

SIU to Man 3 More Cable Ships Page 5

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

SEAFARERS LOG

Volume 52, Number 9

September 1990

Seafarers in Operation Desert Shield

We're Delivering The Goods!

The Mix of SIU-Manned Ships of the Merchant And Military Fleet Supplying Our Forces



From the Commercial Fleet



From the Ready Reserve Force



MSC Prepositioning Ships



Fast Sealift Ships



Hospital Ship



T-AVB'S

Arriving in Saudi Arabia

The SIU-manned USNS Algol discharges tanks for the armed forces in Operation Desert Shield.



Seen Around the World Millions of TV viewers saw Seafarers on the Noble Star anchored in the Persian Gulf sending a message home. The photo above is from an ABC News broadcast.



Ready for Service Young men who have signed on with the SIU board the bus that will take them to the Seafarers Harry Lundeburg School. The union's training facility immediately increased enrollment to meet the sudden surge in shipping needed to meet the logistical needs of the military in Operation Desert Shield.

DANKY, J
STATE HISTORICAL SOCIETY
OF WISCONSIN
815 STATE ST.
MADISON
WI 53706

999L

President's Report

Truly the Fourth Arm of Defense

As the U.S. Desert Shield operation in the Persian Gulf area moved into its second month, the SIU continued to meet the almost overwhelming need for crews to man the wide range of U.S.-flag ships carrying supplies and materiel to the front lines.

With the U.S. and the United Nations thrust suddenly into a crisis situation when Iraqi forces invaded Kuwait on August 2 and threatened to continue into Saudi Arabia, President Bush ordered a quick, massive movement of American naval vessels, aircraft and ground troops to answer Saudi Arabia's call for assistance in maintaining its borders against the Iraqi aggression.

At the same time, we of the SIU were called upon to provide the immediately-needed crews to man the vessels being broken out of the Ready Reserve Force fleet, as well as maintaining the complements of the prepositioned vessels and sealift tankers already on military assignment, and those of the contracted commercial vessels that would be switched to the military support operation.

When word came down of the heavy need for manpower in a hurry, I put our union machinery on a seven-day, 24-hour around-the-clock basis and, with our shipping center in Piney Point serving as the hub of the hiring hall activities in all port facilities, we were able to satisfy all requests. I am proud of the way our membership has responded to our nation's need, and I am proud of the manner in which all of the union representatives involved have cooperated in meeting the challenge.

U.S. Ships Are Reliable

Once again, the privately-operated, civilian-manned merchant marine is demonstrating its effectiveness in carrying out its role as the fourth arm of the country's defense structure. It is to be expected that, in operations of the magnitude of the Persian Gulf effort, glitches will show up here and there, as in the occasional mechanical problems on some of the so-called Ready Reserve Force fleet ships.

At union headquarters we are maintaining a detailed log of all operations which will be useful, when the Persian Gulf beef is over, in trying to forge a maritime program that will assure the availability at all times of a balanced, dependable privately-owned American-flag fleet, active and ready at an instant's notice for any national emergency.

Japanese Refuse to Sail Supply Ship

It is encouraging to see that the United States is getting some measure of cooperation and support from other nations in the tremendous effort, military and logistical, in the Persian Gulf crisis. But it is absolutely necessary to understand that we cannot depend on anyone but ourselves. We've already observed the truth of that principle in the current situation, as we did during the Vietnam War, when the crew of a foreign-flag vessel refused to carry a shipload of military supplies from the West Coast to our armed forces in Vietnam.

That there is always a risk in depending on foreign-flag ships and crews again was demonstrated when the Japanese owners and crew of Kanbara Marine company's freighter Sea Venus refused to sail out of Tokyo harbor with a shipload of 800 four-wheel-drive trucks and vans which The Washington Post reported had been "urgently requested by U.S. forces in Saudi Arabia."

And remember, we are dealing here with a non-shooting conflict, and I shudder to think of what some of our friends might do if shooting broke out. Sound preparation would dictate that we be ready to do all the manning ourselves.

Nevertheless, the effort is a vast success as of the moment, and we must do our part to keep it that way. Your union will continue to carry out its responsibilities in filling its role, and asks the membership for a continuation of the wonderful cooperation which has made our part in the current problem so successful.

Volume 52, Number 9

September 1990



The Seafarers LOG (ISSN 0160-2047) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way, Camp Springs, MD 20746. Telephone (301) 899-0675. Second-class postage paid at MSC Prince Georges, MD 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Communications Department Director, *Jessica Smith*; Associate Editors, *Daniel Duncan* and *Max Hall*; Associate Editor/Production, *Deborah Greene*, Art Director, *Bill Brower*.

Short Session for Congress: Farm Bill, Alaska Oil on Agenda

With fall elections in every House district and more than a third of the Senate, little time remains for the working of the legislature. Of major importance to Seafarers, as the elected officials attempt to conclude their business, is the wrap-up of the farm bill in conference committee, the continuation of export restrictions placed on Alaska oil and support from the Senate and House for keeping maritime out of the world trade talks.

The SIU has been dogging the 1990 farm bill because earlier this year interests representing the giant, multinational grain merchants were attempting to scuttle U.S. shipping by wiping out the law mandating 75 percent of government-donated agricultural cargoes to be carried on American-flag bottoms.

In an action by the House rules committee in July, anti-cargo preference amendments to the farm bill were banned. In two Senate floor votes, attempts to weaken U.S. shipping requirements were beaten back by votes that were close to two-to-one. Currently, House and Senate members are working on compromise language to produce a final 1990 farm bill. The SIU will track committee actions to ensure that the interests of the American maritime industry are not subjected to a sneak attack.

The union also will be watching efforts in Congress to permit exports of Alaska crude oil to Japan. At this time Alaska crude oil is restricted to U.S. markets, thus keeping the shipment of the crude within the confines of the Jones Act. Only U.S.-flag tankers are permitted to load the oil and bring it to the lower 48 under the 1920 federal law.

Alaska Oil Considerations

Already the House has passed a one-year extension of the export ban on Alaska crude oil in its version of the Export Administration Act. The Senate passed a two-year ban earlier this month. The ban, which expires September 30, now goes to a conference committee.

The Persian Gulf crisis also has brought to the legislators' attention the untapped oil reserve within the Arctic National Wildlife Refuge. A bill which has passed the Senate

Energy Committee to allow oil drilling in the refuge may receive added consideration before Congress closes this session. If so, the union will make sure the transporting of the crude oil is covered by the Jones Act, thus open only to U.S.-flag tankers.

GATT Effort Renewed

With the legislators back in Washington, an effort will be made to have more House members sign on as sponsors to a non-binding resolution asking the president to keep maritime out of a services agreement negotiated under the umbrella of the General Agreement on Tariffs and Trade (GATT) treaty.

A majority of senators became sponsors before the August recess, while 140 House members had signed on. GATT had dealt exclusively on trade in goods before this session when services were presented for inclusion. A total of 96 countries, including the United States, subscribe to the treaty.

Budget Talks Continue

Congress also faces a midnight September 30 deadline to pass the 1991 Fiscal Year budget. If one is not passed in time, budget-cutting provisions go into effect October 1. It is possible such cutbacks could affect the military buildup in the Persian Gulf, but most Congressional experts believe the legislators will pass a temporary budget to keep the supply lines going.

Another bill before Congress that may affect the maritime industry is the Clean Air Act. Details are being worked out by legislators on the amount of emissions a vessel may release while in port.

Most Capitol Hill watchers predict Congress cannot complete its work before the October election recess. All 435 House seats are up for election and 35 Senate positions will be decided on November 6. The pundits believe the legislators will be back to hold a lame duck session after the November elections.

September LOG Special
Kiss the Angels: a Short Story
by SIU Member
Larry Reiner — Page 16

Index to Log Features

	Page
Change of Address Form	26
COBRA Notice	26
Dispatcher's Report/Deep Sea	17
Dispatchers' Report/Inland	18
Dispatchers' Report/Great Lakes	18
Final Departures	23-26
Know Your Rights	26
Letters to the Editor	15
Lundberg School Application	27
Lundberg School Course Schedule	27
Lundberg School Graduates	24
Meeting Dates	17
Notices	12
Pensioners	14
Ships Minutes	21-22
Union Hall Directory	18



To meet the surge in shipping caused by the Mideast crisis, the Lundeberg School has increased the number of AB and FOWT courses it will hold over the next three months. Pictured above are Seafarers in the current AB class as they learn crane operations.

'Valiant Americans' in Gulf Praised by President Bush

Calling them "some of the finest men and women of the United States of America," President George Bush lauded the job members of the nation's armed forces are doing in the current military engagement in the Middle East.

In an address to a joint session of Congress earlier this month, the president commended the "valiant Americans" who "were ready at a moment's notice to leave their spouses, their children to serve on the front line halfway around the world" after the United States responded to the invasion of Kuwait by Saddam Hussein's Iraqi army.

More than 100,000 American troops are now in the Middle East, including those on ships and 45,000 marines. Among the units deployed have been elements of the 82nd and 101st Airborne Divisions, the 24th Mechanized Infantry Division, the 11th Air Defense Artillery Brigade and the 3rd Armored Cavalry Regiment. Some 30 naval vessels are in the area, including three aircraft carriers, missile cruisers, destroyers and supply ships.

Unconditional Withdrawal

President Bush said America's objectives in the Middle East included the complete, unconditional Iraqi withdrawal from Kuwait, a return to legitimate Kuwaiti rule, stability and security in the Gulf region and the protection of American citizens abroad.

He said the endorsement of the United Nations Security Council for these goals and the crisis in the Persian Gulf "offers a rare opportunity to move toward an historic period of cooperation" with the Soviet Union that can result in a broader objective—"a new world order."

The condemnation of Iraq's aggression has spanned the globe, with words backed up by troops, vessels and money from more than 20 nations. The president, who also serves as commander-in-chief

of the armed forces, also recognized the importance of economic sanctions imposed on Iraq by the United Nations and the Security Council's authorization of "all means necessary to ensure compliance with these sanctions."

International Support

To date, multinational cooperation includes a British flotilla and specialized aircraft; French troops and naval vessels; 10,000 troops from the Gulf Cooperation Council made up of Saudi Arabia, Bahrain, Oman, United Arab Emirates and Qatar; a Soviet destroyer; Greek ships; two Italian frigates; Japanese funds and equipment; two Dutch frigates and six Stinger missiles, and mujahedeen fighters from Afghanistan's government-in-exile.

Also engaged in the effort are three Spanish naval vessels; West German monetary contributions; 4,000 Egyptian troops; 1,200 Moroccan soldiers; 2,000 Syrian troops; two Australian warships and one supply vessel; two Belgian minesweepers and one supply ship; two Canadian destroyers and a supply ship, and troops from Bangladesh and Pakistan.



An American soldier stands watch from a desert foxhole.

In All SIU Ports, Seafarers Keep The Ships Sailing

Thanks to the carefully coordinated and planned manpower operation of the Seafarers International Union that was put into effect immediately on the heels of the American military deployment to the Persian Gulf, the vessels assigned to the SIU for crewing have been quickly and fully manned.

After receiving word that many SIU vessels would participate in the logistical effort to provide supplies to the American armed forces in the Middle East, the union's president, Michael Sacco, put the organization's central shipping office on a 24-hour-a-day rotation and opened the hiring halls around the country seven days a week.

Vessels operated by private shipping companies were called into action shortly after President George Bush announced that the United States would mount a military response to the Iraqi invasion of Kuwait on August 2.

Rank-and-File Rallies

Union members around the country were quick to volunteer for duty on the vessels that would support the military. "Our members take very seriously their responsibilities in the fourth arm of defense," said one port agent. Another union official noted that many members registered to ship even though they were home on vacation.

Among the SIU-crewed vessels engaged in sealift activities are prepositioning ships that stay in a constant state of readiness with a full load of cargo and complete

crew, the military's eight fast sealift ships known by their former commercial designation as "SL-7's," close to two-thirds of the Ready Reserve Force that has been broken out and two aviation support vessels known as T-AVB's.

In addition, the union has crewmembers aboard some of the commercial carriers chartered by the Military Sealift Command (MSC), the agency within the defense apparatus that coordinates shipping for the armed forces. The government services division of the SIU, which provides unlicensed seamen for vessels in the MSC's Pacific fleet, also has provided the crew for the hospital ship the USNS Mercy.

Training Stepped Up

The union's training facility has expanded its entry level program to accommodate more students and has increased the number of classes for key ratings in the deck and engine departments.

The SIU is proceeding with great guns under the assumption that the current activation, known as Operation Desert Shield by the government's Department of Defense, will be a continuing operation for some time to come.

As the LOG went to press, the fast sealift ships were returning to the United States after delivering tanks and other heavy equipment to the Middle East. It was reported that the vessels will immediately load more military cargo and swiftly return to the Persian Gulf.

Union's School Gears Up for Crisis

The Seafarers Harry Lundeberg School of Seamanship is working day and night to train merchant mariners needed for the Persian Gulf crisis. More applicants have been accepted for the entry program run by the union's school, and instead of one trainee class starting every month there are now two.

In addition, the school is running back-to-back upgrading classes for able bodied seamen (AB) and firemen, oilers and watertenders (FOWT). The courses have been shortened in length to three weeks. However content has not been sacrificed as the classes, which under normal circumstances run eight hours a day, have been extended into the evenings and weekends.

Officials at the Lundeberg School note that the Coast Guard office in Baltimore has been very cooperative during this busy period. The government agency has in-

creased the number of testing dates in which an official of the Coast Guard comes to the school to administer the AB and FOWT tests.

Continued on page 25



George Vlassakis of Philadelphia boards the Lundeberg School bus as he begins his career as a merchant seaman.

The Iraq Invasion of Kuwait

Fast Sealift Ship Begins Second Voyage to Gulf



Bosun Michael Shappo stands on the ship's ramp while a helicopter is lifted aboard the Capella before its first run.

Pride was evident among the SIU crewmembers who had taken the first fast military sealift vessel to Saudi Arabia and back when the USNS Capella docked in LaPorte, Texas, September 15. The vessel was in port briefly, loading, and was due to quickly depart for its second run to the Persian Gulf region.

The Seafarers talked of the smooth trip they had as the ship carried its first shipment of military materiel to the Persian Gulf and of how well their fellow mem-



AB Ron Mena works to get the gangway positioned upon arrival.

bers performed. They also reiterated their belief that the merchant marine was a vital part of the U.S. defense community.

"I feel like I am part of the military involvement by being on this ship," Chief Steward Herbert Davis told a reporter for the Seafarers LOG. "I'm proud to be here," echoed Steward Assistant Calvin Williams. "I'm placing my life on the line and thank God that I was born in America. I feel sorry for those people over there."

Nerves Overcome

Davis has served on the Capella since March 1989. "I was scared of gas being used in the Suez Canal," he admitted. "But once we were out of the canal and when we were coming home it wasn't bad." Davis, who ships out of the port of Jacksonville, said he had



Great Lakes member Greg Alstrom volunteered for Persian Gulf duty aboard the Capella.

a really good galley gang with which to work.

Two of the steward department members, Williams and Chief Cook Robert Miller, came from the port of Honolulu where they had been working on cruise ships. "It's a lot easier than working on a cruise ship," Miller noted. "There, you've got 700 to 900 people to deal with. Here, there is more one-on-one so you get a chance to know your shipmates."

Bosun Michael Shappo reported the whole crew worked well aboard the Capella the whole trip. "Everything went smoothly" reported the ship's chairman who sails from Jacksonville.

