left, UIW's Bill Dobbins, Joe Huber and Bill Ellis



SIU VP Great Lakes Byron Kelley and SIU Patrolman Tim Kelley



MTD's Admin. Frank Pecquex and SIU Port Agent Henri Francois



Seafarer Jesse Natividad leads the pledge.



SIU Port Agent for San Francisco, Nick Celona



From left, SIU VP Buck Mercer, SIU Port Representative Joe Sigler, SIU Assistant VP Bob Hall, Port Representative Angel Hernandez and MFU President Henry Disley



SIU President Michael Sacco closes the 1992 quinquennial convention.

Honoring Those Behind the Scenes



Executive Chef Romeo Lupinacci, Theresa A. Price (known as "Mama Theresa") and steward department upgraders prepared and served meals to delegates and guests.



Secretary-Treasurer John Fay cuts a surprise birthday cake made in honor of him and former SIU VP Lindsey Williams, who is joined by his wife, Cordelia. The cake was prepared by the Lundeberg School culinary staff.



The staff and upgraders at the Seafarers Harry Lundeberg School of Seamanship are recognized by an appreciative audience for a job well done.

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	32	17	9	25	9	6	4	60	34	35
Philadelphia	2	8	6	3	4	1	2	3	9	9
Baltimore	3	10	4	5	8	0	5	5	14	5
Norfolk	21	16	7	9	10	8	3	25	23	4
Mobile	13	6	10	5	7	2	1	15	13	21
New Orleans	21	18	22	16	15	3	5	30	24	39
Jacksonville	22	26	15	23	15	7	2	35	34	44
San Francisco	25	32	5	18	10	0	7	56	50	17
Wilmington	22	15	11	14	8	4	12	28	22	21
Seattle	25	14	19	22	10	10	7	40	23	24
Puerto Rico	9	4	3	8	3	2	0	15	5	2
Honolulu	5	16	8	1	7	6	4	10	17	7
Houston	35	31	13	27	20	7	8	39	35	27
St. Louis	0	1	1	0	2	0	0	1	4	1
Piney Point	0	15	8	0	9	1	4	1	21	11
Algonac	0	0	0	0	0	0	0	0	2	0
Totals	235	229	141	176	137	57	64	363	330	267
ENGINE DEPARTMENT										
New York	17	14	4	13	10	4	10	38	25	11
Philadelphia	1	6	1	0	4	2	0	3	10	4
Baltimore	5	13	5	2	5	2	4	6	12	6
Norfolk	8	12	5	6	2	5	2	8	16	5
Mobile	5	9	3	7	5	0	3	10	15	10
New Orleans	9	16	8	3	13	3	2	22	15	22
Jacksonville	13	9	10	7	6	5	5	23	13	14
San Francisco	24	15	15	10	10	5	4	38	37	16
Wilmington	5	20	4	6	6	1	3	8	24	17
Seattle	8	12	12	10	10	5	11	12	6	20
Puerto Rico	2	1	0	4	0	0	0	6	2	0
Honolulu	3	8	5	1	5	5	2	3	17	7
Houston	7	13	7	12	10	2	6	14	14	19
St. Louis	0	3	0	0	0	0	0	0	4	4
Piney Point	1	14	11	0	2	3	1	3	38	24
Algonac	1	1	0	0	0	0	0	1	2	0
Totals	109	166	90	81	88	42	53	195	250	179
STEWARD DEPARTMENT										
New York	18	9	3	13	7	0	7	32	17	7
Philadelphia	1	2	1	1	2	1	0	2	4	1
Baltimore	3	0	1	1	0	0	1	4	1	1
Norfolk	6	4	4	3	1	2	1	9	5	5
Mobile	3	6	3	2	1	3	0	8	8	1
New Orleans	7	7	3	7	5	0	1	13	11	6
Jacksonville	16	7	0	9	0	1	1	22	11	1
San Francisco	37	17	3	28	8	1	13	74	25	8
Wilmington	10	6	1	9	0	0	1	24	9	6
Seattle	22	5	1	13	8	1	6	36	7	4
Puerto Rico	2	1	0	3	0	0	0	5	2	1
Honolulu	8	13	10	4	17	15	31	13	28	15
Houston	11	3	2	11	2	0	3	16	7	3
St. Louis	0	0	0	0	0	0	0	0	0	1
Piney Point	12	20	7	1	6	1	4	16	25	12
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	156	100	40	105	57	25	69	274	160	72
ENTRY DEPARTMENT										
New York	14	50	39	7	18	6	0	22	89	114
Philadelphia	0	2	3	0	2	0	0	2	5	8
Baltimore	3	11	1	2	5	2	0	2	12	1
Norfolk	3	4	15	0	5	4	0	9	28	27
Mobile	2	18	6	1	5	0	0	2	32	22
New Orleans	7	23	17	4	20	2	0	13	35	49
Jacksonville	5	28	6	1	8	2	0	6	48	18
San Francisco	28	26	27	11	2	2	0	47	62	60
Wilmington	5	12	11	5	2	1	0	11	27	21
Seattle	8	21	12	5	11	6	0	13	19	21
Puerto Rico	5	8	3	1	3	1	0	8	11	9
Honolulu	9	37	141	4	27	123	0	13	58	186
Houston	3	19	12	2	20	4	0	8	23	15
St. Louis	0	2	0	0	0	1	0	0	5	1
Piney Point	0	38	5	0	44	1	0	0	33	9
Algonac	0	3	0	0	1	0	0	0	6	1
Totals	92	302	298	43	173	155	0	156	493	562

Totals All Department 592 797 569 405 455 279 186 988 1,233 1,080

* "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 1,325 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,325 jobs shipped, 405 jobs or about 31 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From May 16 to June 15, 1992, a total of 279 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 16,742 jobs have been shipped.

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

SAN FRANCISCO

350 Fremont St.
San Francisco, CA 94105
(415) 543-5855

Government Services Division

SANTURCE

1057 Fernandez Juncos Ave.
Stop 16 1/2
Santurce, PR 00907
(809) 721-4033

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

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

Piney Point
Monday, August 3
Tuesday, September 8
New York
Tuesday, August 4
Tuesday, September 8
Philadelphia
Wednesday, August 5
Wednesday, September 9
Baltimore
Thursday, August 6
Thursday, September 10
Norfolk
Thursday, August 6
Thursday, September 10
Jacksonville
Thursday, August 6
Thursday, September 10
Algonac
Friday, August 7
Friday, September 11
Houston
Monday, August 10
Monday, September 14
New Orleans
Tuesday, August 11
Tuesday, September 15
Mobile
Wednesday, August 12
Wednesday, September 16
San Francisco
Thursday, August 13
Thursday, September 17
Wilmington
Monday, August 17
Monday, September 21
Seattle
Friday, August 21
Friday, September 25
San Juan
Thursday, August 6
Thursday, September 10
St. Louis
Friday, August 14
Friday, September 18
Honolulu
Friday, August 14
Friday, September 18
Duluth
Wednesday, August 12
Wednesday, September 16
Jersey City
Wednesday, August 19
Wednesday, September 23
New Bedford
Tuesday, August 18
Tuesday, September 22

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

Personals

EDWARD MORALES

Please contact your son, Edward Morales Jr., by writing to him at 768 45th Street, Apt. 4B, Brooklyn, N.Y. 11220.

TOM MALONE

Please contact the Seafarers LOG office at (301) 899-0675, ext. 4315, for a message from your family in San Bruno, Calif.

THOMAS GUY DUGAN MITCHELL

Anyone knowing the whereabouts of—or with any information about—Thomas Guy Dugan Mitchell, a merchant mariner from 1947 to 1959, is asked to contact his niece, Candie Sacayanan at P.O. Box 680069, Park City, Utah 84068; tel. (801) 649-5300.

Dispatchers' Report for Great Lakes

MAY 16 — JUNE 15, 1992

CL—Company/Lakes L—Lakes NP—Non Priority
*TOTAL REGISTERED All Groups Class CL Class L Class NP TOTAL SHIPPED All Groups Class CL Class L Class NP **REGISTERED ON BEACH All Groups Class CL Class L Class NP

Port	DECK DEPARTMENT								
Algonac	0	19	6	0	21	0	0	42	12
Port	ENGINE DEPARTMENT								
Algonac	0	8	4	0	27	2	0	12	3
Port	STEWARD DEPARTMENT								
Algonac	0	6	0	0	15	0	0	6	1
Port	ENTRY DEPARTMENT								
Algonac	0	12	5	0	0	0	0	25	20
Totals All Departments	0	45	15	0	63	2	0	85	36

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

Dispatchers' Report for Inland Waters

MAY 16 — JUNE 15, 1992

*TOTAL REGISTERED All Groups Class A Class B Class C TOTAL SHIPPED All Groups Class A Class B Class C **REGISTERED ON BEACH All Groups Class A Class B Class C

Region	DECK DEPARTMENT								
Atlantic Coast	6	0	0	1	0	0	40	0	0
Gulf Coast	6	1	15	1	2	3	15	8	31
Lakes & Inland Waters	12	0	0	0	0	0	61	0	0
West Coast	2	1	4	0	0	0	3	2	7
Totals	26	2	19	2	2	3	119	10	38
Region	ENGINE DEPARTMENT								
Atlantic Coast	1	0	0	1	0	0	17	4	0
Gulf Coast	0	0	0	0	1	0	2	0	2
Lakes & Inland Waters	8	0	0	0	0	0	38	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	9	0	0	1	1	0	57	4	2
Region	STEWARD DEPARTMENT								
Atlantic Coast	1	0	0	1	0	0	11	3	0
Gulf Coast	2	3	1	1	0	0	1	1	3
Lakes & Inland Waters	2	0	0	1	0	0	19	0	0
West Coast	0	0	0	0	0	0	1	0	0
Totals	5	3	1	3	0	0	32	4	3
Totals All Departments	40	5	20	6	3	3	208	18	43

* "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.