Shappo noted not only was the crew cooperative, but also the Army personnel aboard chipped in on the work load. He said they helped throughout the voyage to Saudi Arabia.

Temperature Stories

Shappo wanted to say the heat did not affect the crew but stopped short when he remembered the temperature at 7:30 a.m. the first day the Capella was in Saudi Arabia was 100 degrees. Third Cook Gary Lackey from the port of Baltimore noted the galley reached 105 degrees with air conditioning

Continued on page 10

SIU-Manned Ships of the Merchant Fleet Supplying Our Troops

Seafarers are crewing many of the U.S.-flag vessels operated by private shipping companies that are serving a logistical role in Operation Desert Shield. Here is a breakdown of some of these ships: The following kinds of vessels are being manned by SIU members:

Commercial Carriers



Among the SIU ships chartered by the military are American Transport Line's American Falcon and American Condor. The American Eagle has been on charter to MSC. It is a ro/ro vessel that shuttles supplies to the Gulf. The Overseas Vivian, Valdez and Alice also recently have made Gulf stops for MSC.

Ready Reserve Force



Of the 96 former commercial ships in the RRF fleet, 40 have been broken out to supply sealift capacity in Operation Desert Shield. Shipping companies with SIU collective bargaining agreements were assigned 26 RRF vessels, including five managed by APL which has labor contracts with the union's Pacific division.

MSC Prepositioning Ships



Operated by Maersk, Amsea and Waterman for the military, the 13 prepositioning ships crewed by the SIU remain fully operational and loaded with cargo throughout the year. Based in Diego Garcia in the Indian Ocean, these were the first SIU-manned vessels to head towards the region after the activation was announced.

Fast Sealift Ships (SL-7's)



The former SL-7's are rapidly becoming known as the "workhorses" of Operation Desert Shield. Immediately called into service from reduced operating status, the eight fast sealift vessels were loaded with heavy military equipment and deployed to the Persian Gulf. The ships can do speeds in excess of 30 knots.

Hospital Ship



Members of the SIU's government services division were called upon to man the USNS Mercy, one of two hospital ships operated by MSC. Designed to provide combat medical support, the 894-foot ship has Navy doctors and other hospital staff aboard.

T-AVB's



The SS Wright and SS Curtiss are the military's two aviation logistics support vessels. Maintained in an RRF-like status, the two vessels were activated by MSC and crewed by the SIU. The ships are designed to maintain Marine Corps fixed and rotary wing aircraft.

First of Three Cable Ships Due in December



Artist rendering of the Global Sentinel, one of three new technologically-advanced vessels being built for the Transoceanic Cable Ship Co. fleet.

The first of three new cable ships should begin crewing by December, announced Angus "Red" Campbell, SIU vice president for collective bargaining, at the September membership meeting in the port of Piney Point. The construction on the Global Link is almost finished and SIU crews will be signing on soon, Campbell said.

The Global Link, the Global Sentinel (which is expected to crew by June 1991) and a third as yet unnamed vessel (expected out during 1992) will each carry a normal port crew of 29 unlicensed mariners. When laying cable, the ships will employ an additional 37 unlicensed members.

The cable ships are operated by Transoceanic Cable Ship Company, a wholly-owned subsidiary of AT&T. The SIU currently crews two cable ships, the Long Lines and the Charles L. Brown.

The new vessels will be using the latest in technology to support

their role in surveying and laying new fiber optic cables in the oceans.

One interesting feature is the bow thruster. Located at the bow of each of the ships, this special propeller enables the ship to move sideways and maintain its position.

The three new vessels will have a length of 479 feet, width of 70 feet and deadweight tonnage of 7,900. They will have a full load draft of 26 feet. Cruising speed is estimated to be 15 knots. The trio is designed to maintain a cable laying speed of 6 to 8 knots and a speed of 4 knots when towing a sea plow and laying cable. They are being built in Singapore at a cost of \$50 million each.

Productivity, safety and comfort of the crew are high priorities in the design of these new vessels. The standard safety features of the ships include water-tight transverse bulkheads at various locations, a back-up diesel-driven

generator for emergency electrical power, fire-resistant furnishings and four encapsulated lifeboats.

Campbell noted these ships are another great opportunity for SIU members. "We have had the cable operations since the early 1960s,"

he noted. "We have had excellent labor relations with Transoceanic. They have been a good provider."

Members interested in shipping on the Global Link should contact Bart Rogers at the union's manpower office in Piney Point, Md.

'Steamboat Tony' Kastina, Former Union Official, Dies



Tony Kastina (center) helped celebrate the SIU's 50th anniversary in October 1988. With him are (left to right) Angus "Red" Campbell, Leon Hall, Pat Marineli and Ernest "Scotty" Aubusson.

Longtime SIU official Tony Kastina passed away August 18 in a Baltimore hospital. Kastina, 65, was ill with leukemia.

The Baltimore native served in the Navy before joining the SIU in August 1947. He shipped in the engine department, but came ashore to work in his hometown hall on Gay Street. He was a mainstay for the SIU in Baltimore, working as a patrolman, dispatcher, organizer and whatever else the union needed until he retired in 1979.

Angus "Red" Campbell, SIU vice president for collective bargaining, remembered Kastina as "a great guy. I never heard anybody put a bad rap on Tony Kastina," Campbell said.

"He was an expert on the contract. He was very dedicated and diplomatic in resolving grievances. He would get the members

what they were entitled to," Campbell added.

Bobby Pomerlane, SIU assistant vice president, grew up with Kastina on the Baltimore waterfront. "We were friends all our lives. We started in the union in the same year," Pomerlane recalled.

"He was very close with guys on the tugboats. They even gave him a nickname, 'Steamboat Tony' is what they called him. All his life he was associated with the guys on the tugs.

"He was very well liked and a great person. He was a great booster of the SIU. He never stopped talking about his love for the union," Pomerlane noted.

Kastina is survived by his wife, Jane; a sister, Anne Byers; three brothers, Walter, George and Frank; and several nieces and nephews.

Washington State Governor Appoints SIU Agent to Panel

Seattle Port Agent Bob Hall has been appointed to the newly created nine-member Washington State Maritime Commission by Governor Booth Gardner.



Hall

Hall holds the position mandated for a person with maritime/marine labor or marine spill clean-up experience. The commission was created by the state legislature to draft an emergency oil spill response plan by July 1, 1992. It also will serve in an advisory role to the state government for maritime matters involving freighters, tankers, tugs and barges and ferries.

Hall, who joined the SIU in 1975 in the port of St. Louis, received the endorsement of several area labor organizations, including the Washington State

Labor Council. Labor officials have expressed the hope with Hall's appointment the position will be established for union representation.

He also received letters of support from union-contracted companies such as Sea-Land, Crowley and Totem Ocean Trailer Express (T.O.T.E.). Robert McMillan, T.O.T.E. Resources Corporation president, wrote the governor, "He understands the industry and his membership's concerns, is well qualified in the practical aspects of petroleum transportation at sea and in inland waters and will apply sound, rational, intelligent judgments to the work of the commission."

Hall is one of two panelists appointed by the governor. Six other positions are to be filled by maritime-industry related councils, and the final member will be elected by the commission itself.

The MV Moku Pahu Is A 'Feeder on the Sweet Run'

UNDER THE WATCHFUL EYE OF KANALOA, the Hawaiian "god of the sea" and fortified by the excellent meals planned and prepared by Chief Steward John Pratt, the crew of the Moku Pahu hauls close to 37,000 tons of sugar on a regular run from the Aloha Islands to California, writes Bill Mullins, an AB on the integrated tug barge.

In a recent letter to the Seafarers LOG, Brother Mullins reports the ITB has set a record for the total amount of raw cane sugar it carried when it broke the 2 million ton mark in August of 1987. Operated by Pacific Gulf Marine and crewed by members of the SIU, the Moku Pahu at 660 feet "hauls a lot of sugar," says Mullins.



Chief Steward John Pratt is ready to prepare another of his excellent meals aboard the Moku Pahu.

The sugar is taken to the California and Hawaii (C&H) Sugar Company's processing plant in Crockett, Calif., known as the largest cane sugar refinery in the U.S. Each day the Crockett refinery can process nearly 7 million pounds of raw sugar into an array of refined sugar products. As a cooperative owned by the sugar producers of Hawaii, C&H has been receiving island sugar at Crockett and processing it since 1906. Over that time, the vessels hauling that sugar have evolved from masted schooners to the modern ITB Moku Pahu.

The AB notes that in the 14,000 horsepower vessel's bridge, a seaman finds the figure of Kanaloa, one of the four great Hawaiian gods. In Hawaiian mythology, Kanaloa is the companion of Kane, a leading god responsible for creation and ancestor of chiefs and individuals. Kane and Kanaloa are often associated with water—including purifying salt-water, creating fish ponds, finding water, causing sweet water to flow in certain places and forcing water to spring from rocks.

Mullins photographed Seafarers on the 37,110 deadweight ton vessel on one of its runs this summer. The SIU members pictured on this page brought sugar from Hawaii and sailed into the bay area in San Francisco and "under the Golden Gate Bridge after seven beautiful Pacific summertime days," Mullins writes.

Proving what a good feeder the Moku Pahu is, Mullins provided the Seafarers LOG with a sample of an average daily menu. The mouth-watering selections provided testimony to Mullins' claim that the "Moku Pahu is a good feeder."

After arriving in port, Mullins reported that the SIU's San Francisco representatives Nick Celona and Gentry Moore held a union meeting with the Moku Pahu's crewmembers.



Dayman Steve Dupre takes a break on deck.



Chief Cook Henry Salles and his great meals are popular aboard ship.



Robert Jackson is a day worker on the Moku Pahu.



Payoff aboard the Moku Pahu brings smiles to the faces of, from the left, Patrolman Gentry Moore, AB Bill Mullins, Port Agent Nick Celona and Bosun Pete Loik.



Bosun Pete Loik, left, and AB Greg Hamilton enjoy the beautiful summer day aboard ship.



AB Bill Mullins, left, and QMED Bo Francisco were part of the crew to help bring sugar from Hawaii to San Francisco.



ABOVE The Moku Pahu ties up in Crockett, Calif. One of her cranes alone is capable of hauling 2,500 pounds.

NEAR LEFT AB Bill Mullins stands wheel watch.

FAR LEFT The Moku Pahu sails under the watchful eye of Kanaloa, the Hawaiian god of the sea, who has a permanent place on the ship's bridge.

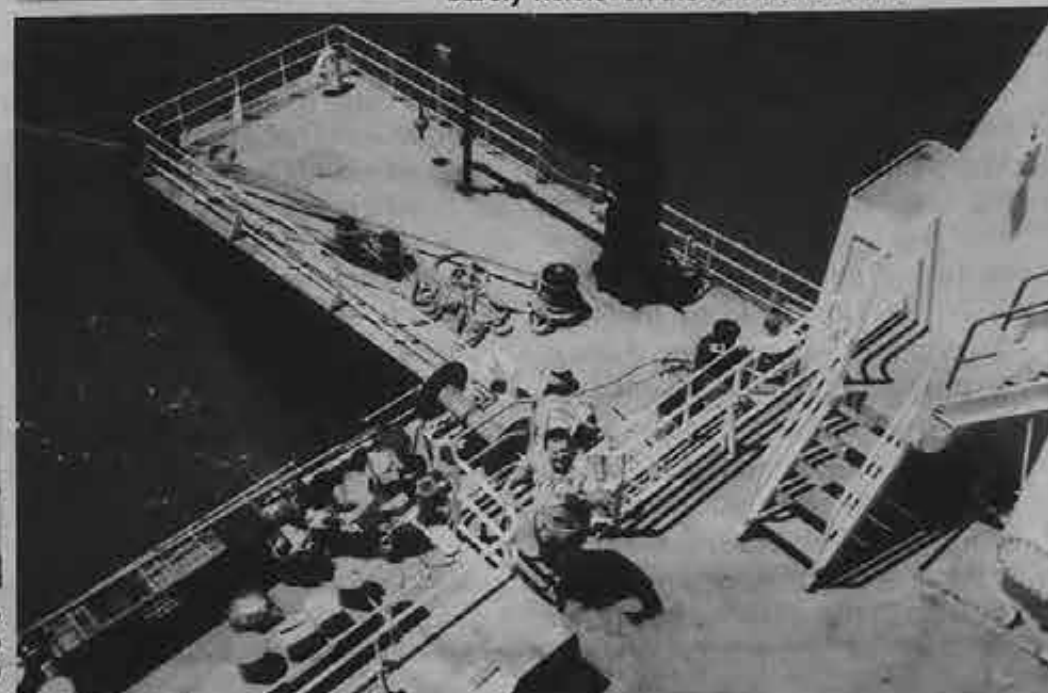
MENU	
Moku Pahu	CAPT. J.W. SULLIVAN COMMANDING
Date	JULY 4, 1990
BREAKFAST	
Fresh Bananas, Pineapple, Papaya, Breakfast Melons	
Chilled Fruit Juice, Corn or Blueberry Muffins, Frozen Waffles	
Hot Rolled Oats & Raisins	Assorted Dry Cereals
Eggs to Order	Cheese, Spanish, Onion or Mushroom Omelet
Grilled Smoked Ham, Smoked Bacon or Link Sausage	
Buckwheat Cakes	French Toast
Coffee	Milk
LUNCH	
Stuffed Ripe Olives	Minestrone Soup
Dressings	Stuffed Green Olives
Roast Turkey, Stuffing, Gravy, Cranberry Sauce	
Glazed Baked Ham with Honey & 57 Sauce	
Mashed Potatoes	Steamed Rice
Buttered Green Peas	Pumpkin Pie
Apple Pie	Assorted Mixed Nuts
Coffee	Milk
DINNER	
Shrimp Salad, Dressings	
Soup of the Day	
Roast Prime Rib of Beef to order, au jus	
Deep Fried Breaded Shrimp, Tartar Sauce	
Turkey or Baked Ham, if any is left over!!	
Baked Potatoes	Sour Cream
Buttered Asparagus	Cut Corn
Assorted Pie	Ice Cream
Coffee	Hard Candy
	Tea
	Milk

Food aboard the Moku Pahu is good every day. But for the Independence Day holiday, it was even more memorable, as the menu shows.

"WARNING"
IT IS AGAIN THE LAW TO THROW PLASTIC OVERBOARD. YOU MUST SEPARATE PLASTIC FROM GARBAGE TO BE DUMPED AT SEA. ALL PLASTIC GARBAGE MUST GO ABOARD.

LEFT The new garbage regulations are strictly enforced aboard the Moku Pahu, including the separation of plastic items from regular garbage.

BELOW Chief Steward John Pratt is barely visible on the deck of the ITB.



Seafarers Seek Tariff Relief for Devastated Tuna Industry

The Seafarers International Union of North America and some of its affiliated unions are seeking relief from a bizarre historical accident that has caused the loss of 16,000 jobs in the American tuna-canning industry during the 1980s.

Representatives from the SIU's affiliates United Industrial Workers (UIW) and the Fishermen's Union of America (FUA) testified last month at Washington hearings on the state of the tuna industry conducted by the International Trade Commission (ITC). The union is seeking an equalization of tariff rates for imported water-packed as compared with oil-packed canned tuna.

The UIW represents tuna cannery makers in California and the FUA's membership includes commercial tuna fishermen.

A tariff of 35 percent is assessed on oil-packed tuna while the effective rate on water-packed tuna is 10.4 percent. The difference was created during World War II when the United States signed an agreement with Iceland to charge a lower tariff on that nation's water-packed fish in order to create a new market while Europe was shut off by war.

Several Asian and Pacific nations—such as the Philippines, Indonesia, Taiwan and Thailand—have exploited this loophole to grab an increasing share of the American tuna market. The American tuna industry was not affected by the difference until the late 1970s when U.S. consumers began buying water-packed tuna for health and other reasons. At that time, more than 16,500 people were employed in California tuna canneries like StarKist, Van Camp and Pan Pacific.

Plants Move Out

During the 1980s, the plants began moving to such low-wage areas as Puerto Rico and American Samoa. Even today, Puerto Rico is feeling the pressure as it has lost two of its five canneries.

After all the closings and layoffs, only Pan Pacific remains in California. It now has 526 workers with some of them work-



Testifying at hearings on the domestic tuna industry conducted by the International Trade Commission in Washington, D.C. are (left to right) Terry Hoinsky, head of the Fishermen's Union of America; Carolina Patt, a

laid-off tuna cannery worker; Gloria Kraft, a third generation cannery worker; Margaret Marques, a cannery worker from 1977 to 1984; Marshall Murphy, a UIW shop steward, and Steve Edney, UIW national director.

ing reduced hours.

Many of the laid off cannery workers have discovered how hard it is to find work after the age of 40.

"I know people that after their unemployment ran out, unable to find work and with no family to help are today among the homeless," Marshall Murphy, a UIW shop steward at Pan Pacific where he has worked since 1973, told the ITC. "Some of these people had been working at Pan Pacific 10 years and more."

Gloria Kraft, a third generation cannery worker, said her family felt the canneries were a way of life. "With the closings and layoffs, my friends who once had proud work in the plants are now in very difficult situations," Kraft started at Pan Pacific in 1947.

Steve Edney, UIW national director, noted, "The (tuna canning) industry has been a stepping stone into the middle class for many who otherwise wouldn't have made it."

Carolina Patt worked at StarKist and Pan Pacific for 18 years before being laid off. She told the ITC it was difficult for her to understand how things had gotten so bad. "I had always thought I would be at Pan Pacific all my life."

Tuna Boat Jobs Lost

Terry Hoinsky, head of the Fishermen's Union of America, said the plant closings also had decimated the U.S.-flag tuna fleet resulting in the loss of thousands of

fishing jobs. "Hundreds of shore jobs in the boat supply and repair industries have also been lost," she added.

Margaret Marques summed up the feelings of all those testifying when she told the commission, "It seems to me so crazy that the U.S. and California would let all this go down the drain. The canneries gave many people like myself a chance to make something of ourselves, a chance to make a decent living, pay

our taxes, save a little and prepare for the future." Marques worked in the industry from 1977 to 1984.

The ITC will make a report to the congressional tax and finance committees in early December. Although the ITC will not make any recommendations, the agency's report could spur congressional action.

The SIU plans to seek legislation mandating a higher tariff on water packed tuna.

Maritime Briefs

World's Seafaring Unions Seek Better Pay for Runaway-Flag Crews

At a meeting of the world congress of the International Transport Workers Federation (ITF), over 800 delegates—including representatives of the SIU—from more than 400 unions pushed for programs that will increase wages and better working conditions for seamen on runaway-flag vessels. The federation of transportation and seafaring unions, meeting in Italy last month, also called for strengthening collective bargaining agreements with shipowners operating under so-called second registers, the runaway-flag outfits established by traditional maritime powers.

Close to 5,000 "Phantom Ships" Found in Panamanian Registry

The Panamanian registry, a haven for runaway-flag operators, estimates the real number of ships in its group at around 6,500, instead of the 11,661 that have been officially appearing in the nation's public records. According to the register's director, many vessels that had been scrapped or transferred to other flags had not been removed over the years. The latest news on the flag-of-convenience register follows reports earlier this year that the Panamanian consular offices administering the program have been riddled with widespread corruption.

Filipino Seamen Get \$43 Million From Company that Cooked its Books

Responding to a charge by the International Transport Workers Federation (ITF) that a Japanese company was keeping two sets of books concerning crew wages, a federal court in Seattle awarded 21 Filipino crewmembers aboard the Vanuatu-flagged Pine Forest with back pay and other compensation amounting to close to \$43 million. In court documents, the federation of transport unions said Inui Steamship Company, a subsidiary of the giant Mitsui OSK Lines, was paying its crew an average of \$276 per month instead of the ITF rate which is over double that amount. The dry bulk carrier's double bookkeeping tactic allowed for an ITF rate in the ship's articles and one set of financial records, while maintaining another sheet with wage rates agreed to by a Filipino manning agency. The company appealed the decision last month.

Barge Buckles and Spews Oil Into Houston Ship Channel

Heavy fuel oil poured from a two-foot fracture where a 300-foot tank barge buckled during a tankering operation last month. According to news reports, the deck folded and the barge cracked down the middle when employees of the tankering service loaded the middle two of four tanks on the barge owned by the non-union Ingram Barge Company. One Coast Guard commander placed the blame on human error, explaining that the tankermen had put too much weight in the two center tanks. The barge, which carried 630,000 gallons of oil was believed to have spilled between 20,000 to 60,000 in the Houston ship channel.

MarAd OKs Lykes ODS Move; SIU to Object

The SIU is considering a number of additional steps in protest of the Maritime Administration approval of a subsidy transfer from Lykes Brothers to First American Bulk Carriers (FABC), a two-ship company that has never received government monies for its operation prior to this arrangement.

The transfer of Lykes operating differential subsidy (ODS) to FABC, a company owned by the pension trust fund of the Marine Engineers Beneficial Association, represents a radical departure from the government's policy of not granting subsidies to shipping companies that are not currently enrolled in the program, the SIU's president, Michael Sacco, said in a formal objection to MarAd.

Calling the Lykes request for the transfer of taxpayer monies to another company "the vaguest and

flimsiest application for subsidy ever received by MarAd," Sacco urged the agency to reject the time charter proposal or hold a full hearing on the matter.

The deal originally was announced in the Federal Register earlier in the summer by the Maritime Administration, which solicited comments on the subsidy transfer plan. In addition to meeting with objections from the SIU, the proposal was opposed by the International Organization of Masters, Mates and Pilots (MMP) and Sea-Land Service as well as Farrell Lines.

In late August, when MarAd issued a decision to allow the subsidy transfer, the SIU and MMP immediately asked the transportation Department Secretary to overturn the ruling.

St. Clair Crewmember Compares Deep Sea to Lakes Experience



QMED Edward Elder studies where repairs are needed on the St. Clair's air-conditioning unit.



Duluth Port Employee Delores Cheslak talks with QMED Bill Coriel during lunch on the ASC ship.



Porter Don Horn gets dishes ready for loading into the dishwasher.

One of the crewmembers working aboard the St. Clair is struck by the differences between sailing on a deep sea ship and on a laker. QMED Bill Coriel noticed that the problem of maintaining the Lakes vessel was different from ocean-going ships. "Salt water is everywhere on deep sea ships," Coriel noted. "You always have to fight rust. I couldn't believe the change when I got here. You have to watch out for it but not in the same way."

Coriel also found that the St. Clair, a 770-foot self-unloader operated by American Steamship Company, rides a great deal smoother than some of the deep sea ships. "At sea, there are waves that bounce you around." He noted that aside from intense wave activity in a storm or late in the sailing season around November, the Great Lakes provided a smooth run. "The ships here rock like a train," he noted after having used railroad transportation to get to the St. Clair from his home in Seattle. "Even the noise is the same because the ships use diesel train engines."

The QMED began sailing on lakers during the '80s after a stint with the SIUNA-affiliated Sailors Union of the Pacific. During his SUP days, Coriel sailed out of the port of New Orleans starting in 1972. The black gang member had been working relief jobs on several lakers before this season when he began sailing on the St. Clair, which carries 37,000 tons of coal from Superior, Wis. to St. Clair, Mich. for Detroit Edison, a local power company.

A fellow St. Clair crewmember travels to the vessel from his farm in South Carolina. QMED Edward Elder works his land during the winter and his wife and family take care of it while he sails throughout the Great Lakes shipping season.

Elder was persuaded to sail by his brother Clarence, who had been shipping since 1956. Edward Elder said he had been an industrial electrician before signing on as a wiper 15 years ago. Elder has shipped on the St. Clair since 1985.

A reporter from the Seafarers LOG found that St. Clair crewmembers were generally happy with their ship. They told the LOG staff member that they enjoy working together.



Even though the work is constant and tough, Watchman Archie Lahti has time to enjoy a story on the ship's deck.



Deckhand Mark Storer brings supplies inside. The posters behind Storer show the ASC's commitment to safety.



Watchman Charles Neigebauer relaxes for a moment on the St. Clair.



Watchman Mike Bensman shows there is more than one way to fold an unruly tarp as Watchman Rudy Tautinen watches.



QMED Bill Coriel wrestles with an air conditioning part to get it in place.

New Garbage Regulations Take Effect

Summary of Garbage Disposal Restrictions

GARBAGE TYPE	All Oceans, Seas and Inland Waters except SPECIAL AREAS	SPECIAL AREAS Mediterranean, Baltic, Red and Black Seas and Persian Gulf Areas
Plastics - includes synthetic ropes and fishing nets and plastic bags	Disposal prohibited	Disposal prohibited
Floating dunnage, lining and packing materials	Disposal prohibited less than 25 miles from nearest land	Disposal prohibited
Paper, rags, glass, metal bottles, crockery and similar	Disposal prohibited less than 12 miles from nearest land	Disposal prohibited
Paper, rags, glass, etc. comminuted or ground	Disposal prohibited less than 3 miles from nearest land	Disposal prohibited
Food waste not comminuted or ground	Disposal prohibited less than 12 miles from nearest land	Disposal prohibited less than 12 miles from nearest land
Food waste comminuted or ground	Disposal prohibited less than 3 miles from nearest land	Disposal prohibited less than 12 miles from nearest land
Mixed refuse types	When garbage is mixed with other harmful substances having different disposal or discharge requirements, the more stringent disposal requirements shall apply.	



All U.S.-flag vessels used for commercial or pleasure purposes now must follow United States Coast Guard (USCG) regulations concerning the disposal of garbage.

The rules, announced a year ago, became permanent this summer. They cover all vessels greater than 26 feet in length as well as fixed or floating platforms. The Coast Guard has adopted the new garbage policy to curb the growing ocean pollution problem worldwide. Refuse, especially plastics, can kill fish and marine wildlife as well as foul water intakes and ship propellers.

The regulations govern what cannot be thrown overboard by distances from shore. The one item that is strictly forbidden to go over the side at any time is plastic. The term "plastic" includes, but is not limited to, plastic bags, styrofoam, cups and lids, six-pack holders, bottles, caps, buckets, shoes, milk jugs, egg cartons, stirrers, straws, synthetic fishing nets, ropes, lines and bio- or photo-degradable plastics.

Plastic Dumping Banned

Within three miles of shore and on all U.S. lakes, rivers, bays and sounds, it is illegal to dump plastic,

dunnage, lining and packing materials that float and any garbage except dishwater, greywater and fresh fish parts.

From three to 12 miles offshore, the USCG forbids dumping of plastic, dunnage, lining and packing materials that float and any garbage not ground to less than one square inch.

From 12 to 25 miles, the Coast Guard bans dumping plastic, dunnage and lining and packing materials that float. When more than 25 miles from shore, only plastic is banned.

USCG Defines "Garbage"

The Coast Guard defines garbage as paper, rags, glass, metal, crockery and other items generated in living spaces aboard the vessel normally regarded as trash. Dishwater is defined as material used to block and brace cargo and is considered a cargo-generated waste.

Dishwater is considered the liquid residue from manual or automatic washing of dishes and cooking utensils which have been pre-cleaned so that any food particles adhering to them would not interfere with the operation of an automatic dishwasher.

Finally, greywater means drainage from a dishwasher, shower, laundry, bath and washbasin, but does not include drainage from toilets, urinals, hospitals and cargo spaces.

Depending on the size of the vessel, the Coast Guard requires one or more placards announcing the garbage regulations to be affixed onboard. They must be placed in such locations that crew and passengers can see and read them.

Penalties for Law-Breakers

Anyone found guilty of violating these regulations may be liable for a civil penalty not to exceed \$25,000 for each violation. Also, criminal penalties not to exceed \$50,000 and/or imprisonment up to five years may be imposed.

The Coast Guard has announced it will enforce the rules through on-the-spot inspections, letters of warning, assessment of civil penalties and denial of entry to ports and terminals without adequate reception facilities. The USCG stated some of the following factors will serve as evidence of compliance: presence of equipment to treat ship-generated garbage, adherence to a written waste management plan, absence of plastics, educational programs to train crewmembers of garbage handling procedures and separate space for garbage.

International Program

The United States is a party to an international agreement, known as MARPOL 73/78, that was originally established to cut back and eliminate sea and ocean pollution.

Dumping of all PLASTIC is now prohibited



It is illegal to dump:

PLASTIC
 DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
 ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH
 GARBAGE EXCEPT DISHWATER, GREYWATER, FRESH FISH PARTS

INCLUDED

are Lakes, Rivers, Bays and Sounds.



The Iraq Invasion of Kuwait

USNS Capella, Fast Sealift Ship, Ends First Gulf Trip

Continued from page 4

when the outdoor temperature soared to 120.

Not to be outdone was the black gang. Fireman-Watertender Jeffrey Gelin reported the engine room was as hot and humid as summertime in his home port of Houston. "The sea water temperature was 85 degrees," Gelin recalled.

All the members announced they were restricted to the ship and a 1,000-foot dock when they got to Saudi Arabia. Shappo said he and his friend from Jacksonville, AB John Holland, got to talk with some members from the USNS Altair when both ships were docked in Saudi Arabia. They said fellow SIU members reported no major problems on the Altair.

Steward Department

If there could have been a major problem aboard the Capella, it would have been a lack of stores. "We made do with what we had," Davis said. "We were called up quickly and couldn't get all we needed before being sent off. We'll take care of that while we're here."

"Make do?!" shouted AB Ron Mena from the port of New York. "This was the best steward department I've ever seen!" Other crewmembers chimed in to heap praise on Davis and the whole galley gang. Even steward department members said Davis did a fantastic job with what he had.

The Capella lived up to its name as a fast sealift vessel. Crewmem-



Escorted by SIU-crewed G&H tugboats, the USNS Capella makes its way to the LaPorte, Texas dock after a four-week run to Saudi Arabia.

bers reported the supply ship reached a speed of 33 knots at one time. The vessel cruised to the Middle East averaging 30 knots. In fact, a Navy escort frigate asked the Capella to slow down because it could not keep up with the supply ship. When the Capella did so, the Military Sealift Command ordered the vessel to full speed and said another escort would be sent from Europe.

The vessel reached Saudi Arabia in two weeks, unloaded in 48 hours and took another two weeks to make Galveston Bay. The crew knew they had 48 hours in the Houston area and wanted to make the most of it. AB Robert Adams said he wanted to go to "a K-Mart, Walmart, someplace where I can get some supplies."

Adams was home in Jacksonville for one-and-a-half weeks after upgrading at Piney Point when he got the call to help crew the Capella. His son, Robert Adams Jr., had graduated from the trainee program at the Lundeberg School while his father was studying there.