SAU BULLETIN BOARD

WWII MERCHANT MARINERS EXHIBIT

Merchant mariners who served during World War II are remembered in a small but stirring exhibit in Philadelphia. "The Forgotten War: A History of the U.S. Merchant Marine During World War II" opened December 7, 1991 at the National Archives Mid-Atlantic Region office and will be displayed until December 1992.

Located at the William Penn Post Office Annex, 9th and Market Streets, Room 1350 in Philadelphia, the exhibit is open Monday - Friday from 8 a.m. to 5 p.m. and the first and third Saturdays of each month from 8 a.m. to noon. Admission is free.

For further information about the exhibit, telephone (215) 597-3000.

PORT TIME IN GUAM

Sea-Land has agreed to pay all disputed port time in Guam dating back to January 1, 1992. In order to collect monies, members must submit copies of OT sheets showing the disputed OT and copies of their discharges to Bob Hall, assistant vice president based in the Seattle hall. The ships involved are the Sea-Land Trader, Sea-Land Pacific, Sea-Land Navigator, Sea-Land Reliance and Sea-Land Enterprise.

WATERMAN CREWMEMBERS

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

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

SUP DECK CREW THANKS MADISON GALLEY GANG

The members of the SUP deck department of the SS President Madison would like to give a special word of thanks to Chief Steward Scott Opsahl, Chief Cook Dave Clark, (the "Bean Man") Dave Riggins and, last but not least, Larry Dickinson for a great job of cooking and service that they have provided this trip.

J.K. Russell
Delegate
Deck Department

TO THE MEN WHO SAILED THE LIBERTY SHIPS...

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

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

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

SURVIVORS OF SS SAM HOUSTON

David Knight is seeking information regarding any survivors of the merchant ship SS Sam Houston (sunk by a German submarine on June 28, 1942.)

The ship, loaded with military cargo, was in the Atlantic Ocean, eight days out of Mobile, Ala. She was bound for Bombay, India.

David Knight was the second cook and baker aboard the Sam Houston on her maiden voyage.

Seafarers with information about survivors may contact him at P.O. Box 854, Rayville, La. 71269.

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

Four of the new retirees completed the highest curriculum available to Seafarers sailing in the deck department. Brothers Charles Boyle, Charles Faircloth, Paul King and Thomas Walker each completed the bosun recertification course at the Lundeberg School.

Brief biographical sketches of those four and the other new pensioners follow.

DEEP SEA



KENNETH BLAIR, 64, joined the SIU in 1947 in the port of New York. A native of Tennessee, he sailed in the deck

department. Brother Blair has retired to McMinnville, Tenn.

CHARLES BOYLE, 66, joined Seafarers in 1951 in his native New York. He completed the bosun recertification course at the Lundeberg School in 1975. Brother Boyle served in the Navy from 1944 to 1946. He resides in New Orleans.



CASSLE B. CARTER JR., 64, joined the union in 1946 in the port of New York. Born in Elizabeth, N.J., he completed the



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.

steward recertification course at the Lundeberg School in 1981. Brother Carter has retired to Mount Holly, N.J.

CHARLES FAIRCLOTH

CHARLES FAIRCLOTH, 65, joined the SIU in 1944 in the port of Tampa, Fla. He was born in Clearwater, Fla. and in 1974 completed the bosun recertification course at the Lundeberg School. Brother Faircloth served in the Army from 1953 to 1955. He lives in Bradenton, Fla.



PAUL KING, 61, joined the union in 1957 in the port of New Orleans. The native of Winona, Miss. completed the bosun recertification course at the Lundeberg School in 1984. Brother King served in the Army from 1947 to 1950. He still calls Winona home.



EDWARD C. MARTIN JR., 64, joined the SIU in 1962 in the port of San Francisco. Born in Brooklyn, N.Y., he sailed in the steward department. Brother Martin last worked as the port



steward for Sea-Land in Elizabeth, N.J., where he has retired.

MILTON POOLE, 65, joined the Seafarers in 1951 in the port of New York. A native of South Carolina, he sailed in the deck department. Brother Poole resides in Hartsville, S.C.

JAMES SANDERS, 62, joined the SIU in 1969 in the port of New York. He was born in Kentucky and sailed in the deck department. Brother Sanders has retired to New Orleans.



Brother Sanders served in the Navy from 1944 until 1951. He lives in Lynwood, Calif.

RICHARD VENZON, 65, joined the union in 1976 in the port of Wilmington, Calif. Born in the Philippine Islands, he sailed in the deck department. Brother Venzon served in the Army from 1945 to 1972. He has retired to Honolulu.



THOMAS WALKER, 56, joined the SIU in 1956 in the port of New Orleans. A native of Los Angeles, he completed the bosun recertification course at the Lundeberg School in 1975. Brother Walker served in the Army from 1953 to 1955. He resides in Pensacola, Fla.

ERNEST WATSON, 65, joined the Seafarers in 1973 in the port of Houston. The native of Texas sailed in the deck department. Brother Watson has retired to Theodore, Ala.

INLAND

THOMAS BLACKMON, 62, joined the union in 1974 in the port of Mobile, Ala. Born in Range, Ala., he sailed in the steward department. Brother Blackmon lives in Brewton, Ala.

GREAT LAKES

CHARLES ROBERTS, 67, joined the Seafarers in 1969 in the port of Detroit. He was born in Kentucky and sailed in the engine department. Brother Roberts has retired to Cleveland.



Ultra-Supertanker Pacific on Run Between Le Harvre and Saudi Arabia



AB Norm Haddon (left) and Bosun Mark Trepp (center) talk with the chief pumpman who is checking the windlass prior to the ship's arrival in Dubai, UAE.



The UST Pacific rides at anchor in the background while QMED Ralph Matos (left) and Bosun Mark Trepp take the launch to shore in Dubai for the flight home.

The UST Pacific—and her 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 SIU-crewed Pacific made her maiden voyage in December 1980, just one year after the oil crisis in the United States.

The weak oil market caused the ultra-supertanker to be laid up for nine-and-a-half years, but she began operating again in 1991.

According to Bosun Mark Trepp, the 390,000 deadweight ton vessel, operated by Inteocean Management, Inc., is en route to Saudi Arabia by way of Le Harvre, France.

The 1,187-foot ship can hold almost three million barrels of crude oil and is propelled by a 45,000-horsepower steam turbine engine capable of producing 15½ knots.

The photos accompanying this article were taken by AB Ray Shimpoch.



Many of the Pacific's crewmembers stay aboard for six months at a time. Some crewmembers are, from left, Steward Assistant Armando DeJesus, Recertified Bosun Mark Trepp, AB Jim Reilly, AB Ray Shimpoch and Wiper Rey Delacruz. Seated at right are Second Mate Chris Fox (a former SIU AB) and Third Mate Rob Sanger.

QMED Hawkins Photographs Life Aboard the S/L Explorer

Sailing across the Pacific Ocean aboard the Sea-Land Explorer gives crewmembers an excellent chance to get to know one other. To show his appreciation for the hard work done recently on the SIU-contracted container ship, QMED Theodore Hawkins photographed crewmembers from all departments and forwarded them to the Seafarers LOG.

Hawkins, who sails from the port of San Francisco, noted the crew did an outstand-

ing job on the Yokohama (Japan) run. The vessel sails monthly from the California ports of Oakland and Long Beach to Japan, Hong Kong and Taiwan.

In reports to the SIU contracts department, Bosun Ted Tolentino praised the work by the crew. "We have a good crew and a smooth trip," he wrote. He also called the food prepared by Chief Steward Suhermadhy Ghani and his steward department "excellent."



SA M. Abdulla helps keep the galley clean.



Keeping an eye on the boards are First Engineer Smith (left) and Chief Engineer Waterman.



Chief Mate R. Becker poses in his office on the Sea-Land Explorer.



Ready for work in the engine room is DENU Ali Mohamed.



Payoff is near with Capt. R.H. Hemingson and Paymaster J. Navarrette.



Second Mate J. King completes his daily paperwork.



Awaiting their assignments are Second Engineer Buick and Chief Electrician Dan Dean.