"He got sent to Diego Garcia

to serve on the (Cpl. Louis J.) Hauge (a prepositioning naval supply ship)," Adams said about his namesake. "He was worried about life being boring there. Then this came up. He even beat me to Saudi Arabia and got closer to Kuwait than I did."



AB John Holland reflects on the Capella's first voyage to the Persian Gulf.



Wiper Terry "Ruffy" Hill enters the ship's house after getting caught in a Houston downpour.



AB Joe Conlin takes care of some paperwork before he hits the town.



The steaks are almost ready under the watchful eye of Third Cook Gary Lackey.



Patrolman Joe Perez (left) assists Fireman Daniel Fowers with the paperwork involved in a welfare claim.



Steward Assistant Isaac Newsome takes care of the dinner dishes aboard the Capella.



Chief Cook Robert Miller prepares the serving line in the galley.



Ordinary Seaman Darren Henderson (left) talks with Bosun Michael Shappo while Chief Cook Miguel Vinca passes behind them on his way to the galley.



Steward Assistant Calvin Williams cleans the messroom following dinner aboard the Capella.



As Chief Steward Herbert Davis (standing) listens, Houston Patrolman Jim McGee holds a union meeting during the ship's docking.



LEFT Taking part in the firefighting and safety training aboard the Mississippi Queen are, from the left: Captain Lawrence Keeton, Rob McClellan, Robert Pou, Addison Jase, Lionel Weber, SIU instructor Bryan Cummings and Marvin Joy.

ABOVE Members gather around SIU instructor John Smith for a demonstration of fire and safety equipment. They are, from the left: Woody Brown, porter; Kirk Bevering, deckhand; Tim Stockstill, deckhand; Smith; Mike Williams, mate; Willie Allen, deckhand; Dan Bryant, carpenter; Ed Smith, deckhand; Mike Ward, deckhand, and Jeff Kettner, deckhand.

BELOW SIU instructor Bryan Cummings gives a firefighting demonstration to the Mississippi Queen crew.



BELOW Woody Brown, porter, does just what SIU instructor John Smith tells him to do to safely extinguish a fire on the Delta Queen.



Crews Praise Lundeborg Instructors For Their Work on Mississippi Riverboats

The crew and the officers of two Mississippi River paddlewheelers were so impressed with the training they received last month from Seafarers Harry Lundeborg School of Seamanship instructors that they have asked for a return visit.

Byran Cummings and John Smith spent a week on two SIU-crewed riverboats to provide instruction in firefighting, first aid and damage control techniques. Cummings worked with Captain William Lawrence Keeton on the Mississippi Queen, while Smith held classes on the older Delta Queen.

"The courses aboard each boat were nothing short of an incredible success," wrote David W. Kish, vice president of administration at Delta Queen Steamboat Co., in a letter to SIU Executive Vice President Joseph Sacco. "Everyone is literally raving about them! . . . Both men proved to be excellent instructors who knew their material, and more importantly, presented it in such a way that it stirred a great deal of interest in the crew. They went above and beyond by offering classes from early morning until well after midnight."

"We were really impressed with him [Cummings] and his program," said Keeton, a member of District 2-MEBA who has been sailing 56 years. "He was more than book-learning. He had so much practical experience. I already have ordered stuff to be put into effect that he recommended."

Both Cummings and Smith noted this was the first time either of them had been on a riverboat. Both men toured their vessels upon boarding to get an idea of what needed to be addressed and how it could be handled. Both met with the officers and crews to talk about what procedures should be emphasized in the course. They reported those working onboard could not have been more helpful in

allowing the instructors to explore and study the vessels.

"These steamboats are a completely different breed," said Smith. "There are, from the vessels we normally work on, a lot of different challenges that could be faced onboard. The crews deal very closely with the public."

Because of the work schedule on the boats, classes had to be scheduled when crewmembers were off duty. This meant classes started around 8 a.m. and did not stop some evenings until close to 3 a.m. "We didn't get much sleep, but it was well worth it," Cummings noted.

The Delta Queen Steamboat Company had asked Piney Point for onboard firefighting and safety instruction because many of the crew are unable to attend classes at the Lundeborg School. The teachers had planned to hold classes on basic and advanced firefighting, but the agenda was expanded almost as soon as they got onboard.

Cummings said both men covered drug awareness, first aid and CPR, rescue operations as well as firefighting. "We had to turn away crewmembers because we ran out of time," he said.

On both boats, the instructors saw passengers enter the classrooms and listen. "They would come by at dinner and tell us how impressed they were that the company provided training for their crews," Cummings recalled.

One middle-aged female passenger who was watching the fire-hose training on the shore at Vicksburg, Miss., asked Cummings if she could hold the hose. "She told me she always wanted to do it but was afraid to ask at a firehouse. So we got some crewmembers to hold the hose behind her and told her to turn it on. She was so excited that she came by at dinner that night to thank me again."

During his voyage on the Mississippi Queen, Cummings had to

demonstrate his first aid knowledge on a passenger who was having a heart attack. "I saw the mate come through the dining room. Then the maitre d' came over and asked if I could go to a certain room. The captain turned the boat around, back to Baton Rouge and I stayed with the passenger and the mate until the paramedics came aboard at the shore." Both Cummings and Smith have years of experience as firefighters and paramedics.

Kish said everything he has heard about the training has been positive. "Our people got a great deal out of it," he said. "They can't stop talking about it. . . . We want to do more in the future. Our hope is to provide instruction on each vessel three times a year to cover firefighting, safety and CPR and damage control. We hope we can work something out."



SIU instructor Bryan Cummings demonstrates to Mississippi Queen crewmembers a quick way to stop the flow of water through a fire hose.



Getting first-hand instruction aboard the Delta Queen from SIU instructor John Smith (far right) on fighting a fire on deck are, clockwise: Woody Brown, porter; Jeff Kettner, deckhand; Ed Smith, deckhand; Taduesz Kornecki, Jr., engineer; Mike Ward, deckhand; Dan Bryant, carpenter; Kirk Bevering, deckhand (with hose), and Willie Allen, deckhand (with nozzle).



Getting more practice fighting fires are Mississippi Queen crewmembers, from the left: Lionel Weber, Addison Jase, Robert Pou, Marvin Joy and Robert McClellan.

LEFT While stopped in Vicksburg, Miss., Mississippi Queen crewmembers get a few more pointers from the instructor. From the left are Lionel Weber, Addison Jase, Robert Pou, Marvin Joy, Paul Thoeny, SIU instructor Bryan Cummings and Bill Frietas.



Fellow crewmembers take note while Deckhand Tim Stockstill learns the proper techniques to snuff out a shipboard fire.

Collision at Sea Claims Lives of 3 SIU Fishermen

USCG Continues Accident Investigation



Aderito Ribau



Antonio Fernandes



Carlos DaCosta

The United States Coast Guard (USCG) is continuing its investigation into a collision between an SIU-contracted fishing vessel and a Greek-registered freighter that claimed the lives of three SIU fishermen.

Engineer **Aderito Ribau**, 56, Deckhand **Antonio Fernandes**, 48, and Cook **Carlos DaCosta**, 50, were lost at sea when the New England was struck at 7:25 a.m., August 28 approximately 40 miles southeast of Nantucket, Mass. The three members were asleep when the 591-foot Eurojoy rammed the port side of the 73-foot New England in a heavy fog.

Captain and owner **Manuel O. Vieira**, 43, and Mate **Domingo Boia**, 44, were rescued by the Eurojoy an hour after the accident. According to news reports, the two were at the wheelhouse when the collision occurred. The pair told USCG investigators they were thrown to the starboard side, then the boat rolled and capsized as the freighter proceeded over it. The boat sank in a matter of seconds.

Two Men Live

Vieira and Boia managed to free themselves from underneath the water and the wreckage, then cling for an hour to a floating propane gas tank bobbing on the surface.

The Eurojoy circled back after the collision and dropped a life raft to rescue the men. A Coast Guard spokesman said it was a miracle the freighter found the survivors because of the fog. He also noted the two were lucky not to have been sucked under by the current.

A USCG helicopter took the pair from the Eurojoy to land. Vieira suffered cuts and bruises as well as a severely bruised hip. He was kept overnight in a hospital for observation because he had swallowed a large amount of water. Boia was treated for a broken heel and shock and was released from a hospital that night.

USCG Still on Case

The USCG still was taking testimony at press time in its investigation of the accident. The Coast Guard had not determined fault for the accident but a USCG spokesman stated the testimony appeared to show violations on the part of both vessels.

According to published reports

of the USCG hearings, the New England had set sail from its home port of New Bedford, Mass. at 3:30 p.m. the day before. The fishing boat began trawling for yellowtail flounder in the heavy fog about two hours before the accident. Vieira noted he picked up the freighter on radar when it was approximately three miles away.

The captain said he tried to radio the Greek ship on two different channels, but to no avail.

As the Eurojoy was bearing down on the New England, Vieira blew several warning blasts with the boat's horn which woke up Boia. Vieira tried to maneuver the fishing boat but was hampered by the trailing net. As Boia reached the wheelhouse, the freighter struck.

According to the Coast Guard, the collision happened in the one-and-a-quarter-mile separation zone between the inbound and outbound channels of the Boston Harbor shipping lane. The USCG had not yet determined if the Eurojoy was travelling too fast for conditions and if its fog-horn was working.

The Greek freighter was sailing to Norfolk, Va. after delivering a load of salt to Boston. It is owned by Carson International Maritime and operated by Aegeus Shipping SA, both of Piraeus, Greece.

Community Mourns

New Bedford Port Agent Henri Francois said the accident was felt very deeply by everybody involved in the fishing industry. Like most of the members in New Bedford, all three were born in Portugal, Francois noted.

"These three fishermen were good union brothers," Francois added. "One of the crewmembers, Antonio Fernandes, was a union member for more than 20 years."

Ribau was survived by his wife, Olinda. Fernandes left behind his wife, Rose. DaCosta's wife, Lucila, survived him.

A memorial Mass was held Monday, September 3 at Mt. Carmel Church in New Bedford and was attended by friends, family and the fishing community. Francois represented the Seafarers International Union at the solemn event and sent condolence cards on behalf of the union to the families of the three fishermen lost at sea.

NOTICES



Economic Price Adjustments For 1989 Due Some Members

Any crewmember who sailed in 1989 aboard any of the following named vessels is due an economic price adjustment.

Waterman Ships

Sgt. Matej Kocak
Pfc. Eugene Obregon
Maj. Stephen W. Pless

Maersk Ships

Pfc. William Baugh
Cpl. Louis J. Hauge
Pfc. James Anderson
1st Lt. Alex Bonnyman
Pvt. Harry Fisher

Please submit copies of discharges and/or pay vouchers to the union's headquarters. Also include up-to-date mailing address and social security number in any correspondence. Direct information to SIU Contract Department; 5201 Auth Way; Camp Springs, Maryland 20746.

Author Seeks Information On WWII's Operation FB

The SIU has been contacted by Harry C. Hutson concerning a book he is writing on the ships that were sent without escort to North Russia during WWII. The author wishes to hear from any individual who was a crewmember during those runs on the Richard H. Alvey, Hugh Williamson, John Walker, John H.B. Latrobe and William Clark.

The events that Hutson covers took place in late October or late November of 1942. Because of heavy losses to the North Russia convoys PQ-17 and PQ-18, it was agreed by President Roosevelt and Winston Churchill to suspend further convoys to Russia for three months, says Hutson. It was decided to send a number of ships to North Russia, sailing independently and without escort. The

ships were assembled in Iceland and sailed at approximately 200 mile intervals. Of the 13 vessels that participated in this operation, five were American Liberty ships, seven British and one was Russian.

The author has interviewed crewmembers of the British and Russian vessels and now desires to expand his research by talking with American seafarers who sailed on these vessels during the war, particularly if they were aboard during Operation FB. Harry C. Hutson, a retired radio officer from the British commercial fleet, can be reached at the following address: 90, Bradford Avenue; Cleethorpes; South Humberside, DN35 0BH; England.

WWII Tugboat Veterans Sought by New Group

Last year the National Association of Fleet Tug Sailors was formed to bring together men and women who have served on the tugboats of the U.S. Navy and Coast Guard. The organization had its first official reunion this month in Orlando, Fla. Those interested in joining the group should contact Bob Yates; 762 Mendocino Avenue, #15; Santa Rosa, California 95401 or call (707)523-4415.

Candidate Info Available Through DOD Voting Program

American citizens sailing in the U.S. merchant marine can participate in the Department of Defense Voting Assistance Program. The DOD office operates a voting information center 24-hours-a-day.

By calling (202)693-6500, an individual can hear recorded messages from most of the candidates running for federal office. In addition, information is available on how to register to vote and file an absentee ballot.



Tug Added to SIU-Crewed Maritrans Fleet

An 11,000 horsepower twin engine tug and a double hull barge joined the Maritrans fleet of petroleum-transport equipment. The tug, MT Constitution, and the barge, Ocean 400, were christened last month at a dock-side ceremony in Philadelphia.

Sen. Heflin Tells Retirees: 'Jones Act Vital to U.S.'

The Jones Act is part of the glue that keeps the American maritime industry together, Alabama's senior senator told a group of SIU pensioners during their annual summer barbecue at the Mobile union hall. Howell Heflin, who voted against attempts to weaken the nation's cargo preference laws during a recent debate on the 1990 farm bill, noted that the United States must have a strong merchant marine to meet its defense strategies.

Senator Heflin, who was first elected from the state of Alabama to the federal office in 1978, also spoke on the quality of life for the state's senior citizens. Heflin, who was a trial lawyer in Tusculum and then a chief justice of the state's Supreme Court before running for the Senate, urged the retirees to remain politically active. "We must all work together for a good future," he said.

Steve Windom, a candidate for Alabama's senate district 35, also dropped by the barbecue, introducing his two sons to the Seafarers.

The event, which drew SIU pensioners from around the area, gave many of the Seafarers and their wives an opportunity to demonstrate their culinary skills. Alicia Sanders, who works for the union in the Mobile hall, said the retired members "cooked the food to perfection." She reports that the day's menu consisted of barbecued ribs and chicken, potato salad, baked beans, rice, cole slaw and rolls. Desserts came in all shapes



Senator Howell Heflin speaks to the wife of a retired seafarer.



SIU pensioners help with the preparation for the barbecue.

and flavors—from cakes to pies to tarts.

Throughout the day, SIU pensioners and their families used the occasion to catch up with each other, exchange sea stories and discuss local politics.



Bevelon Loche, left, and Henry Koppersmith enjoy the beautiful Mobile, Ala. barbecue weather.



Retiree Red House and his wife build up an appetite for the barbecue.



"Whitey" Clark, George Pierre, Joe Crawford and Red Harrison get a chance to reminisce with other retirees.



Mr. and Mrs. Bradley enjoy being with old friends at the SIU retirees' event.

Florence Penny Retires; Spent 33 Years with SIU Clinic

Florence Penny, business administrator of the Seafarers Brooklyn clinic, retired last month after 33 years of service to SIU members and their families.

"She was the cog in the wheel that made everything happen," said Dr. Joseph A. San Filippo, national director of the Seafarers Medical Department.

Responsible for running the Brooklyn clinic and overseeing the tremendous flow of paperwork, she started working for the SIU right after her high school graduation.

Known to everyone as "Miss Penny," she became a familiar and comforting presence to thousands of Seafarers and their families.

"I think the best thing about working for the SIU was getting to know the membership," she said. "In later years, it was a thrill to ship out seamen who I had first met when they were two or three weeks old."

When she started working for the SIU in 1957, the union was in the process of opening a nationwide system of clinics. It had just hired Dr. Joseph Logue, a retired admiral, to head the new department.

As one of her first duties, she helped Dr. Logue organize the



Florence Penny was honored at a retirement dinner at Rossini's restaurant in Brooklyn, N.Y. With her is her good friend of many years, Joe Logue, son of the late Dr. Joseph Logue, the first head of the Seafarers Medical department.

opening of the Pete Larsen Memorial Clinic in Brooklyn, N.Y.

"It was quite a ceremony," she said. "Sen. Warren Magnuson (D-Wash.) gave the keynote address."

Starting out as a receptionist, she soon became an indispensable, all-purpose aid to Dr. Logue. Dressed

Continued on page 17

AIDS Study Group Proffers A Plan for Education

The Seafarers AIDS Forum for Education (SAFE), a joint labor-management committee made up of shipowners and union representatives, has finished its Advisory Proposals concerning the issue of AIDS and its effects in the maritime workplace.

The committee's work was coordinated by Liz Reisman, who has a Doctorate in Nursing Science and is a member of the St. Mary's County (Md.) AIDS Task Force. Reisman also heads SAFE's AIDS education program at the Lundberg School.

The forum, which has held a series of meetings since September 1988, researched the latest epidemiological, medical and legal aspects of the disease. AIDS stands for Acquired Immune Deficiency Syndrome, which is caused by the Human Immunodeficiency Virus (HIV). The HIV virus lives in an infected person's body slowly attacking the person's immune system, the body's defense mechanism. The immune system's job is to protect the body from disease. In time the immune system becomes damaged and serious illnesses occur. There is no cure for the virus although new drugs are available to better treat those infected.

The SAFE Advisory Proposals have three main components: education, employment practices and safety.

Education is the most effective way to stop the spread of the AIDS/HIV virus. The proposals note there is a great deal of incorrect information about how the virus is spread. The virus is not spread through casual, everyday contact at work, home, school, stores, restaurants or other public

places. It cannot be transmitted by mosquitoes or other insects, through hugging or shaking hands or from telephones, toilet seats or clothing.

The Advisory Proposals suggest seafarers infected with the virus or perceived to be infected are entitled to certain job protections. A seafarer generally has the right to gain and maintain employment without discrimination as long as he or she is fit for duty, holds a current clinic card and does not pose a legitimate threat to the health and safety of the crew or the public.

The health and safety proposals note the AIDS/HIV virus cannot be spread by casual contact in the workplace. The virus can be spread through unprotected sexual contact, intravenous drug use, babies being born to infected mothers and, in some instances, getting infected blood or other infected bodily fluids into the bloodstream through mucus membranes, skin openings or punctures.

Aboard ship, there are simple precautions seafarers can take to avoid HIV infection. Among these are wearing latex or vinyl gloves when cleaning another person's blood, avoid being stabbed by a needle or other sharp object that may be contaminated by blood or other potentially infectious body fluids and thoroughly washing any area of skin immediately after contact with blood or other potentially infectious body fluids.

SAFE has begun distributing the Advisory Proposals. Any other individuals or groups with questions concerning the proposals can contact SAFE Counsel Deborah Kleinberg at SIU headquarters in Camp Springs, Md.

The Seafarers Pension Plan announces the retirement of 25 members of the union this month. From this group, 19 sailed in the deep sea division, five shipped inland and one each came from the Atlantic fishermen and railroad marine sections.

Brother Prince Baker of New Orleans is the oldest of the new pensioners. After serving in the Navy during World War II, he signed on with the SIU in December 1945 to ship in the galley gang. He is 73 years old.

Brother Walter Kilgore has been a member longer than any of the others retiring. He first signed on in February 1945 in the port of Tampa, Fla.

Brief biographical sketches of these and the other 23 Seafarers follow:

DEEP SEA



ARTHUR B. AUSTIN, 67, joined the Seafarers in January 1966 in the port of San Francisco. The Honolulu native sailed in the engine department as a DEU. Brother Austin has retired to Federal Way, Wash.

PRINCE

BAKER, 73, joined the SIU in December 1945 in the port of Baltimore. He was born in Little Rock, Ark. and served in the Navy during 1942. Brother Baker shipped as a cook before retiring to New Orleans.



CHARLES J. BRENNICK, 65, joined the union in October 1956 in the port of New York. A native of Massachusetts, he sailed most recently as a third engineer. Brother Brennick lives in Dunnellon, Fla.



ROBERT D. BRIDGES, 62, joined the Seafarers in July 1951 in the port of Lake Charles, La. Born in Savannah, Ga.,

he served in the Army from 1947 to 1950. Brother Bridges shipped in the steward department. He calls Temple, Texas home.

JOHN P. CHER-

MESINO, 61, joined the SIU in April 1947 in the port of Boston. The Massachusetts native sailed in the deck department and upgraded to recertified bosun in October 1979 at the Lundeberg School. Brother Chermesino resides in Boston.



CARLOS FIGUEROA, 64, joined the union in August 1958 at the port of New York. He was born in Puerto Rico and shipped in the deck department. Brother Figueroa has retired to Brooklyn, N.Y.

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.



CHAD-BOURNE W. GALT, 65, joined the Seafarers in April 1946 in the port of Philadelphia. A native of New

Hampshire, he served in the Army from 1950 to 1952. Brother Galt sailed as an able bodied seaman before he retired to Sevierville, Texas.

WALTER KILGORE, 65, joined the SIU in February 1945 in the port of Tampa, Fla. The Texas native shipped as a steward and cook. Brother Kilgore calls Houston home.

STANLEY

KRAWCZYNSKI, 65, joined the union in January 1952 in the port of Baltimore. Born in Heidelberg, Pa., he served in the Navy from 1943 to 1946. The deck department veteran attended an educational conference in 1972, then upgraded to recertified bosun in 1974 at the Lundeberg School. Brother Krawczynski calls Orange City, Fla. home.



LOUIS D. McDUFFIE, 43, graduated in June 1966 from the Andrew Furuseth Training School in his native Mobile, Ala. Brother

McDuffie shipped as an able bodied seaman in both the deep sea and inland divisions. He resides in Houston.

RORY A.

MCLEOD, 71, joined the Seafarers in August 1962 in the port of New Orleans. Born in Biwabik, Minn., the able bodied seaman had been an 18-year member of the Sailors Union of the Pacific before coming aboard with the SIU. Brother McLeod lives in Nashville, Tenn.



CATALINO MARRERO, 65, joined the SIU in July 1959 in the port of New York. He was born in Juncos, P.R. and served in the Army from 1942 to 1947. Brother Marrero shipped as an oiler before retiring to the Bronx, N.Y.



RICHARDO PACHECO, 53, joined the union in August 1961 in the port of New Orleans. The Puerto Rico native served in the Army before he started his engine department career. Brother Pacheco lives in Santa Isabel, P.R.

JOSEPH PETRUSEWICZ, 48, joined the Seafarers in August 1955 in the port of Philadelphia. Born in Massachusetts, he served in the Army from 1949 to 1950. Brother Petruszewicz sailed in the deck department. He resides in Quincy, Mass.

FRED F.

RASHID, 65, joined the SIU in July 1956 in the port of New York. The Massachusetts native served in the Army from 1943 to 1945. Brother Rashid sailed as an able bodied seaman before he retired to Middleton, Mass.



RICHARD D. SCHAEFFER, 65, joined the union in March 1957 in the port of Seattle, Wash. Born in West Palm Beach, Fla.,

he served in the Army from 1942 to 1945 and 1947 to 1948. He lost his right leg in Belgium in 1944. Brother Schaeffer shipped as a bosun and AB. His last vessel was the Sea-Land Explorer. He calls Caselberry, Fla. home.

WILLIE J.

SMITH JR., 65, joined the Seafarers in June 1967 in the port of Wilmington, Calif. A native of Mobile, Ala., he sailed in the steward department. Brother Smith upgraded to recertified steward in December 1984 at the Lundeberg School. He lives in Los Angeles.



ROBERT TILLMAN, 50, graduated in February 1964 from the Andrew Furuseth Training School in New Orleans. The Mississippi native served in the Army from 1959 to 1961. He upgraded to able bodied seaman in 1968 at the Lundeberg School. Brother Tillman has retired to Saucier, Miss.

WALTER WIN-

TONTON, 65, joined the SIU in October 1968 in the port of San Francisco. Born in Alabama, he served in the Navy from 1942 to 1962. Brother Winton shipped in the steward department. He calls Detroit, Mich. home.



INLAND



CLYDE V. ELLISON, 64, joined the union in July 1976 in the port of Jacksonville, Fla. He was born in

Watauga County, N.C. Boatman Ellison served in the Navy before starting his deck department career. He sailed with Crowley TMT before he retired to Patterson, N.C.

EUGENE

McCULLOUGH, 62, joined the Seafarers in June 1961 in the port of Philadelphia. A native of Gloucester, N.J., he served in the Army from 1946 to 1948. Boatman McCullough sailed in the deck department. He lives in Philadelphia.



THOMAS A. PAIGE, 63, joined the SIU in May 1977 in the port of New Orleans. Born in Soperton, Ga., he served in the

Naval Reserves from 1944 to 1945. Boatman Paige shipped in the deck department on Dixie Carriers and Crowley vessels. He calls Richmond Hill, Ga. home.

FORD

SOLOMON, 62, joined the union in June 1974 in the port of Mobile, Ala. The Alabama native sailed in the deck department. He has retired to Excel, Ala.



ATLANTIC FISHERMEN

SANTO MINEO, 62, joined the Seafarers in October 1983 in the port of Gloucester, Mass. The native of Italy sailed as a captain and mate on fishing vessels. He resides in Gloucester.

RAILROAD MARINE



LEROY TONDU, 65, joined the SIU in June 1964 in the port of Frankfort, Mich. He served in the Navy from 1942 to 1946.

Brother Tondou sailed as an able bodied seaman. He still lives in his native Arcadia, Mich.

CORRECTION

In the July 1990 issue of the Seafarers LOG, James M. Fuller was listed in the Pensioners column as having worked in both the deep sea and inland divisions. Brother Fuller worked only in the deep sea division. Another James M. Fuller is an active member of the SIU inland division. We apologize for any confusion this may have caused.

Letters to the Editor

Every Voice Counts

My husband and I have been retired from the Seafarers International Union for four years now. We were both active union members while we were shipping. Now that we are retired, we work politically to help maritime causes. I am enclosing a letter which my husband sent to our three representatives from Nevada, and their replies. I also serve on a statewide board for NevadaCare which helps to control medical costs for seniors in Nevada. We can be very thankful for our SIU medical plan.

Our retired people live across the country. I would like to urge that more of them get involved. Many people do not take the time to do anything. It is amazing what a difference a few people can make. It is also very satisfying to know that you are helping causes that are important to our industry.

Lois and Fred Olson
Las Vegas, Nevada

Editor's note: The letter sent by Brother Olson to his state senators and representative follows:

"I see where the U.S. and Japan Trade Commission have reached an agreement on trade between the two countries.

One of the proposals that was agreed upon is to open the Alaska oil trade to Japan.

This doesn't make sense for a lot of reasons. As we are now importing 54 percent of our oil, to let Japan have our oil and for us to import ours from as far away as the Persian Gulf, over half way around the world, is plain stupid.

Another reason is that it would destroy our U.S. tanker trade on the West Coast, creating havoc for our maritime jobs which are now protected under the Jones Act.

As a retired merchant seaman who sailed under SIU, we strongly urge you to oppose this section.

Our merchant marine fleet, that is, ships which are under American registry, was once the largest in the world, but has now declined to a poor sixteenth."

✂ ✂ ✂

SIU Helps Prepare for Future

Please note that I would like to share with the membership a personal note of thanks to both President Mike Sacco and Vocational Director Bill Eglinton.

Why...? Several months ago I had an opportunity to participate in a new upgrading program, the Marine Electronics program. May I say that words cannot adequately express the keen insight, vision and plain industrial savvy that have gone into the development of this new program.

While other unions are losing work, becoming stagnant, or simply disappearing, the SIU leadership prepares for the future... our future!

As electronics becomes more and more commonplace in our everyday shipboard life, we as seafarers need to adjust to this

change. Gone are the days when we could just learn on the job. Gone are the days when we could catch up in a few years. Now is the time to move forward, changing with our industry, instead of dying in it...

So, brothers, please allow me to extend my personal thanks to you... for your insight, dedication and leadership in the development of this program.

Charles L. Petersen
St. Petersburg, Florida

✂ ✂ ✂

New Contract Is Appreciated

The crew of the Sea-Land Commitment would like to express thanks and gratitude for the recent contract negotiated by... the SIU. We support our new president and are pleased with the changes we have seen take place. The increase in the pension is greatly supported. The registration requirements regarding reliefs was also a change of great convenience to the members.

Again, we wish to express our thanks and encouragement toward better conditions for the membership of the SIU.

The Crew of the
Sea-Land Commitment

✂ ✂ ✂

Well Deserved Recognition

During the last 11 years as a seafaring soul belonging to the SIU, I've grown to depend on certain members of the faculty out at the Lundberg School and at Camp Springs for union business. This letter is to comment on one of those people.

She is bright and cheery, dependable and trustworthy. She is one face that hasn't changed over the years. She is always there!

You got it!! She's the delightful Betty Smith from Piney Point.

Her reputation as a reliable contact flourishes in the industry, out amongst our seagoing group. She is simply an asset to our union.

A job well done deserves recognition, do you think so?

Kimberly Allen Carter
Kamuela, Hawaii

Editor's note: Kimberly Allen Carter presently sails as chief steward aboard the USNS Contender. She originally sent this letter to President Michael Sacco, who forwarded it to the Seafarers LOG.

✂ ✂ ✂

A Dwindling Breed

Now that the Veterans Administration has given seamen who sailed in the merchant marine during World War II veteran status, I wonder if you could give me the following information. How many SIU members fed the fishes during World War II? How many of us that survived were in the SIU at the end of World War II? How old is the oldest SIU vet

that is still living? How young is the youngest? I am 74 years old. How many of us are still getting our pensions today?

I have written four sea stories based on four different trips that I had made during the war. The first story begins shortly before Pearl Harbor. I sailed to Murmansk for a wiper. We paid off June 2, 1942. The second trip I sailed as an OS. We sailed from New York to Boston where we loaded ammunition, PX stores and beer. It was a good one. We were sent to Iceland... I was on lookout when we got hit a little after 5 a.m.

On the third trip, I was again bound for Murmansk. The convoy ran into a storm and the deck load shifted. We went to Belfast to shore up the deck load. We were too late to catch the last convoy bound for Murmansk. We discharged the cargo in Liverpool. I titled this story "A Wartime Seago-

ing Don Juan." I made the fourth trip to the Mediterranean carrying troops and ammunition. It was a mess...

I have sent the first two sea stories and a summary of the other two to five publishers. As an unknown, I don't stand very much of a chance of getting it published. If anyone knows of a publisher who would be interested in this type of material, have him get in touch with me and I would be glad to send him a copy of the first two sea stories for his perusal.

J. Pasinosky
Bellfont, Pennsylvania

Editor's note: In response to Brother Pasinosky's query, approximately 6,000 merchant mariners died during World War II. Of those, more than 1,200 were members of the SIU.