AB M.H. Kiyabu takes time to enjoy a good meal aboard the Sea-Land Explorer.



Prepared to serve other crewmembers are Chief Cook Inocencio Fontelera (left) and Chief Steward Suhermadhy Ghani.



Bosun Ted Tolentino relaxes with dinner aboard the Sea-Land vessel.



Photographer and QMED Ted Hawkins (right) meets with Second Engineer Buick (left) and First Engineer Smith in the engine room.

Seafarers Appeals Board Extends Current Union Programs

After careful review of the current needs of the maritime industry and SIU-contract companies, the Seafarers Appeals Board recently has passed three actions designed to extend programs which are now in place for union members.

SAB Action 361 retains for another six months the extension passed by the board during the build-up in the Persian Gulf to allow members with A books to remain on board a vessel 240 days or one round trip, whichever is longer, (instead of the 180 days in the shipping rules) on deep sea vessels. The same action keeps the extension for B book members at 180 days or one round trip, whichever is longer, rather than reverting to 120 as in the shipping rules.

As when the extensions originally were passed, the board will review its action in six months (January 1993) to determine if there is need for another extension or a return to the shipping rules.

Both SAB Action 362 and 363 are housekeeping measures to extend the bosun and steward recertification programs at the Seafarers Harry Lundberg School of Seamanship into 1993. The actions reestablish the procedures for selecting the 1993 classes and alternates.

The Seafarers Appeals Board is made up of representatives from both the SIU and its contracted companies. All three actions are printed in their entirety.

SAB Action 361

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, by Action 327 and Action 331 were promulgated to increase the amount of time Class "A" seaman could remain aboard their assigned vessels for two hundred forty (240) days or one (1) round trip whichever was longer and Class "B" seaman could remain aboard their assigned vessel for one hundred eighty (180) days or one (1) round trip whichever was longer, and

Whereas, available employment continues at the same high level,

Therefore, the provisions promulgated by SAB Action No. 327 and Action 331 shall continue in full force and effect for another six (6) months, effective June 15, 1992 at which time employment availability will again be evaluated to determine whether or not the provisions specified in SAB Action No. 327 and Action 331 should continue or be terminated.

Dated: June 15, 1992

SAB Action 362

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, the headquarters port of the Union is no longer New York City, but Piney Point, Maryland, and

Whereas, Action No. 181, July 11, 1973 provided that the Stewards Selection Committee would be elected in the Port of New York, and

Whereas, Action No. 228, April 27, 1979, provided that the Stewards Selection Committee would be elected in the Port of New York, and

Whereas, Action No. 321, February 10, 1987, provided for the following, and

Whereas, both Bosuns and Stewards Programs are conducted at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Maryland;

The Bosuns participating in the March 23 to September 28 Class shall elect three Bosuns from their class to make the selections for the second class for the year 1993. The second class, effective this year and each year thereafter while the program is in effect, shall make the selections for the following year.

Since the Stewards classes for the current year were selected by the Piney Point Selection Committee on June 28, 1991, the Stewards Class, January 27 to June 1, 1992 shall make the selections for the year 1993.

Thereafter, the final class of Stewards in each calendar year shall make the selections for the following year.

Dated: June 15, 1992

SAB Action 363

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, Action No. 331 provided for the following action on November 18, 1988, and due to the improved employment conditions, and

Whereas, experienced seaman who have been employed aboard vessels owned or operated by the Contracted Employers in the capacity of Chief Steward, Steward/Baker, or Steward/Cook are retiring from the Industry, and

Whereas, a majority of the active experienced Stewards are permanently employed aboard the various contracted vessels, and

Whereas, Contracted Employers have successfully bid on Requests for Proposals (RFPs) from the Military Sea Command or Maritime Administration, and have been awarded additional vessels to operate, and

Whereas, many of such vessels employ crews larger than those employed aboard commercial vessels, requiring experienced Stewards to maintain efficient feeding and sanitation programs through proper supervision,

Therefore, the Seafarers Appeals Board authorizes three additional Steward Recertification classes to be conducted at the Seafarers Harry Lundberg School of Seamanship as scheduled by SHLSS.

Dated: June 15, 1992

Digest of Ships Meetings

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

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

GULF TRADER (All Marine Services), March 1 — Chairman Carlos Canales, Secretary Sam H. Gordon, Educational Director George Wallis, Deck Delegate Joe Conlin, Engine Delegate Cliff Miles, Steward Delegate Antionette Canales. Chairman reminded crewmembers to go through proper channels with any beefs. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Ship is making sixth trip to Persian Gulf.

BALDOMERO LOPEZ (AMSEA), March 29 — Chairman J. Moritz, Secretary G. Kenny, Deck Delegate S. Wilson, Engine Delegate Bill Andrews, Steward Delegate Mike Penro. Chairman noted recently enacted law authorizing gaming activities aboard U.S.-flag cruise ships. Educational director stated that the road to financial success begins at the gate of the Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to check possibility of videotaping monthly membership meetings at Piney Point and distributing tapes to vessels. Crew asked contracts department for clarification regarding health benefits. Crew reported launch schedules are not running as they should. Next port: Guam.

OMI SACRAMENTO (Vulcan Carriers), March 29 — Chairman Ray Gorju, Secretary John Darrow, Educational Director V. Limon, Deck Delegate Charles Foley, Engine Delegate E. Welch, Steward Delegate Donna DeCesare. Chairman stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to have eligibility for coastwise transportation benefit reduced from six to four months. Next port: Lake Charles, La.

OVERSEAS BOSTON (Maritime Overseas), March 17 — Chairman S. Garay, Secretary B. Stevenson, Educational Director Konstantinos Kostoures, Deck Delegate Jon Washburn, Engine Delegate James Lopez, Steward Delegate Vanel Pierre. Chairman reminded crew that random drug testing is in effect. He explained consequences of refusing test. He encouraged members to vote for pro-U.S. shipping candidates in upcoming elections. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department for clarification on DEU rest periods. Crew gave vote of thanks to galley gang, with special thanks to Chief Cook Vanel Pierre.

MV RANGER (Vulcan Carriers), March 22 — Chairman John Baker, Secretary John Hanrahan, Educational Director Frank Tymczyszyn, Deck Delegate Mitch Santana, Engine Delegate Gary Dahl, Steward Delegate Harold Younce. Chairman noted crew received responses from contracts department regarding previously submitted questions. No beefs or disputed OT reported. Crew asked contracts department for clarification on imminent danger pay. Crew enjoyed "Leap Year Day" cookout.

USNS CHAUVENET (Mar Ship Operators), March 31 — Chairman Jeff Focardi, Secretary C. Nelson, Educational Director Jon Williams, Deck Delegate Jim Keenan, Engine Delegate Al Matos, Steward Delegate Americus Bell. Crew noted ice machine and drink machine still inoperative. Chairman reminded crew about upcoming MSC inspection. Treasurer reported \$391 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for clarification regarding steward department OT. Crew reported that a young Arab man was brought aboard for emergency medical treatment after he was

bitten by his camel. He received 38 stitches and several bandages. Chauvenet also encountered several hundred dolphins near South Oman.

USNS VINDICATOR (USMMI), March 2 — Chairman Ronnie Edson, Secretary

Pay-Off Aboard the Nuevo San Juan



The Nuevo San Juan paid off in Port Elizabeth, N.Y. recently. Seated from the left, are Ship's Chairman A. Camacho, Chief Steward A. Romero and Bosun W. Card.

Robert Haggerty, Deck Delegate Mike Hooper, Engine Delegate Mark Bowen. Deck delegate reported beef. Steward delegate noted lack of utensils. No beefs or disputed OT reported by engine delegate. Ship has not received Seafarers LOG since December.

USNS WYMAN (Mar Ship Operators), March 22 — Chairman L. Winstead, Secretary D. St. George. Guy Prescott was voted new steward delegate. No beefs or disputed OT reported. Chairman stated this is best crew with which he has sailed aboard Wyman. He commended crewmembers for working cohesively.

MV PAUL BUCK (Ocean Shipholding), April 8 — Chairman George Khan, Secretary Manuel Faria, Educational Director Ross Hardy, Deck Delegate R. Schindler, Engine Delegate Lionel Lee, Steward Delegate John Jacobs. Chairman reminded crew to separate plastics. Secretary thanked all crewmembers and licensed officers for keeping ship clean. Educational director noted importance of SPAD and upgrading at Lundeberg School. Treasurer reported \$322 in ship's fund. No beefs or disputed OT reported.

CORNHUSKER STATE (IOM), April 8 — Chairman Lou Flade, Secretary C. Phillips, Educational Director J. Knight. No new beefs or disputed OT reported; however, crew is awaiting the resolution of previous beef regarding restriction to ship in Saudi Arabia. Crew was reminded to be considerate of shipmates by keeping down noise levels.

GLOBAL SENTINEL (TransOceanic Cable), April 27 — Chairman Tim McCormack, Secretary K. Rosiek, Educational Director J. Smilko. No beefs or disputed OT reported. Next port: Baltimore.

GOLDEN MONARCH (Apex Marine), April 26 — Chairman C. Soto, Secretary J. Gonzalez, Educational Director D. Beeman. Chairman thanked deck department for job well done. He noted wonderful trip and good crew. Educational director recommended members upgrade at Lundeberg School. Deck and steward delegates asked contracts department for clarifications on OT, but no beefs or disputed OT were reported. Crew thanked steward department for job well done.

GULF TRADER (All Marine Services), April 19 — Chairman Carlos Canales, Secretary R. Casuga, Deck Delegate Joseph Conlin, Engine Delegate Steve George, Steward Delegate Antoinette Canales. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew presented chair-

man with knot board in recognition of his good leadership.

ITB GROTON (Sheridan Transportation), April 26 — Chairman Neith Matthey, Secretary M. Deloatch, Educational Director Russ Carnell, Deck Delegate Phil Poole, Engine Delegate Ahmed Salim, Steward Delegate Frank Cordero. Chairman announced payoff and thanked crew for good voyage. He urged members to read Seafarers LOG and noted importance of SPAD. Secretary thanked crew for keeping messroom clean. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to seek increases in dental and optical benefits. Crew extended vote of thanks to galley gang. Captain Charles Duncan thanked crew for quick response in rescue of crewmembers

from burning Taiwanese fishing vessel (see June LOG, page 9). Next port: Stapleton, N.Y.

ITB MOBILE (Sheridan Transportation), April 26 — Chairman Fred Jensen, Secretary Pedro Sellan, Educational Director H. Patrick, Deck Delegate Kevin Merckx, Engine Delegate Floyd Talley. Chairman thanked crew for cooperation and making things run smoothly. Educational director urged members to upgrade and donate to SPAD for a better tomorrow in maritime industry. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Chairman conveyed best wishes to Augie Tellez as he assumes new post in union. Next port: Reading, N.J.

ITB PHILADELPHIA (Sheridan Transportation), April 28 — Chairman V. Nielsen, Secretary J. Emidy, Educational Director Monte Beck, Deck Delegate Joe Boevink, Engine Delegate Bobby Colantini, Steward Delegate Jack Hart. Chairman advised members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Ship needs new TV antenna. Crew thanked steward department for fine meals and good service. Steward conveyed thanks to crewmembers for keeping messhall clean and orderly. Crew discussed importance of contributing to SPAD. Next port: Stapleton, N.Y.

SGT. MATEJ KOKAK (Waterman Steamship), April 12 — Chairman A. Urli, Secretary L. Gamble, Educational Director D. Peterson, Deck Delegate George Dean. Chairman announced upcoming visit by patrolman to settle beef reported by deck delegate. No beefs or disputed OT reported by engine or steward delegates. Crew discussed proper procedure for resolving beefs. Crew thanked galley gang for fine meals. Crew observed one minute of silence in memory of departed brothers and sisters. Next port: Panama City, Fla.

NEWARK BAY (Sea-Land Service), April 12 — Chairman P. Sanchez, Secretary J. Fletcher, Educational Director Hans Schlueter, Deck Delegate G. Bruer, Steward Delegate D. Huffman. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for job well done. Next port: Houston.

RALEIGH BAY (Sea-Land Service), April 19 — Chairman Howard Knox, Secretary J. Speller, Educational Director Mark Serlis, Deck Delegate Kenneth Riley, Engine Delegate Joseph Negron, Steward Delegate Clarence Willey. Chairman noted importance of upgrading at Lun-

deberg School and donating to SPAD. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

MV RANGER (Vulcan Carriers), April 4 — Chairman John Baker, Secretary John Hanrahan, Deck Delegate M. Santana, Engine Delegate Gary Dahl, Steward Delegate R. Harriston. Crew awaiting reply from contracts department on two questions from previous meeting. Educational director advised members to upgrade at Lundeberg School in order to stay ahead. Deck delegate reported beef. Engine delegate reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew reported foreigners working aboard vessel, which violates MSC charter.

SEA-LAND ACHIEVER (Sea-Land Service), April 26 — Chairman James E. Davis, Secretary Lawrence E. Winfield, Engine Delegate Willie Franks. Educational director urged members to upgrade as soon as possible at Lundeberg School. No beefs or disputed OT reported. Crew noted shortage of stores. Crew gave vote of thanks to steward department.

SEA-LAND ATLANTIC (Sea-Land Service), April 26 — Chairman W. Byrd, Secretary G. Sinkes, Educational Director Ed Smith, Deck Delegate D. Hawkins, Steward Delegate R. Kotecki. No beefs or disputed OT reported. Next port: Boston.

SEA-LAND CRUSADER (Sea-Land Service), April 27 — Chairman Joseph Gludice, Jr., Secretary N. Andrews, Educational Director D. Dukehart, Deck Delegate Doug Hodges, Steward Delegate Charles Ratcliff. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. New TV and VCR needed for crew lounge. Next port: San Juan.

SEA-LAND EXPEDITION (Sea-Land Service), April 12 — Chairman Paulino Flores, Secretary E. Vazquez, Educational Director Gerald Payne. No beefs or disputed OT reported.

SEA-LAND EXPRESS (Sea-Land Service), April 24 — Chairman R. Stuverud, Secretary George Bryant, Jr., Educational Director A. Bell, Deck Delegate Russ Caruthers, Engine Delegate A. Hussain, Steward Delegate Frank Sisson. Educational director urged members to upgrade at Lundeberg School and donate to SPAD. Deck, engine and steward delegates reported beefs and disputed OT. Crew thanked galley gang. Next port: Tacoma, Wash.

SEA-LAND PERFORMANCE (Sea-Land Service), April 19 — Chairman Carlton Hall, Secretary William Robles, Educational Director Daniel Johnson, Deck Delegate Carl K. Schmidt, Engine Delegate Randy Snay, Steward Delegate Earl Mathews. Chairman announced payoff. No beefs or disputed OT reported.

MV SEA WOLF (American Transport Line), April 20 — Chairman Hama Rivers. Chairman reported ship has no air conditioning and no hot water. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department for clarification on day worker hours. Crew reported inadequate launch service while in dry dock. Crew thanked steward department for job well done.

USNS SILAS BENT (Mar Ship Operators), April 5 — Chairman Robert Vasquez, Secretary D. Cook, Deck Delegate Peter Poree, Engine Delegate Fred Wruide, Steward Delegate Ron Drew. No beefs or disputed OT reported. Crew gave hearty vote of thanks to galley gang for barbecue outing. Crew reported Silas Bent in contention for safety award.

UST PACIFIC (IOM), April 23 — Chairman Mark Trepp, Secretary Ray Brown, Jr., Educational Director P. Durand, Deck Delegate John Batorski, Engine Delegate Juan Patino, Steward Delegate Billy Mitchell. Treasurer reported \$210 in movie fund. No beefs or disputed OT reported. Crew discussed importance of SPAD and voting in upcoming elections.

Continued on page 24

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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



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

LOG-A-RHYTHMS

by Christopher Robert Chubb

(The SIU member and poet, who contributes his work frequently to the Seafarers LOG, sails as a steward assistant from the port of Seattle.)

My Heart Is Missouri

From places far away,
I'm called away home.
She's calling me home, my Missouri.

She calls with the rippling sounds
of sweet water flowing over stones in a stream.
I'm called from a far away place where I loved and roamed.
I'll go to lie again among soft Autumn leaves with eyes lovingly weary.

She calls with trees swaying, beckoning to a March wind.
I hear droplets flapping off the sunfish into an Ozark lake.
As I lie in discomfort in a bed not mine, Missouri is in my dreams.
I feel a wanting, wristful strain as river waves are skipped with stones.
I hear viney branches recoiling, yet beckoning, as I pick blackberries.

I hear footprints traverse dirt trails through parks lush and wide.
I feel a calling of fishing docks bouncing on boated Ozark waves.
Unmindfully, I hear beachers converse as I doze on a towel to bake.
Missouri calls with Autumn winds with trees turning from bright greens.
The rippling water carries a sweet song as I feel away and alone.
I hear the robins and cardinals chirping me to watch, not to be hurried.

Missouri calls with an open roaded traffic at a serene two A.M.
I feel a wanting, full of desire, to hear the calls of the sparrows.
I feel warm, knowing the bats are flapping safely within their caves.
I travel an open road to my heart where I have a stake.
I search in my heart, my home, with car lights on high beam.
This is my love for a place within heart as I write a loving poem.
My heart is home where I feel called to by the Nature of my Missouri.

The Lights of Seattle

To look out and of you . . . O dear, Queen Anne
To see through the stars' light with
The air . . . chilled yet still
The lights of Seattle . . . as they gleam high and low

Thine eyes do feel you . . . O silent, slumbered hill
As we search for thy Holy Night . . . ne'r settling, somber dells
We stand on ill winds, long lingers . . . best let go

T'is Tiara-ed Seattle, I feel this . . . all I want, for love
T'is beauty and peace within one Holy Night
As the lights of Seattle . . .
gleam deep throughout my heart.