LOG-A-RHYTHM

Freed of a Sinking Feeling

By Ed Brooks

Brother Brooks who is currently upgrading at the union's Lundberg School, sails as an AB in the inland division out of the Wilmington hall.

Hurdled from slumber to the sound of grinding thunder
my end begins with a flash that immediately followed
that heart-stopping crash.
All hands all hands! Abandon ship!
I fear, good lads, this is our last trip.
White-capped waves, ocean dark and deep, my body is
not mine for long to keep.
Lifeboats away! But that's not in my power.
Flames sear davits, waves above my head tower.
The final end draws near; everyone senses this and one
man does cheer.
I'm not afraid I confide myself suddenly tasting the
agony of fear.
Into the water further we slip as another explosion
rocks our ship.
Men leap to the water, some with clothing smoking.
I remain on deck blinded and choking.
A shudder a blast; her back is now broken.
She slips below the surface without style or grace,
taking with her good lads without a trace.
A morsel for Neptune, who swallows with glee as
deep waters' pressure crushes the ship around me.
Guildd light, downward slope we float once more to
touch land as we settle noiselessly into the bottoms' sand.
No stones to carve, no epitaphs to write.
The only memorial is inky surface oil seen by none at
first light.
My body is quite content, it's like it's asleep in the
watery womb of Mother Nature as I soar through yet
another open door touching the Face of God.

(Permission to reprint the poem above must be obtained from the author.)



Port Agent Meets with Congressman

Congressman Gary L. Ackerman (left) discusses the state of the U.S.-flag merchant sailing with New York Port Agent Kermit Mangram.

Kiss the Angels

A SHORT STORY BY
SIU MEMBER LARRY REINER

The nerve-shattering sound of the general alarm tore me out of a sound sleep. I groped wildly for my bunk light, completely disoriented, smashing my fingers against the bulkhead till they connected—first with the heavy glass globe and finally with the switch.

We were one day out in the Gulf of Mexico, knifing our way through flat seas in perfect weather. When I turned in, disaster was the furthest thing from my mind.

Only then, with the general alarm shrilling in my ears, did the fact that I was on a tanker burst into my consciousness. And she was a big one—carrying millions of gallons of high octane gasoline. I knew I should abandon everything, but I kept struggling with the combination till I got my locker open.

I managed my pants and shoes and made it to the passageway—still struggling to pull on my life jacket with one hand while stuffing wallet and seaman's papers in my pocket with the other.

FIRE! BREAK-UP!! IMMINENT COLLISION!!! These were the specters that raced across my mind as I ran down the passageway in the wake of more realistic shipmates who had left everything behind. They were already out on deck heading for their Emergency Stations.

"MAN MISSING! THE NEW SECOND MATE!" a seaman shouted from the well deck.

I stopped running—relieved that I was not in any danger after all. It was not one of the first of these "three horsemen" that rode with us that night—it was the "fourth one," **DEATH**—the treacherous one, who wore one of three masks: Murder, Accident or Suicide.

I joined the search with the rest of the crew. The tanker had come about and we were steaming slowly back along our outbound track—extra lookouts were posted.

The tanker's decks were bright with her loading lights, and from the navigation bridge two powerful spotlights arced slowly across the black surrounding sea.

Thin flashlight beams winked like giant fireflies from every quarter of the vessel as men called out.

"What the hell does he look like?"

"Who knows?"

"Never seen 'im."

"Joined her just yesterday in Houston."

"He's a skinny guy... about fifty."

We searched with urgency, inspecting every place a man could fall, climb, jump or be stuffed into. But after thirty or forty minutes,

the tempo and interest waned as we concluded that the missing man was over the side.

The crew straggled back to the messroom. I joined my watch partners out on the fantail drinking coffee.

"Well... I called 'im at 11:30," Harris, the ordinary seaman on the 8 to 12 watch was explaining. "The door was open but the fo'c'sle was empty. Bed was all made up—didn't look slept in!"

I lay half-awake in bed thinking about the missing man till 3:30 a.m. when I was called to go on watch. I had been the first to meet him as it was my turn on the gangway when he joined the vessel, and I helped carry his gear aboard. He thanked me for the hand and asked who I was. I told him I was one of the 4 to 8 AB's.

"Been with the ship long?"

I answered that I had been with her for almost six months.

"Well... I suppose you're looking forward to getting off soon and going home?"

I felt sorry for the guy—he seemed eager for company, so I stayed in his room talking for awhile before heading back to the gangway.

I went forward earlier than usual to relieve the wheel, and went up the outside ladder of the bridge. When I got to the captain's deck I quietly opened the door and headed for the companionway leading up to the chartroom and wheelhouse.

"Mike!" the Old Man called.

"Aye, Sir." I turned back towards the opened door of Captain Larsen's stateroom.

"Come in here a minute."

I entered. The Skipper sat at his desk with a stack of papers, some keys, a wallet and a few other things evidently belonging to the missing man. The mate was also present.

"Put the coffee down." The captain motioned toward the cabinet as he spoke.

I could not help looking at the photograph lying on the edge of the desk as I stepped past and set down the tote-tray. It was a color picture of a beautiful young blonde woman with her arms around a pair of little girls as fair and lovely as herself.

"The chief mate tells me you spoke with the missing man yesterday—when he first came aboard."

I answered that I had and related almost word for word what was said.

"Did he seem worried or anything?" the Old Man asked.

"No," I answered, "seemed more like he was just wanting to talk some, Capt'n, so I stayed a few minutes before heading back to the gangway."

Just then the steward knocked lightly on the partially opened door. "Found this under his pillow, Sir." He walked over to the desk and handed the captain a long white envelope.

"To Mrs. Howard Cole. Hmm... been opened and resealed... but never cancelled. Well, I 'spect we should open it." The Old Man glanced at the mate.

The steward started to leave the room.

"No, Steward. Stay awhile... for the record." He put on his reading glasses, then carefully slit open the envelope. Spreading the two pages out on the desk, he read aloud:

"Dearest, forgive my not saying goodbye. I couldn't take your tears. Jeff took me to the airport, and I asked him not to tell you till later that I shipped out."

"By the time you receive this we will have sailed. At first I intended to send this letter off with the pilot, but I've decided to wait instead and mail it from our first port-of-call."

"You always avoided mention of my work when I was shipping regularly, and how happy you were when I agreed to try it ashore when the twins came. But it can't go on like this—no one has need of an ex-seaman over fifty in any decent paying job ashore. We've struggled for three years now and we are only getting buried in debt."

"No, your leaving the twins in someone's care and going back to work is not the answer."

"I suppose your parents were right when they warned you not to marry me. You're really still a child yourself—stuck with someone old enough to be your father, but unable to support you like one."

"I'm back now where I belong—and can hold my head up and provide for my family. I'll try to be with you for Xmas. You'll see, Love, the time will pass quickly, and if I can sail steadily for just two or three years we'll be out of debt and have a real nest egg."

"Take good care of yourself while I'm away, and kiss the angels for me—kiss them very often."

"All my love, Howard."

When he finished reading, the Old Man sat staring down at the picture. "That doesn't sound like someone intending to commit suicide—more like a man that's found himself and looking forward to life." He cleared his throat and looked up at us.

"Captain," the mate's voice was hardly a whisper, "didn't you notice the date?"

The skipper repeated the words before they really registered. "The date?" He glanced back at the first page. "March 12th," he said tonelessly, "why that's over two months ago!"

As he put the letter down, a small neatly cut piece of newspaper fluttered to the deck. I reached down and picked it up—it was so brief that I had it read before setting it down next to the picture.

DALLAS, TEXAS 4/2/90—FIRE DEPARTMENT SUSPECTS ARSON IN TRAGIC APRIL FOOL'S DAY FIRE WHICH CLAIMED THE LIVES OF A YOUNG WOMAN AND HER TWIN DAUGHTERS. THE WOMAN'S HUSBAND, A MERCHANT MARINE OFFICER, IS SOMEWHERE AT SEA AND HAS NOT YET BEEN NOTIFIED.

↓ ↓ ↓

About the Author...

SIU member Larry Reiner has made a second career writing about seamen and life in the merchant marine.

Reiner draws from his experiences as a union seaman who sailed on non-union Cities Service vessels in the late 1940s during an SIU organizing drive and his 40-year career in the merchant marine, most of it spent on tankers. He became a full book member of the SIU in 1951.

The SIU member recently published his first novel, *Minute of Silence*. The fast-paced adventure story was written at sea and has captured the attention of a Hollywood film company and a mass market-oriented paperback publishing company.

Autographed copies of Reiner's novel are available to SIU members and retirees. The hardback book is available for \$18.95. Shipping costs will be paid by the publishing company. The August

issue of the LOG announced that postage would be paid on orders received before October but the author's publisher has extended the offer indefinitely. Requests should be made to Integra Press, 1702 W. Camelback Road, Suite 119, Phoenix, Ariz. 85015.



AB Larry Reiner aboard the Overseas Boston in 1984.

Dispatchers' Report for Deep Sea

AUGUST 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	38	9	5	33	11	5	5	61	10	4
Philadelphia	1	6	5	3	6	5	1	2	1	0
Baltimore	8	2	1	6	2	1	3	9	3	2
Norfolk	12	9	3	17	7	1	0	16	5	4
Mobile	9	9	16	13	10	14	0	9	9	7
New Orleans	37	15	11	34	13	12	0	36	8	4
Jacksonville	21	7	15	27	8	12	2	30	10	7
San Francisco	29	12	14	23	5	11	8	45	17	10
Wilmington	16	6	12	14	13	10	0	25	5	5
Seattle	18	4	6	25	7	9	3	40	9	4
Puerto Rico	11	2	0	9	2	0	0	18	1	0
Honolulu	9	7	4	5	5	4	0	8	11	2
Houston	31	16	22	37	14	18	1	36	7	11
St. Louis	0	1	2	1	2	1	1	1	0	1
Piney Point	2	11	8	2	7	6	0	1	4	5
Totals	242	116	124	249	112	109	24	337	100	66
ENGINE DEPARTMENT										
New York	17	8	3	14	8	5	4	31	5	0
Philadelphia	3	8	4	2	7	3	0	2	2	1
Baltimore	9	2	2	6	1	3	0	10	4	1
Norfolk	8	4	4	5	5	4	1	7	2	0
Mobile	13	12	7	14	15	6	0	12	1	2
New Orleans	25	7	9	28	8	7	2	25	5	3
Jacksonville	13	4	4	17	5	6	2	16	3	3
San Francisco	19	8	7	13	5	5	1	33	4	4
Wilmington	12	7	13	10	7	12	3	16	2	2
Seattle	11	9	3	15	8	3	2	21	6	2
Puerto Rico	3	0	0	5	0	0	1	5	0	0
Honolulu	2	4	5	5	6	6	1	2	8	2
Houston	15	6	8	18	9	10	1	16	3	3
St. Louis	3	1	2	3	1	2	0	0	0	0
Piney Point	3	16	2	3	14	4	1	1	6	0
Totals	156	96	73	158	99	76	19	197	51	23
STEWARD DEPARTMENT										
New York	18	7	2	16	5	2	5	23	6	2
Philadelphia	3	3	1	1	2	2	0	2	1	0
Baltimore	6	1	0	4	1	0	1	4	0	0
Norfolk	9	2	1	6	1	2	2	4	2	0
Mobile	9	2	2	7	3	1	0	10	1	2
New Orleans	13	4	4	12	7	4	3	13	2	0
Jacksonville	9	3	0	11	2	0	0	10	3	2
San Francisco	39	6	2	35	7	2	6	67	13	4
Wilmington	11	3	1	12	1	2	2	21	5	0
Seattle	21	8	4	14	9	2	4	30	6	3
Puerto Rico	4	0	0	2	1	0	1	3	1	0
Honolulu	5	27	20	6	20	12	71	5	24	29
Houston	11	3	1	15	3	1	1	20	0	2
St. Louis	1	0	0	1	0	1	0	2	0	0
Piney Point	3	9	2	3	4	1	3	2	8	1
Totals	162	78	40	145	66	32	99	216	72	45
ENTRY DEPARTMENT										
New York	17	20	11	8	15	8	0	25	20	13
Philadelphia	1	7	4	0	5	2	0	1	3	3
Baltimore	4	8	1	0	5	1	0	6	6	1
Norfolk	5	11	10	2	16	7	0	6	4	5
Mobile	6	21	15	3	17	10	0	4	17	8
New Orleans	9	13	29	6	17	27	0	15	14	21
Jacksonville	4	11	13	2	12	5	0	4	11	12
San Francisco	24	12	40	9	12	22	0	36	25	31
Wilmington	10	7	13	8	7	13	0	7	9	6
Seattle	14	3	10	12	7	5	0	16	6	9
Puerto Rico	2	9	1	5	2	0	0	7	18	1
Honolulu	3	35	125	3	35	126	0	3	50	145
Houston	3	16	21	9	15	10	0	9	12	17
St. Louis	1	0	3	1	1	4	0	0	0	0
Piney Point	0	44	4	0	46	4	0	0	25	1
Totals	103	217	300	68	212	244	0	139	220	273

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

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

Shipping in the month of August was up from the month of July. A total of 1,712 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,712 jobs shipped, 620 jobs or about 36 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 142 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 12,877 jobs have been shipped.

October Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point
Monday, October 8
New York
Tuesday, October 9
Philadelphia
Wednesday, October 10
Baltimore
Thursday, October 11
Norfolk
Thursday, October 11
Jacksonville
Thursday, October 11
Algonac
Friday, October 12
Houston
Monday, October 15
New Orleans
Tuesday, October 16
Mobile
Wednesday, October 17
San Francisco
Thursday, October 18
Wilmington
Monday, October 22
Seattle
Friday, October 26
San Juan
Thursday, October 11
St. Louis
Friday, October 19
Honolulu
Friday, October 19
Duluth
Wednesday, October 17
Jersey City
Wednesday, October 24
New Bedford
Tuesday, October 23

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

Miss Penny Retires

Continued from page 13

every day in her traditional white uniform, she was an efficient and conscientious office administrator.

"When I think of Florence Penny, I think of just one word: professionalism," said SIU Vice President Jack Caffey.

Paul Hall, the late president of the SIU, had made enhancing the medical care available to seamen one of his top priorities. "It was a great dream," she said, "which was fulfilled."

The clinics were never designed to provide primary medical care, said Ms. Penny, though timely action on the part of SIU-contracted doctors has saved the lives of a number of members. The clinics' main function lay in three areas: job security, preventive medicine and disseminating information.

Until the SIU opened its medical facilities and established a system for obtaining clinic cards, seamen were at the mercy of company doctors.

After the SIU established its nationwide system of clinics, no member of the SIU had to worry about being rejected because of political reasons.

"It has been an honor working for the SIU all of these years," said Ms. Penny. "My co-workers at the clinic, the membership, union officials like Leon Hall and Jack Caffey were really great."