It's Not Too Late to Plan a Summer Vacation at Piney Point

The Fourth of July has passed, and summer is really here . . . the perfect time for the family to vacation together.

But what is a summer vacation—swimming . . . fishing . . . sailing . . . tennis . . . touring . . . reading . . . or just doing nothing?

It can be all those things and more for SIU members and their families by taking advantage of the Paul Hall Center for Maritime Training and Education, the complex embodying the Harry Lundberg School of Seamanship in Piney Point, Md.

Everything one could ask for in a summer vacation can be found at Piney

Point—comfortable accommodations and something of interest for each member of the family.

A vacation stay at the Lundberg School is limited to two weeks per family. The cost per member is \$40.40 per day. An additional fee of \$9.45 per day is charged for the Seafarer's spouse and for each child (there is no charge for children under the age of 12). This price includes all meals.

Space is still available, so send the completed application form to Seafarers Training Center, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010 to make reservations now.

SEAFARERS TRAINING CENTER Vacation Reservation Information

7/92

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

Final Departures

DEEP SEA

JAMES F. BARRETT



Pensioner James F. Barrett, 82, passed away May 6. A native of Virginia,

he joined the SIU in 1949 in the port of New York. Brother Barrett sailed in the deck department. He served in the Coast Guard from 1927 to 1935 and from 1942 to 1945. Brother Barrett retired in May 1963.

LEON CURRY



Pensioner Leon Curry, 64, died May 18. Born in Asheville, N.C., he joined the

Seafarers in 1945 in the port of Baltimore. Brother Curry completed the bosun recertification course at the Lundeberg School in 1975. He began receiving his pension in June 1988.

FRASER FALT

Pensioner Fraser Falt, 71, passed away April 29. The native of Massachusetts joined the SIU in 1953 in the port of Baltimore. Brother Falt sailed in the engine department. He retired in March 1988.

MARIO FARRULLA



Pensioner Mario Farrulla, 92, died March 3. He was born in Puerto Rico and

in 1938 joined the SIU as a charter member in the port of Baltimore. Brother Farrulla sailed in the steward department. He began receiving his pension in December 1967.

ERIK FISCHER



Pensioner Erik Fischer, 68, passed away May 14. Born in New York, he

joined the Sailors Union of the Pacific in 1948, then transferred to the SIU in 1962 in the port of San Francisco. Brother Fischer sailed in the engine department. He upgraded frequently at the Lundeberg School. He retired in September 1988.

LEWIS FITTON



Pensioner Lewis Fitton, 82, died recently. A native of Wales, he joined the SIU

in 1951 in the port of Seattle.

Brother Fitton sailed in the deck department. He began receiving his pension in April 1976.

BOBBY GARN

Pensioner Norman "Bobby" Garn, 68, passed away in January. He was born in New York and in 1948 joined the Seafarers in the port of New Orleans. Brother Garn sailed in the deck department. He retired in April 1985.

DENNIS H. GIBSON



Pensioner Dennis H. Gibson, 72, died May 17. The Virginia native joined the

SIU in 1951 in the port of Galveston, Texas. Brother Gibson sailed in the deck department. He served in the Air Force from 1939 to 1945. Brother Gibson retired in October 1985.

ANTHONY GONCALVES



Pensioner Anthony Goncalves, 60, passed away May 1. Born in Portugal,

he joined the union in 1953 in the port of New York. He helped build the Lundeberg School training facility in Piney Point, Md. in the late 1960s. He also worked as an organizer with Cities Service and was head of the union's food plan. Brother Goncalves completed the steward recertification course at the school in 1982. He began receiving his pension in July 1988.

FREDERIC KELLER

Pensioner Frederic Keller, 83, died March 29. A native of San Jose, Calif., he joined the Marine Cooks and Stewards in the port of Honolulu in 1970, before that union merged with the AGLIWD. Brother Keller retired in May 1980.

RUDOLPH KIRSCHENMANN



Pensioner Rudolph Kirschenmann, 70, passed away April 17. He was born in

South Dakota and in 1956 joined the Seafarers in the port of Baltimore. Brother Kirschenmann sailed in the engine department. He retired in April 1974.

EDWARD KOSECKI



Pensioner Edward Kosecki, 69, died May 16. He joined the SIU in 1945 in his native

New York. Brother Kosecki sailed in the engine department. He began receiving his pension in April 1983.

CLYDE MARRINER



Pensioner Clyde Marriner, 63, passed away May 8. The Virginia na-

tive joined the Seafarers in 1948 in the port of Norfolk, Va. Brother Marriner sailed in the deck department. He retired in August 1987.

JOSEPH MOODY



Joseph Moody, 62, died April 17. Born in Mobile, Ala., he joined the union in

1959 in the port of New York. Brother Moody sailed in the steward department.

JACK PERALTA

Pensioner Jack Peralta, 64, passed away April 17. A native of Mississippi, he joined the SIU in 1948 in the port of New York. Brother Peralta sailed in the deck department. He retired in August 1972.

ANTHONY PRAINO



Anthony Praino, 68, died May 19. He was born in Washington, D.C. and in

1959 joined the SIU in the port of New York. Brother Praino sailed in the engine department. He served in the Coast Guard from 1942 to 1947.

BERNARD SANFORD

Pensioner Bernard Sanford, 79, passed away May 27. The native of Michigan joined the Seafarers in 1949 in the port of New York. Brother Sanford sailed in the engine department. In 1960 he received from the Seafarers' Safety Program an award for helping keep the SS Fairport accident-free that year. Brother Sanford retired in December 1977.

JAMES STEWART

Pensioner James Stewart, 80, died May 19. Born in Delaware, he joined the SIU in 1947 in the port of New Orleans. Brother Stewart sailed in the engine department. He began receiving his pension in January 1977.

JOHN TUBMAN



Pensioner John Tubman, 63, passed away March 22 due to respira-

tory failure. He was born in Dorchester, Md. and in 1969 joined the union in the port of Baltimore. Brother Tubman sailed in the deck department. He retired in April 1988.

ELBERT WINSLOW



Pensioner Elbert Winslow, 75, died May 18. A native of North Carolina, he joined

the Seafarers in 1958 in the port of Norfolk, Va. Brother Winslow sailed in the deck department. He served in the Navy from 1941 to 1946. Brother Winslow began receiving his pension in April 1979.

INLAND

JAMES CARROLL JR.

Pensioner James Carroll Jr., 72, passed away May 27. Born in Galveston, Texas, he joined the union in 1960 in the port of Houston. He served in the Army from 1942 to 1945. Boatman Carroll retired in December 1987.

GERALD COOKE

Pensioner Gerald Cooke, 67, died May 19. The native of Wilkes Barre, Pa. joined the union in 1974 in the port of Philadelphia. Boatman Cooke sailed in the deck department. He served in the Navy from 1943 to 1946. He began receiving his pension in April 1987.

NELSON DESHOTEL



Pensioner Nelson Deshotel, 86, passed away April 30. He was born in

Louisiana and in 1964 joined the Seafarers in the port of Port Arthur, Texas. Boatman Deshotel sailed in the steward department. He retired in October 1968.

MARVIN GILDEN

Pensioner Marvin Gilden, 63, died May 11. Born in Elizabeth City, N.C., he joined the union in 1961 in the port of Norfolk, Va. When boatman Gilden retired, he was a tankerman. He upgraded at the Lundeberg School in 1977. He began receiving his pension in November 1985.

LINDSEY SIMMONS

Lindsey Simmons, 53, passed away last September. A native of North Carolina, he joined the union in 1969 in the port of Norfolk, Va. Boatman Simmons sailed in the deck department.

HENRY R. YOUNG



Pensioner Henry R. Young, 70, died May 11. The native of Louisiana joined the

union in 1964 in the port of Port Arthur, Texas. He sailed as a tankerman and cook. Boatman Young served in the Army from 1942 to 1946. He retired in March 1985.

GREAT LAKES

WILLIAM BLANCHARD



Pensioner William Blanchard, 70, died April 30. Born in Belvidere, Ill., he joined the

Seafarers in 1964 in the port of Chicago. Brother Blanchard sailed in the deck department. He served in the Army from 1942 to 1946. Brother Blanchard began receiving his pension in August 1983.

FRANCIS GAVIN



Pensioner Francis Gavin, 70, passed away May 1 due to a stroke.

He joined the union in 1956 in his native Cleveland. Brother Gavin sailed in the deck department. He served in the Navy from 1942 to 1945. Brother Gavin retired in January 1984.

JOHN MACKO



Pensioner John Macko, 85, died April 26. A native of Cleveland, he joined

the Seafarers in 1960 in the port of New Orleans. Brother Macko sailed in the engine department. He began receiving his pension in February 1972.

FRANK RICHLEY



Pensioner Frank Richley, 80, passed away May 26. The Michigan

native joined the union in 1953 in the port of Elberta, Mich. Brother Richley sailed in the deck department. He retired in December 1974.