Dispatchers' Report for Great Lakes

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

AUGUST 1-31, 1990

*TOTAL REGISTERED

TOTAL SHIPPED

**REGISTERED ON BEACH

All Groups
Class CL Class L Class NPAll Groups
Class CL Class L Class NPAll Groups
Class CL Class L Class NP

Port	DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARD DEPARTMENT			ENTRY DEPARTMENT		
Algonac	0	25	10	0	31	13	0	12	7	0	26	25
Algonac	0	5	5	0	16	13	0	4	1	0	0	0
Algonac	0	3	3	0	9	7	0	1	1	0	0	0
Totals All Departments	0	59	43	0	56	33	0	35	33	0	0	0

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

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

Dispatchers' Report for Inland Waters

AUGUST 1-31, 1990

*TOTAL REGISTERED

TOTAL SHIPPED

**REGISTERED ON BEACH

All Groups
Class A Class B Class CAll Groups
Class A Class B Class CAll Groups
Class A Class B Class C

Port	DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARD DEPARTMENT		
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	0	0	4	0	0	65	9	6
Mobile	1	0	3	0	0	0	1	0	3
New Orleans	2	0	0	2	0	2	5	1	2
Jacksonville	2	2	4	1	1	3	2	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	2	2	1	4	3	3	4	26
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	0	12	1	0	1	4	0	11
Algonac	11	4	0	9	6	0	31	22	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	30	8	21	18	11	9	111	37	55
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	0	0	2	0	0	9	5	3
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	1	1	0	0	1	0	1
Algonac	12	8	0	12	6	0	27	26	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	16	8	1	15	6	0	37	31	4
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	1	0	1	0	0	7	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	3	0	0	0	0	0	3
Algonac	4	1	0	2	0	0	19	11	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	7	2	3	3	0	0	28	15	4

Totals All Departments 53 18 25 36 17 9 176 83 63

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

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

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

SAN FRANCISCO

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

SANTURCE

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

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

Lundeberg School Students Demonstrate Seamanship Skills Among Public

Students at the Seafarers Harry Lundeberg School of Seamanship promoted the school and displayed the results of their training in seamanship skills at several public events this summer.

A group of trainees participated in an American Sail Training Association event at St. Mary's (Md.) College. The students competed in a variety of nautical-style events. The highlight of the day for the group was winning the lifeboat races.

Later in the summer, another group of trainees represented the school at the Alexandria (Va.) Tall Ships Waterfront Festival. The trainees crewed an information tent, answered questions, passed out school literature and demonstrated the art of knot-tying to all who were interested.



Alexandria festival-goers watch Lundeberg trainees (left to right) Gary Kypke, Jamie Overby and Gilbert Gildersleeve demonstrate knot-tying techniques.



Trainee Kirk Tenkins competes in a knot-tying contest.



Showing off a giant monkey's fist knot made by the students are Mike Gott (left) and Jamie Overby.



Randy Loyett is assistant commandant of the trainees.



The winning team at the St. Mary's College lifeboat races include (front row) Darrel Koonce Jr., Bosun Abe Norwood, Noah Jones, Matthew DeNesco, (middle row) William Bussell, Kirk Jenkins, Scott Simms, William Reeley, (back row) Tim Williams, James J. Sannino, Peter Luhn and instructor Jim Moore.



With dusk settling on the St. Mary's River, the Lundeberg lifeboat team (left) moves out for the win.

Advanced Firefighting Will Be Offered in Feb.

The Seafarers Harry Lundeberg School of Seamanship will offer a special basic and advanced firefighting class in February for those members who need to have the advanced firefighting training.

The special combined course will begin February 11, 1991, and run through February 20, 1991. In order to take advanced firefighting at the Piney Point, Md. facility, members must have successfully completed the basic firefighting course.

As has been noted earlier in the Seafarers LOG, the U.S. Coast Guard (USCG) is recognizing the certificates of those members who graduated from the Freehold, N.J. facility while attending the Lundeberg School as satisfying the requirements for advanced firefighting. The training at Freehold must have been completed between June 5, 1978 and December 1, 1989. Seafarers must show proof of successfully completing the course to receive USCG credit.

The USCG recently announced new regulations requiring advanced firefighting for those men and women upgrading or renewing their maritime licenses.

To register for the combined basic and advanced firefighting training, Seafarers should contact the admissions office at the Lundeberg School.

All Lundeberg School trainees and upgraders must complete the basic firefighting course.



Arthur H. Baredian

QMED Baredian Earns Degree

A 53-year-old black gang member is the second Seafarer to earn an associate of arts degree in marine engineering from the Seafarers Harry Lundeberg School of Seamanship.

Arthur H. Baredian began working on the degree in 1988. The QMED said the degree will help him both professionally and personally. "The college program equips members with all the advancements our world is making in all walks of life," he told a reporter for the Seafarers LOG.

Baredian was born in Pittsburgh, but grew up in St. Petersburg, Fla. He attended Pikeville College in Kentucky after graduating from high school.

After joining the SIU in 1967, he shipped out of the Wilmington, Calif. hall. He studied at the Piney Point facility for the first time in 1975, earning his QMED, firefighting, lifeboat and LNG endorsements. He returned to the Lundeberg School in 1984 to study for and earn his second engineer's license.

Baredian now lives in Jacksonville, Fla. and ships from the hall in that northeast Florida city.



Robert Adams and Robert Adams Jr. are pictured at the Lundeberg School.

Robert Adams and Son Follow Call to Sea

Brother Robert Adams joined the SIU in 1980. He has upgraded at the Lundeberg School and most recently graduated from the Marine Electronics Technician course.

While upgrading last month at the Piney Point facility, Adams, who sails as an AB, has the pleasure of being able to watch his son, Robert Adams Jr., go through the trainee program in class #454.

It was Adams Sr. who convinced his son to begin a seagoing career with the SIU—just one of many members of the "SIU family."



Navy Gung-Ho on Oil Spill Course

Patuxent River Naval Air Base personnel thank Lundeberg School instructors for their help in teaching an oil spill prevention and containment course. From the left are Bill Eglinton, Master Chief Raynor, K.C. Taylor, Jim Shaffer and Lt. Doug Elliot.

Striking Eastern Workers Receive Support of Seafarers

Seafarers continue to hit the bricks with their striking brothers and sisters at Eastern Air Lines as possible merger talks with another air carrier continue.

SIU members marched with strikers from the International Association of Machinists (IAM), Air Line Pilots Association and the Transport Workers Union as well as representatives from other unions last month at National Airport in Washington and LaGuardia Airport in New York.

Piney Point Port Agent Bobby Milan reported a tremendous response from the picketers when the men and women in white caps arrived at National Airport. "They were very happy to see us and glad we remember them," he said.

The marches were held to remind prospective passengers that the strike continues at Eastern. Picketers wore buttons reading "No contract, no peace!" as they walked through the airports. The high hopes of reaching a settlement when a federal bankruptcy judge placed the airline's operations under the control of a trustee in April have diminished considerably.

Union representatives have met with trustee Martin Shugrue but no significant progress in contract talks were made. Eastern has recalled some of the pilots and flight attendants who would not cross the



Marching through the Eastern terminal at National Airport are (left to right) AB Blu Awong, FOWT Paul Barbadillo, Chief Steward Mike Thornton, Asst. Cook Gordon Anderson, AB Greg Agren and QMED Carmine Barbat.



Hitting the bricks with striking IAM members at the National Airport are SIU members (left to right) Port Agent Bobby Milan, Oiler Roger Hammitt and AB Lyle Davis.

Machinists' picket line, but the company has retained the scabs who kept the airline barely flying since the strike began last year.

Meanwhile, the striking employees are awaiting word on the possible merger of Eastern with Northwest Airlines. Union representatives from both airlines have been meeting to discuss a possible merger of seniority lists should the buyout take place. IAM spokesman Frank Ortis said the union is in "a waiting mode" concerning a possible merger.

Talk of a possible merger began shortly after Shugrue was appointed. While the company has denied Eastern is for sale, union sources have said a merger could be near with the Eastern creditors looking at a possible deadline for merging, continuing operations or

closing down completely by fall.

Eastern also made headlines last month when the company was indicted in a New York federal district court on criminal charges of falsifying maintenance records before the strike.

Shortly after the grand jury announcement was made, Continental Holdings chairman Frank Lorenzo announced he was selling his stock for \$30 million to Scandinavian Airlines System. Although striking unionists were glad to see Lorenzo bail out of Eastern's parent company, they noted he got three times the value his stock would have had on the market.

The strike by the Machinists began one day after Lorenzo locked them out of their jobs on March 3, 1989. Eastern's pilots and flight attendants joined the IAM in a sym-

pathy walkout, effectively stopping the airline. Lorenzo filed for bankruptcy protection March 9, 1989. His Texas Air Corporation has been trying to rebuild the company by sale of money-making operations like the Eastern reservation system and Latin American routes, with scab employees and through the court system.



Greg Agren, AB, left, and Gordon Anderson, assistant cook, join in Eastern's picket line.

ATU Members Thank SIU for Help During Greyhound Strike

Striking members of the Amalgamated Transit Union (ATU) are praising the efforts of the SIU for its help during their ongoing dispute against Greyhound.

Robert Beard, a spokesman for the Washington ATU local, said the presence of the white caps on the picket line has not gone unnoticed.

In a Labor Day note of thanks to the union, Beard wrote: "Often the feeling is one of 'who else knows we're still out here?' Then we plan a rally to put the message across once more and hope somebody will come. The Seafarers come! And they bring with them the professionalism and solidarity of the seafaring trade. Without a doubt, there would be no rally without the members of the SIU."

Seafarers participated in a Washington rally last month for the striking employees. For several members, it was the first time they had walked a picket line.

"It's pretty cool," said Spencer Smith of Hattiesburg, Miss. "You've got to support who you've got to support."

"It's a trip," noted another first-timer, Joe Degen of Nederland, Texas. "They (the ATU members) should get what they want. They've been working for this organization for years."

As the Greyhound strike enters its sixth month, the company has refused to meet with union representatives for more than 9,000 strikers since early June. The company had offered the ATU as a contract a four-year wage freeze

followed by a 3 percent hike in each of the next two years. Greyhound also sought to eliminate about 4,000 union jobs. Union members had agreed to wage rollbacks that had reduced the average salaries of bus drivers from \$31,000 to \$24,000 annually in their two previous contracts.

However, union negotiators said they had had enough and were asking to recover some of the givebacks, especially since Greyhound turned a profit in 1989. The ATU went on strike March 2.

The company responded by

hiring 3,000 scab drivers and unilaterally declaring the strike over in May. A few days later, the National Labor Relations Board announced the union had grounds to file charges of unfair labor practices against Greyhound and its president, Fred Currey. A hearing has been scheduled for November.

On June 4, Greyhound filed for bankruptcy protection. It has until October 4 to file a reorganization plan. The union has been meeting with prospective buyers in hopes of ending the labor dispute through that method.



Piney Point Port Agent Bobby Milan leads SIU members (left to right) Benjamin Stanley, Joseph Degen, Ronald Saragusa, Kevin Doyle, Daniel Brotsch and Roy Blankenship past the Washington D.C. Greyhound terminal.



SIU members Jason Fields (left) and Benjamin Stanley listen with striking Greyhound employees to AFL-CIO speakers during a rally in Washington, D.C. last month.



Showing their support for striking ATU brothers and sisters are SIU members Spencer Smith and Scott Burrier.

Digest of Ships Meetings

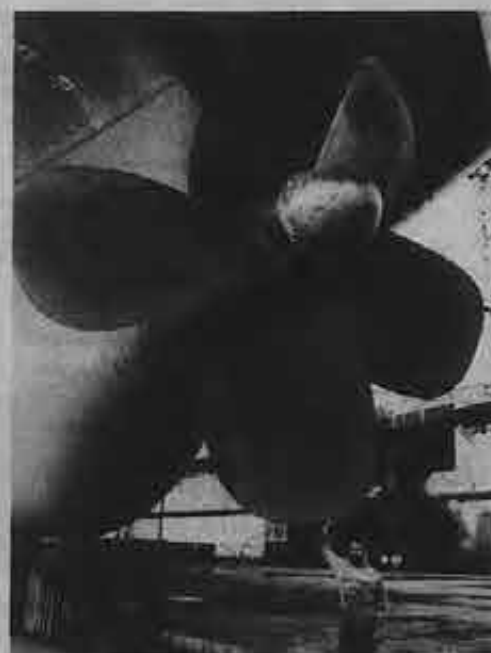
The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

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

FRANCES HAMMER (Ocean Shipholding), June 24 — Chairman **Walter Petty Jr.**, Secretary **Kris A. Hopkins**, Educational Director **Terry Jacobsen**, Deck Delegate **Royce Kaufman**, Engine Delegate **Daniel Campbell**, Steward Delegate **Toyo Gonzales**. Chairman reported vessel would be in shipyard during August. He said ship would discharge in Baytown, Texas, then travel to Jacksonville, Fla. to load for a trip to the Soviet Union. He thanked the crew for a good trip, saying it was one of best in his career. Secretary thanked crew for keeping messhall clean at night. He said open galley system met with great success. He reminded members leaving to have rooms cleaned for their relief. Educational director reminded members to take advantage of educational opportunities at Piney Point. Treasurer announced \$280 in ship's fund. No beefs or disputed OT reported. Seafarers LOGS received in Palermo, Italy. Relief steward asked contracts department for clarification of payment for extra meals. Crew asked contracts department for clarification of duties of DEU and to consider if members could work one trip, one trip off. New television ordered and should be installed in Jacksonville. Crew requested fans for each room because of problems with air conditioning. Steward **Kris Hopkins** and Chief Cook **Toyo Gonzales** thanked for jobs well done. Next ports: Baytown and Jacksonville.

ROBERT E. LEE (Waterman), June 8 — Chairman **Joseph Herron**, Secretary **Paul Hunt**, Educational Director **B. F. Cooley**, Deck Delegate **J. R. Hundley**, Engine Delegate **James A. Slay**, Steward Delegate **Alex A. Jaradie**. No beefs or disputed OT reported. Crew reported not receiving any Seafarers LOGS or other union communications when overseas. Crew reminded to take up beefs with department delegate. Chief electrician asked crew to take care of washing machines to make them last longer. Next ports: Newport News, Va. and New Orleans.

USNS INVINCIBLE (U.S. Marine Management), June 18 — Chairman **Ann E. Fuller**, Secretary **T. T. Conley**, Deck Delegate **Mike Stein**, Engine Delegate **Sid Strados**, Steward Delegate **James Siville**. Chairman announced deck members' request to have contracts department investigate increase in vacation



Propping Up the Prop

QMED Mike Novak looks dwarfed by the giant screw of the Sea-Land Liberator which was in drydock in Yokohama, Japan for repairs.

pay. She announced galley would make sure those on watch get fed first. She reminded crew to clean lounge after using it. Educational director provided information on alcohol and drug abuse. No beefs or disputed OT reported. Engine delegate reminded members to clean lint filters in dryer after use. Crew asked to keep noise level down during night. Next port: Glasgow, Scotland.

CHARLES L. BROWN (Transoceanic Cableship), July 30 — Chairman **Jeremiah J. Harrington**, Secretary **Delvin M. Wilson**, Educational Director **Bobby Stearman**, Engine Delegate **Robert Powers**, Steward Delegate **K. Cabato**. Chairman noted ice machine and reefer boxes still down. He discussed highlights of new contract. He asked contracts department to review OT for deck members working Saturday evenings. Secretary said he is working with captain to create slop chest onboard. Educational director announced purchase of volleyball and tennis gear for crew picnics and outings. Treasurer reported \$1,300 in ship's fund which has been aided by members saving scrap copper and aluminum. No beefs or disputed OT reported. Deck delegate praised work of Chief Cook **Wilfredo DeLeon**. Crew stated it was pleased with changes in contract and retirement plan. Next port: Honolulu.