FRED TAYLOR

Pensioner Fred Taylor, 88, died May 13. Born in Wisconsin, he joined the Seafarers in 1959 in the port of Detroit. Brother Taylor sailed in the steward department. He began receiving his pension in September 1977.

RAILROAD MARINE

VICTOR FIUME



Pensioner Victor Fiume, 74, passed away May 13. He was born in

Jersey City, N.J. and in 1960 joined the union in the port of New York. Brother Fiume sailed in the deck department. He retired in December 1976.

Ships Digest

Continued from page 21

MV ALEX BONNYMAN (Maersk Lines), May 30 — Chairman **Thomas Anderson**, Secretary **Ken Roetzer**, Deck Delegate **John Thompson**, Engine Delegate **Phillip Martin**. Chairman reviewed protocol for shipboard union meetings. Educational director urged members to upgrade at Lundeborg School. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Next port: Diego Garcia.

CHARLES L. BROWN (TransOceanic Cable), May 3 — Chairman **Jeremiah Harrington**, Secretary **Dennis Prescott**, Educational Director **William Carroll**, Deck Delegate **Michael Meek**, Engine Delegate **Clay McIver**, Steward Delegate **Mike Miller**. Chairman commended Chief Cook **Dianne Nason** and Third Cook **Dennis Fillingim** for improving menus. No beefs or disputed OT reported by department delegates. Crew noted several problems with living conditions. Next port: Honolulu.

CHARLES L. BROWN (TransOceanic Cable), May 28 — Chairman **Jeremiah Harrington**, Educational Director **Bill Carroll**, Deck Delegate **Michael Meek**, Engine Delegate **Clay McIver**, Steward Delegate **Mike Miller**. Chairman announced payoff. Chairman discussed motto, "Brotherhood of the Sea" and what it means. He reminded members to be respectful of shipmates and make extra effort to help those who recently graduated from Lundeborg School trainee program. No beefs or disputed OT reported. Crew noted shortage on a few galley items.

CAPE MOHICAN (OMI Corp.), May 24 — Chairman **Donald Wagner**, Secretary **Rickie Juzang**, Educational Director **William Cameron**, Deck Delegate **William Card**, Steward Delegate **Leonard Murray**. Chairman announced layup and reported captain was very pleased with crew. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew asked contracts department for clarification on deck department duties. Crew gave vote of thanks to steward department. Crew extended best wishes to retired SIU Vice President-Contracts **Angus "Red" Campbell**. Crew observed one minute of silence in memory of former SIU official **Leon Hall**, who passed away recently. Next port: Norfolk, Va.

GALVESTON BAY (Sea-Land Service), May 17 — Chairman **Geo Wilson**, Secretary **Oswalda Castagnino**, Educational Director **P. Kanavos**, Deck Delegate **Douglas Flynt**, Engine Delegate **Fred Tierney**, Steward Delegate **Frank Tirado**. No beefs or disputed OT reported. Ice machine still not functioning properly. Crew needs clarification from patrolman regarding relief. Crew thanked galley gang for fine meals. Next port: Houston.

GLOBAL SENTINEL (TransOceanic Cable), May 22 — Secretary **Eva Myers**, Educational Director **J. Smilko**. Secretary reported shortage of equipment in steward department. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew discussed importance of upgrading at Lundeborg School. Crewmembers were reminded to separate plastics.

NEDLLOYD HOLLAND (Sea-Land Service), May 24 — Chairman **Freddie Goethe**, Secretary **J. McGill**, Educational Director **Don Bush**, Deck Delegate **A. Mendoza**, Engine Delegate **Ellis Young**, Steward Delegate **C. Hendricks**. Chairman encouraged members to donate to SPAD. He reported everything running smoothly. Educational director advised members to upgrade at Lundeborg School and always observe safety rules. No beefs or disputed OT reported.

SAM HOUSTON (Waterman Steamship), May 11 — Chairman **Jim Hassan**, Secretary **Gregory Melvin**, Educational Director **Emmett Neatherly**, Steward Delegate **R. Williams**. Steward delegate reported disputed OT. No beefs or disputed

OT reported by deck or engine delegates. Messhall door needs repair. Crewmember reported beef.

NEDLLOYD HUDSON (Sea-Land Service), May 24 — Chairman **C. James**, Secretary **E. Haber**, Deck Delegate **E. Rickard**, Engine Delegate **D. Davidson**, Steward Delegate **G. Wheeler**. Steward delegate reported beefs. No beefs or disputed OT reported by deck or engine delegates. Ship needs additional washing machine. Chairman thanked steward department. Next port: Charleston, S.C.

ITB JACKSONVILLE (Sheridan Transportation), May 3 — Secretary **Robert Outlaw**. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew extended vote of thanks to galley gang.

ITB PHILADELPHIA (Sheridan Transportation), May 31 — Chairman **V. Nielsen**, Secretary **Joseph Emidy**, Educational Director **Monte Beck**, Deck Delegate **Joe Boevink**, Engine Delegate **Bobby Colanitti**, Steward Delegate **Jack Hart**. No beefs or disputed OT reported. Crew discussed high crime rate in St. Croix and urged all to be cautious while ashore there. Crew thanked steward department for good service and fine meals. Galley gang thanked deck and engine departments for helping keep messhall and all areas clean. Next port: New York.

LNG AQUARIUS (ETC), May 17 — Chairman **Sam T. Brooks**, Secretary **Michael J. Ruggiero**, Educational Director **Tyler Womack**, Deck Delegate **John O'Connell**, Engine Delegate **M. Brennan**, Steward Delegate **G. Taylor**. Chairman reported everything running smooth. Educational director strongly urged all members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew discussed SIU's political activity in Washington, D.C. and commended union's political reps. Chairman discussed importance of safety.

LNG GEMINI (ETC), May 17 — Chairman **R. Schwarz**, Secretary **D. Cunningham**, Steward Delegate **Ronald Aubuchon**. Secretary reminded those signing off to leave rooms clean. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Chairman relayed captain's thanks to entire crew for outstanding job. Crew asked contracts department to increase retirement pay. Crew gave vote of thanks to steward department.

LNG LIBRA (ETC), May 3 — Chairman **J. Rhodes**, Secretary **W. Schmale**, Educational Director **Bruce Smith**, Deck Delegate **F. Smith**, Engine Delegate **T. Van Pelt**. Chairman announced payoff. Educational director reminded all brothers and sisters to upgrade at Lundeborg School. He discussed dangers of AIDS. No beefs or disputed OT reported. Crew observed one minute of silence in memory of departed brothers.

RICHARD G. MATTHIEN (Ocean Shipholding), May 24 — Chairman **Jim Martin**, Secretary **Elena Curley**, Educational Director **D. Leight**, Deck Delegate **Harry Johns**, Engine Delegate **Robert Gaglioti**, Steward Delegate **P. Ordanza**. No beefs or disputed OT reported. Crew thanked steward department for job well done.

OVERSEAS OHIO (Maritime Overseas), May 31 — Chairman **B. Born**, Secretary **N. Evans**, Educational Director **B. Elliott**, Deck Delegate **H. Sebring**, Engine Delegate **C. Pratts**, Steward Delegate **S. Ryans**. Chairman announced room inspection and payoff. He conveyed thanks from captain. Educational director encouraged members to donate to SPAD. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to seek switch to old shipping rules (four months for B cards, six months for A cards). Crew thanked galley gang.

OVERSEAS VIVIAN (Maritime Overseas), May 15 — Chairman **J. Foster**, Secretary **Freddy Hamilton**. No beefs or disputed OT reported. Crew was reminded

to reduce noise in passageways. Next port: Lake Charles, La.

RALEIGH BAY (Sea-Land Service), May 24 — Chairman **Howard Knox**, Secretary **J. Speller**, Educational Director **J. Ashley**, Steward Delegate **C. Willey**. Chairman urged members to upgrade at Lundeborg School and donate to SPAD. He gave vote of thanks to galley gang. No beefs or disputed OT reported.

SEA-LAND ANCHORAGE (May 20), May 20 — Chairman **Dana Cella**, Secretary **J. Wright**, Educational Director **K. Bertel**, Deck Delegate **Gregory Agren**.

gave special thanks to steward department for job well done.

SEA-LAND DEFENDER (Sea-Land Service), May 17 — Chairman **Ken McGregor**, Secretary **John Alamar**, Educational Director **Daniel Dean**. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew requests toaster ovens for messrooms. Ship needs better radio antenna. Crew conveyed thanks to LOG staff.

SEA-LAND ENTERPRISE (Sea-Land Service), May 13 — Chairman **E. Corey**,

Any Beefs to Settle?



"Are there any beefs to resolve?" is one of the first questions a union patrolman asks when paying off a ship. Patrolman Jack Sheehan (second from right) asked this very question aboard the Sea-Land Discovery, docked recently in Port Elizabeth, as he met with crewmembers (from left) **Bosun Nelson Sala**, Chief Cook **O. Rios** and Chief Steward **Jose Colls**.

Engine Delegate **Michael Brown**, Steward Delegate **Kassem Saleh**. Educational director reminded members to vote, because jobs and the maritime industry as a whole are on the line. No beefs or disputed OT reported. Crew discussed medical benefit payments. Crew thanked galley gang. Next port: Tacoma, Wash.

SEA-LAND ATLANTIC (Sea-Land Service), May 31 — Chairman **Willoughby Bird**, Secretary **R. Seim**, Educational Director **Charlie Chancy**. Educational director encouraged members to upgrade at Lundeborg School and donate to Maritime Defense League. No beefs or disputed OT reported. Steward department thanked all hands for great teamwork and SIU brotherhood. Crew thanked galley gang for exceptional meals. Next port: Charleston, S.C.

SEA-LAND CHALLENGER (Sea-Land Service), May 3 — Chairman **R. Williams**, Secretary **H. Scypes**, Educational Director **Eddie Johnson**, Deck Delegate **Robert Grubbs**, Engine Delegate **Juan Guaris**, Steward Delegate **Jose Ortiz**. Chairman urged members to donate to SPAD and upgrade at Lundeborg School. He encouraged all to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew thanked steward department for good work and frequent cookouts. Crew observed one minute of silence in memory of departed brothers. Next port: Elizabeth, N.J.

SEA-LAND CHALLENGER (Sea-Land Service), May 31 — Chairman **R. Williams**, Secretary **H. Scypes**, Educational Director **E. Johnson**, Deck Delegate **Robert Grubbs**, Engine Delegate **Juan Guaris**. Crew extended sympathies to AB whose mother recently passed away. Educational director urged members to donate to SPAD. No beefs or disputed OT reported. Crew gave vote of thanks to steward and deck departments for help with barbecue on deck. Crew observed one minute of silence in memory of departed brothers.

SEA-LAND CONSUMER (Sea-Land Service), May 3 — Chairman **W. Mortier**, Secretary **M. Kohs**, Educational Director **R. Howard**. Chairman thanked galley gang for wonderful Easter dinner and personal efforts to make every meal enjoyable. No beefs or disputed OT reported. Deck and engine departments were reminded to wear safety belts when working on gangway or aloft. Next port: Oakland, Calif.

SEA-LAND CONSUMER (Sea-Land Service), May 31 — Chairman **W. Mortier**, Secretary **M. Kohs**, Educational Director **R. Howard**. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew

Secretary **S. Ortiz**, Educational Director **J. Ortiz**. No beefs or disputed OT reported. VCR has been replaced.

SEA-LAND EXPEDITION (Sea-Land Service), May 10 — Chairman **Paulino Flores**, Secretary **E. Vazquez**, Educational Director **G. Payne**. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

SEA-LAND EXPLORER (Sea-Land Service), May 31 — Chairman **Jack Kingsley**, Secretary **S. Ghani**, Educational Director **Sonny Acosta**, Deck Delegate **John DeBos**, Engine Delegate **Bernardo Tapia**, Steward Delegate **George Lee**. Chairman reported everything running smoothly. Educational director urged members to upgrade at Lundeborg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Next port: Long Beach, Calif.

SEA-LAND HAWAII (Sea-Land Service), May 10 — Chairman **James Carter**, Secretary **J. Jones**, Educational Director **David Gordius**, Steward Delegate **E. Laureta**. Chairman advised crew on proper-size bolts for gangway. No beefs or disputed OT reported. Unlicensed crew needs new washing machine and new dryer, as they are sharing one washer and one dryer while the officers have three of each. Next port: Oakland, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), May 3 — Chairman **Norberto Prats**, Secretary **P. Laboy**, Deck Delegate **Archie Ware**, Engine Delegate **Ismael Manley Arias**, Steward Delegate **S.T. Bae**. Deck delegate commended job done by Bosun Prats. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to change retirement age to 50.

SEA-LAND INTEGRITY (Sea-Land Service), May 31 — Chairman **D. Newman**, Secretary **P. Laboy**, Educational Director **D. Baker**, Deck Delegate **Archie Ware**, Engine Delegate **Ismael Manley Arias**, Steward Delegate **S.T. Bae**. No beefs or disputed OT reported. Next port: Boston.

SEA-LAND MARINER (Sea-Land Service), May 7 — Chairman **Arnold Eckert**, Secretary **P. Lopez**, Educational Director **Robert Dehlbom**, Deck Delegate **M. Sorensen**, Steward Delegate **D. Flunker**. Secretary thanked crew for keeping lounge clean. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Next port: Tacoma, Wash.



Day Second Steward Donald Irvine (left) gives an assignment to Cabin Steward Rick Hoffman.



Dana Washington, who serves as the cabin stewards' union delegate, prepares to vacuum a room.



Lolita Bon enjoys meeting new people while working on the Independence.



Making his way to the galley for a passenger's request is Enno Kok.



Patrick Laras is back on the Independence after close to a 10-year break.

Cabin Stewards' Know-How Is Key To Cruise Passengers' Safety

Cabin stewards generally are the first people passengers get to know on a first name basis when boarding a cruise ship like the SIU-crewed SS Independence.

They welcome passengers to their cabins, explain the location of different items in the room and aboard ship and, perhaps most important, provide the first safety lecture passengers will receive. The cabin stewards make sure the tourists know where their life jackets can be found and how to make their way to the lifeboat stations.

Then they almost disappear from sight because the cabin stewards try to do their daily jobs while the passengers are out of their rooms. They are the crewmembers who clean the rooms, make the beds, supply the ice and tidy the hallways in their stations.

For members like Patti Ballance,

the job of cabin steward on the American Hawaii Cruises vessel provides them with a chance to learn what it is like to be at sea. "I love the job, but it is a lot of hard work," Ballance told a reporter for the Seafarers LOG.

"I have met so many interesting people from all over." She noted one of the regulars in her section is the Hawaiian actor Zulu, who played Detective Kono on the Hawaii Five-O television show.

While Ballance has sailed for just over three years on both the Independence and her sister ship, the SS Constitution, others have been aboard for longer periods of time. Judi Barbera has sailed on the cruise ships for eight years. "I really like working here and meeting all the people. We have a great crew," Barbera noted.



Five-year veteran Krista Bowman sails on the Independence with her husband, Brad.



Making beds is one of the chores performed by Bill Nutley as a cabin steward.



Connie Gaines has sailed on the Independence for more than two years.



Living in Hawaii is one reason Patti Ballance sails on the Independence.



Eight-year American Hawaii veteran, Judi Barbera displays the tools of the trade.



Making sure the life jackets are properly stored is Rebecca Sleeper.



Chad Exzade discusses an assignment with Hotel Yeoman Kim Schafer.



Passengers enjoy a clean ship, so Charlie Thomas keeps his section spotless.



Making sure all his cabins are stocked with ice is Leon Rouse.



Five-year veteran Rose Commage vacuums a hallway aboard ship.

Lundeborg School Graduates Eight Classes



Trainee Lifeboat Class 498—Graduating from trainee lifeboat class 498 are (from left, kneeling, front row) Delson Richardson, Eliot Rivera, Roosevelt Washington, Mariann Harris, Dawn Nicholson, Richard Spinale, Monty Mock, Ahmed Sistare, Kiron Smith, (second row) Paul Craig, Jeff Rothle, Arthur Outlaw, Roger White, Paris Davis, (third row) Jim Moore (instructor), William Lardier, Kenneth Thomas, Scott Hobbs, Steven White, Edward Rohmer, Michael Plante, Jeffrey Fields, Doug Wyatt, Brian Giggy, William Ribar, Brian Shilts, Jeff Treadwell, Tyrone Norman and Brian Young.



Upgraders Lifeboat—Completing the upgraders lifeboat class on May 6 are (from left, kneeling) Nathaniel Gatlen, Mark Reczek, Jim Lombard, (second row) Ron Saragusa, Peter Onsgard, Larry Ely, George Mulvenna and Jim Moore (instructor).



Sealift Operations and Maintenance—Certificates of graduation were issued on May 21 to members of the Forklift Training Group. They are (from left, kneeling) Michael Beach, Jim Currie (instructor), (second row) Fred Cintorino Jr., John Stambach, Robert Baskin, William Boyd, Paul Davenport, Zinnonnon Jackson, Daniel Jones, Hugh McDowell and (on top of the forklift) Michael A. Silva-Sampaio.



Radar Observer—Receiving their Radar Observer endorsements in the May 22 graduating class are (from left, kneeling) Jake Karaczynski (instructor), Jim Moore, Foster Watts, Scott Kreger, (second row) Jessie Holmes (Computer Operator), Ken Batten, A.J. Shefts, Jim Brown (instructor), (third row) J. Isaac Watts, Gregory White, John Gibbons, Ted Lukawski and David L. Knuth.



Shiphandling Simulator—Completing the two-week shiphandling simulator course on May 14 are (from left, kneeling) John Patrick Gibbons, A.J. Shefts, (standing) Philip T. Parisi, Jim Brown (instructor), N. Michael Morgan, J. Isaac Watts, James Moore, Scott Kreger and Jake Karaczynski (instructor).



Upgraders Lifeboat—Receiving their lifeboat endorsements, members of the May 20 class are (from left, front row) Curtis R. Lowe, Otto D. Borden, Caroline Chiloni, Tracy Malello, Fereuza Gifford, Angel D. Corchado, Mark R. Hayes, (second row) James T. McCarthy, Dean J. Browning, Gordon J. Anderson, Dave L. Chesson Jr., Mark Cando, John Favero, Lawrence W. Neslein, Gerald Archie, (third row) Jim Moore (instructor), Melvin Mosley, Bill Daniels, James Alexander, Ron Mercer, Barron Jackson, Kim M. Brown, Joseph Carson, Keith Mayer, Jim Crate and Anthony J. Douglas.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, sitting, front row) Steve Boleware, Patrick Carroll, Kenneth Myers, Scoey Valencia (second row, kneeling) John D'Alessandro, Kenny Spivey, Eric Diggs, Yaser Mawari, Joseph Vitela, Peter Sternberg, John Fulmer, (third row) Gary Morrison, Christopher Mares, Chris McKinney, Shane Blechle, Keith Warde, Esteban Luke, Efrem Scott, David Vega, (fourth row) Red Von Sprecken, Wes Hughes, Robert Zielaskowski, Tywee Harden, Edmond Bridges, Kevin N. Shinn, Frederick Miles III, J.C. Wiegman (instructor), (fifth row) Al Collins, Joe Buczynski, Edward Mancke, Sean R. Hall and Jim Doyle.



LUNDEBERG SCHOOL 1992 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

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

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

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

Safety Specialty Courses

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

Recertification Programs

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

Steward Upgrading Courses

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

Engine Upgrading Courses

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

1992 Adult Education Schedule

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

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

SHLSS College Program Schedule for 1992

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

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

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

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

Social Security # _____ Book # _____

Seniority _____ Department _____

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

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____

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

If yes, course(s) taken _____

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

If yes, how many weeks have you completed? _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

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

Date available for training _____

Primary language spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

DECK

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

ENGINE

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

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

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree

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

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

Seafarers

Have you planned your summer vacation?

The Lundeberg School can provide you and your family with an excellent vacation site. For details and rates, see page 22.

Seafarers Campaign to Save Historic Queen Mary Hotel

Members of the Seafarers International Union who are employed aboard the famed Queen Mary Hotel in Long Beach, Calif. are seeing the fruits of their extensive efforts to keep open the city's leading tourist attraction. The result may be the saving of 1,200 Seafarers jobs aboard the historic ship turned hotel and tourist attraction which each year draws hundreds of thousands of visitors.

The Long Beach Harbor Commissioners, who at one point recommended scrapping the entire Queen Mary operation after the current operator's lease expires, last month voted to keep the hotel portion open until September 30 and also to keep the restaurant and museum portions open until at least January 3.

The Long Beach City Council had made even stronger recommendations to the Harbor Commission, advising by a 6 to 3 vote to keep open the Queen Mary—which has a labor agreement with the Seafarers shoreside arm, the United Industrial Workers (UIW)—until a new operator or an alternative use is found.

Union Responds to Threat

At least two dozen businessmen and companies reportedly are interested in taking over the operation of the Queen Mary and adjacent Spruce Goose, an enormous wooden airplane built in 1947 by Howard Hughes, both of which are owned by the city. In part as a result of the UIW's efforts, the Harbor Commission has authorized two consulting firms to examine different operating possibilities, including a scenario in which the hotel/museum would be converted into a casino.

Walt Disney Company, which currently is operating the vessel, is the third company to lease the Queen Mary since the UIW began representing the workers aboard it in 1970. The Burbank-based entertainment company originally planned to create a major seaside theme park and aquarium next to the Queen Mary but dropped that idea last year. Then, this past March, it also announced it

would not renew the lease and at that time the Harbor Commission recommended ceasing operation of the Queen Mary as of October 1 of this year.

UIW members and officials, recognizing that this not only would put 1,200 people out of work but also would cripple what remains of Long Beach's tourism and thereby cause loss of revenue to the city, acted immediately to save the tradition-steeped monument.

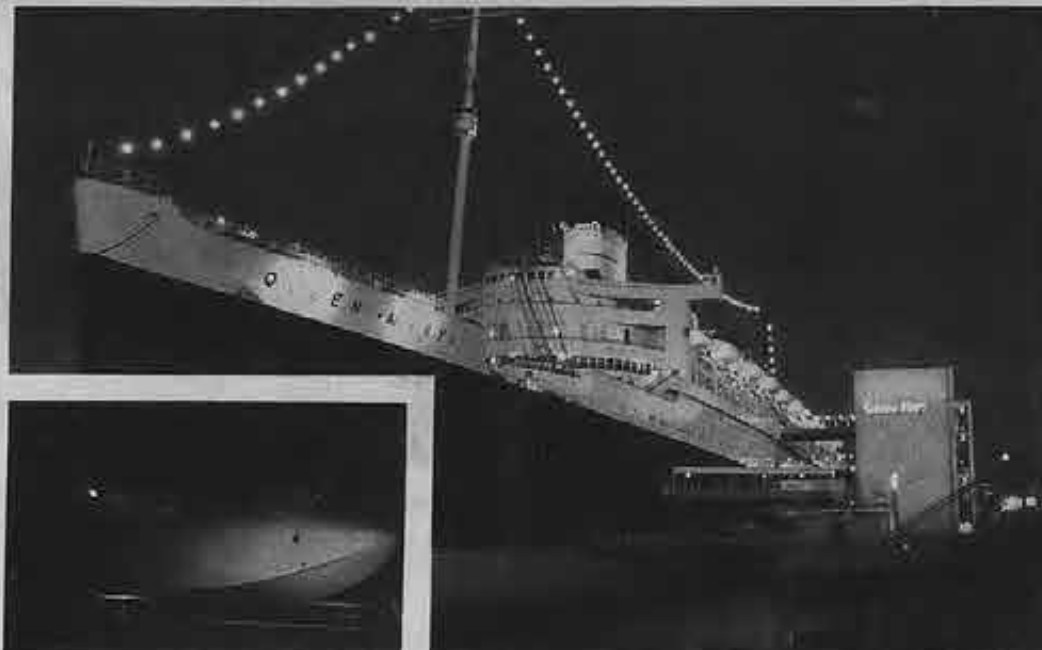
UIW representatives attended city council meetings and initially drew a lukewarm response. The union then enacted a community-wide drive to raise awareness of the potentially catastrophic action of closing the Queen Mary. Within three weeks, more than 3,000 people had signed a



Queen Mary workers protest the possible closing of the floating hotel.

petition urging the commission and city council to maintain the Long Beach landmark.

UIW officials and members rallied throughout the city and gained support of many community groups. Councilman Warren Harwood quickly became an active supporter. Then, after hundreds of people packed the council meetings and urged support of the Queen Mary, a majority of councilmen, including Evan Braude and Ray Grabinski, pledged their support.



The futures of the Queen Mary Hotel and (inset) the Spruce Goose are at stake.



Marching before City Hall, workers from the Queen Mary Hotel show how they feel.

The council's advice to keep the Queen Mary afloat weighed heavily on the Harbor Commission, which agreed to make efforts to maintain or adjust operations.

In its testimony before the council, the UIW noted that massive layoffs in Long Beach already have wounded the economy, and the last thing the city needs is more unemployment which would result from closing the Queen Mary.

The Seafarers ongoing campaign to keep the Queen Mary open as a hotel and tourist attraction involved scores of members and the entire UIW Southern California staff. Those who dedicated long hours to

the drive have been Linda Jefferson, Irma Ramirez, Margarita Alvarez, Wadenia Arendain, Irma Lerma, Frank Gill, Tony Armstrong, Ruth Fernandez, Bob Voden, Bud Rymer and Steve Edney.

The Queen Mary made her initial voyage in 1936 and made her final voyage in 1967. She was then the flagship of the Cunard fleet and the largest passenger vessel afloat. During World War II, the ship, registered under the English flag, carried troops and supplies between England and the United States. Her last active military duty was to bring European war brides of American servicemen to the States.

Help Is Sought to Find Missing Child

The National Center for Missing and Exploited Children has asked the membership of the SIU to help locate Monique Renee Roush.

At the time of her disappearance on December 3, 1990 from Santa Ana, Calif., the child was 5 ft. 2 in. with brown hair (which may be dyed blonde) and brown eyes. She weighed 115 pounds. Now 17 years old, Monique Roush is considered an endangered runaway. She was last seen at a treatment center and may be with a male companion.

Other identifying marks are a scar on her chin and a tattoo of a cross on her right ankle.

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

at (800) 843-5678 or the Santa Ana (Calif.) Police Department, Missing Persons Unit at (714) 387-5748.



Monique Renee Roush



Tony Armstrong gets signatures for his petition to keep the Queen Mary open.