CPL. LOUIS J. HAUGE JR. (Maersk), July 1 — Chairman **Paul Harper**, Secretary **William Just**, Educational Director **Benjamin Conway**, Deck Delegate **Thomas Fowler**, Steward Delegate **Raphael Burchfield**. Chairman stressed safety at meeting. He urged crew to report safety hazards. He reminded members to upgrade at Lundeberg School. He went over welfare forms and applications aboard vessel. No beefs or disputed OT reported. Steward delegate said carpet in crew quarters will be steam-cleaned soon. Crew reported repairs needed on washing machine and radio/television antenna. Crew praised galley gang for great Fourth of July buffet. Next port: Diego Garcia.

FRANCES HAMMER (Ocean Shipholding), July 29 — Chairman **R. Wilson**, Secretary **Kris Hopkins**, Educational Director **T. Jacobsen**, Deck Delegate **D. Griffin**, Engine Delegate **G. Demetropoulos**, Steward Delegate **Toyo Gonzales**. Chairman announced television received in Jacksonville, Fla. He reminded crew of policy of no alcohol aboard ship and said periodic room searches would take place. He thanked crew for making this pleasant voyage so far. Secretary informed crew vessel scheduled for shipyard at end of August. Educational director urged members to upgrade at Piney Point. Treasurer announced \$150 in ship's fund. He said money was spent for compact disc player for crew's lounge and football updates. No beefs or disputed OT reported. Crew receiving Seafarers LOG in each port. Steward department, especially Chief Cook **Toyo Gonzales**, was thanked for exceptional food and all-around professionalism. Next port: Norfolk, Va.

LAWRENCE H. GIANELLA (Ocean Shipholdings), July 7 — Chairman **Paul Hulsebosch**, Secretary **K. Paulson**, Educational Director **Howard Daniels**, Deck Delegate **James Henry**, Engine Delegate **Ernest Lacunza**, Steward Delegate **Vincent Ortiz**. Chairman announced garbage cans for only plastics have been placed in galley. Crew's

freezer had been worked on but still not working properly. Secretary stressed importance of donating to SPAD to look after political interests and provide job security. Educational director encouraged members to upgrade at Lundeberg School. Treasurer noted \$562 in ship's fund. No beefs or disputed OT reported. Crew asked to limit wash loads as washer needs repairs. Several crewmembers said they were looking forward to next port in Greenland to see icebergs for first time. Next port: Thule, Greenland.



Aboard the Sealift Caribbean

Crewmembers aboard the USNS Sealift Caribbean hold a union meeting while the vessel discharged jet fuel at the Stuart Transportation Company docks in Piney Point, Md. Pictured above, from the left are SIU Representative Edd Morris, Bosun Jim Mitchell, Steward Assistant Darryl Brown, Steward/Baker "Johnny Reb" Poovey and AB Teddy Daniels.

GUAYAMA (Puerto Rico Marine), July 30 — Chairman **G. R. Kidd**, Secretary **Jonny Cruz**, Educational Director **Ken Linah**, Deck Delegate **J. Korchak**, Engine Delegate **J. W. Parrish**, Steward Delegate **A. DeSimone**. Chairman said trip was smooth for vessel coming out of 40-day layup. Secretary reviewed new contract and thanked crew for keeping vessel clean. Educational director discussed need to upgrade at Piney Point to make sure qualified people are available for new jobs. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked contracts department to review allowing out-of-town members to register while waiting for drug screen clearance. Crew thanked SIU President **Michael Sacco** for his efforts in gaining new contract, which came as surprise after previous two agreements. Steward department thanked for fine meals and service. Next ports: Elizabeth, N.J., Baltimore and San Juan.

LIBERTY SUN (Liberty Maritime), July 29 — Chairman **Hugo Dermody**, Secretary **Jonathan White**, Deck Delegate **Robert Favalora**, Engine Delegate **Glen Mazzara**, Steward Delegate **Fred Lindsey**. Chairman announced Seafarers LOG received in Aqaba, Jordan and crew was very happy with raise. He announced crew's support for officials looking out for membership and pensioners. He reminded crew to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: New Orleans.

LIBERTY WAVE (Liberty Maritime), July 22 — Chairman **Mark Trepp**, Secretary **Paul Stubblefield**, Deck Delegate **J. Higgins**, Engine Delegate **L. Anderson**, Steward Delegate **Charles Jones**. Chairman announced trip was very pleasant with good crew and fine food. Ship got slightly dirty because it was carrying coal. Secretary commended work of AB **Al Barnett** who rescued puppy in Cairo, Egypt that fell into water between barge and dock. Treasurer reported \$130 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked for short wave radio for lounge. Crew thanked Chief Steward **Paul Stubblefield** and Chief Cook **Charles Jones** for special food served as well as the variety and preparation of salad bar and extra goodies.

LNG VIRGO (Energy Transportation), July 29 — Chairman **Billie Darley**, Secretary **Francis Ostendarp**, Educational Director **George Lindsay**. Chairman announced George Reilly of ETC will come aboard in August. He reminded crewmembers to respect rights of others while ashore. No beefs or disputed OT reported. Crew said it was waiting word of new contract. Crew voted to prohibit smoking in messhall during meal hour. Next port: Bontang, Indonesia.

MOBILE (Apex Marine), July 22, 1990

— Chairman **Antonios Triakoglou**, Secretary **James H. Gleaton**, Educational Director **J. Martin**, Deck Delegate **Gregorio Ortiz**, Engine Delegate **Drew Brown**, Steward Delegate **Francisco Tirado**. Chairman spoke about new contract to members. No beefs or disputed OT reported. Crew thanked galley gang for its fine food. Next port: New York.

OVERSEAS ALASKA (Overseas Maritime), July 8 — Chairman **E. K. Bryan**, Secretary **J. E. Price**, Educational Director **T. Koubek**, Deck Delegate **Jessie L. Mixon**, Engine Delegate **Gary Danos**. Chairman discussed new contract with crew and thanked SIU Executive Vice President **Joseph Sacco** and union negotiating officials for best contract members have had in many years. He noted addition of second pumpman was needed greatly. He said recognition of King holiday is plus to membership. He urged members to give to SPAD. Secretary told members about beautiful facilities at Lundeberg School and advised them to take advantage of them. Educational director reminded crew not to throw plastics overboard. No beefs or disputed OT reported. Crew asked contracts department to consider increase in pension for those already retired. Members reminded to leave filled-out welfare applications at home in case family needs them. All departments thanked for working well together. Next port: Freeport, Texas.

OVERSEAS HARRIETTE (Maritime Overseas), July 8 — Chairman **J. J. Williams**, Secretary **V. Sanchez Jr.**, Engine Delegate **Wilbert Miller**, Steward Delegate **Curtis Brodnax**. Chairman said he still is awaiting word of where payoff will take place. He noted crew got along well on this voyage. No beefs or disputed OT reported. Crew asked launch service schedule be coordinated with steward department working hours. Galley gang thanked for job well done. Next port: New Orleans.

OVERSEAS NEW ORLEANS (Maritime Overseas), July 29 — Secretary **C. Corrent**, Educational Director **Charles Clausen**, Deck Delegate **John Batorski**, Steward Delegate **William Simmons**. Secretary urged members to help get new movies. No beefs or disputed OT reported. Members asked welfare plan to look into some problems with medical

Continued on page 22

Ships Digests

Continued from page 21

bills that have not been paid. Overall, crew said they were happy and ship was good one on which to work. Next port: Texas City, Texas.

OVERSEAS OHIO (Maritime Overseas), July 31 — Chairman R. Wardlaw, Secretary E. Gray, Educational Director R. Durand, Deck Delegate Willie Chestnutt, Engine Delegate Robert Santos. Chairman announced everything was running smoothly. He said pumpman had repaired faucet in cleaning gear locker. He noted he was with second mate during search of crew quarters. He told members vessel would be on Panamanian run for long time. Secretary mentioned need for ship's fund. Educational director urged members to view safety films in spare time. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: Channelview, Texas.

PONCE (Puerto Rico Marine), July 29 — Chairman Donald Wagner, Secretary Jose Chacon, Educational Director Eric Frederickson, Deck Delegate Joe Boevink, Engine Delegate Valentin Martinez, Steward Delegate Pedro Sepulveda. Chairman told crew he had repair list. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked SIU President Michael Sacco for new contract and changes in pension plan. Steward department was thanked for job well done.

SEA WOLF (Crowley Maritime), July 15 — Chairman Edward Latimer, Secretary Philip Paquette. Chairman reported voyage went well. He noted one safety problem with grating on crane 1. He said sailing board is serious problem, especially in Rio, with constantly changing times. No beefs or disputed OT reported. Next ports: Norfolk, Va. and Philadelphia.

SEA-LAND ACHIEVER (Sea-Land Service), July 25 — Chairman N. Pratts, Secretary R. Griswold, Educational Director Mark Serlis. Chairman noted television was repaired last trip but audio control problems remain. He said new radio should arrive this trip. He said he had no information on new contract or raises. Secretary reminded members drug testing has been reinstated and clearances are good for six months. Educational director urged members to attend Lundeberg School. Treasurer announced \$60 in ship's fund and \$90 in movie fund. No beefs or disputed OT reported. Crew asked new copies of shipping agreement be sent to ship. Crew asked contracts department to review repealing eight-month shipping rule to six months. Next ports: Elizabeth, N.J., Norfolk, Va. and Charleston, S.C.

SEA-LAND ANCHORAGE (Sea-Land Service), July 26 — Chairman J. Lundborg, Secretary C. Modellas, Chief Electrician K. Bertel, Deck Delegate John Kelly, Engine Delegate A. M. Hussair, Steward Delegate Aubrey Gething. Chairman briefed members on new contract. Crew gave SIU President Michael Sacco special vote of confidence for job well done. Educational director noted shipping rule change regarding QMED upgrading. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang and especially to Chief Cook Aubrey Gething.

SEA-LAND ATLANTIC (Sea-Land Service), July 22 — Chairman Willoughby Byrd, Secretary J. Rivera, Educational Director Richard Williams. Chairman said crew is awaiting specifics on new OT rates. Secretary said galley running short on stores with extra members on board. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Next ports: Charleston, S.C., Port Everglades and Jacksonville, Fla. and Houston.

SEA-LAND COMMITMENT (Sea-Land Service), July 29 — Chairman

John Green, Secretary K. Long, Deck Delegate Allen Hitt, Engine Delegate Manuel Beata, Steward Delegate Manuel Salazar. Chairman reported smooth sailing so far. No beefs or disputed OT reported. Crew asked contracts department to review inclusion of unfit-for-duty time for eligibility in graduated death benefit. Engine department thanked for fixing appliances in galley. Steward department thanked for its good food. Next ports: Boston, Elizabeth, N.J. and Norfolk, Va.

SEA-LAND CONSUMER (Sea-Land Service), July 30 — Chairman Orla Ipsen, Secretary A. Romeo, Engine Delegate Jose Villot Jr. Treasurer announced \$179 in ship's fund. Disputed OT reported by deck and engine delegates. No beefs or disputed OT reported by steward delegate. Galley gang thanked for job well done.

SEA-LAND ENTERPRISE (Sea-Land Service), July 22 — Chairman Elex Gary Jr., Secretary R. C. Agbulos, Educational Director Joe Ortiz, Deck Delegate Thomas Schroeder, Engine Delegate Leonardo Papa, Steward Delegate Edmund Papa. Chairman announced new radio would be installed in crew's lounge. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND EXPRESS (Sea-Land Service), July 27 — Chairman J. M. Ard, Secretary Paul Callimer. Secretary requested copy of new contract for crewmembers. He said microwaves and two mattresses were ordered. Steward delegate reported disputed OT and beefs. No beefs or disputed OT reported by deck and engine delegates. Next port: Tacoma, Wash.

SEA-LAND LIBERATOR (Sea-Land Service), July 5 — Chairman J. M. Keffer, Secretary W. Williams, Educational Director S. B. Crader, Engine Delegate J. Paminiano, Steward Delegate Ali Mugalli. Chairman announced payoff set for Long Beach, Calif. He said everything running smoothly. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: Long Beach.

SEA-LAND NEWARK BAY (Sea-Land Service), July 8 — Chairman M. Galliano, Secretary H. Rahman, Educational Director R. Caldwell, Deck Delegate A. Debelich, Engine Delegate James McCray. Chairman thanked crew for smooth voyage. He said he is waiting for copy of new contract. He noted donation was collected for AB George May who suffered fatal heart attack off coast of Florida. He also announced ashes of Brother Harvey Milstead were scattered in North Atlantic on this voyage. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into allowing emergency relief for permanent and rotary jobs because of sickness, accident or emergency at home. Crew also asked for review to increase optical, dental and pension plans. Crew stated need for new washer and dryer. Steward department thanked for job well done. Next ports: Charleston, S.C., Port Everglades, Fla. and Houston.

SEA-LAND PACER (Sea-Land Ser-

vice), July 17 — Chairman Ubie E. Nolan, Secretary Caesar F. Blanco, Educational Director James E. Roberts, Deck Delegate J. E. Pegg, Engine Delegate Richard J. Mullen, Steward Delegate C. G. Gomez. Chairman noted Seafarers LOG had not been received for several months. Secretary asked contracts department to consider reducing eight-month shuttle to six months. No beefs or disputed OT reported. Crew informed articles have been reduced from six months to four. Crew thanked Bosun Ubie Nolan for keeping main deck clean and painted. Crew also thanked galley gang for job well done. Next port: Manila-Subic Bay, Philippines.

SEA-LAND TRADER (Sea-Land Service), July 20 — Chairman A. J. Palimo, Secretary Norman Johnson. Secretary announced new mattresses had been ordered. Treasurer noted \$10 in movie fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew said it still was waiting for new contract. Members reminded to return plates to pantry. Crew thanked steward department, especially Chief Cook Curtis Howard, for good quality of food.

STAR OF TEXAS (Seahawk Management), July 22 — Chairman Gene Paschall, Secretary I. Fletcher, Educational Director Christopher Beaton, Steward Delegate Lonnie Bettis. Chairman announced payoff set for July 28 in Beaumont, Texas. He reminded members to donate to SPAD and upgrade at Lundeberg School. He noted trip had been smooth. No beefs or disputed OT reported. Crew asked for patrolman to see that tanks are repaired for cold water for crew and officers. Members thanked steward department for its fine work. Next port: Beaumont.

ULTRAMAR (American Marine Transport), July 10 — Chairman B. Born, Secretary C. N. Johnson, Educational Director E. J. Gibson. Chairman said he did not know where ship would load next. He stated crew waiting for copy of new contract and wage increases. He noted trip had been good so far. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew noted need for new washing machine and reported shower leaks.

AMERICAN EAGLE (Pacific Gulf Marine), August 5 — Chairman Billy Eastwood, Secretary Floyd Bishop, Educational Director Dennis Baker, Deck Delegate Spilios J. Kosturos, Engine Delegate Terry Miller, Steward Delegate Gloria Holmes. Educational director reminded members to upgrade at Piney Point. Treasurer announced \$180 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: Bayonne, N. J.

CHARLESTON (Apex Marine), August 12 — Chairman Mark Ruhl, Secretary J. Gonzalez. Chairman announced ship would layup in Baltimore for approximately three weeks in August. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Baltimore.

OMI CHARGER (OMI Corporation),

August 5 — Chairman F. R. Schwarz, Secretary N. Johnson, Educational Director W. Yarber, Deck Delegate R. L. Cooper, Engine Delegate H. Archer. Chairman announced tanker would continue coastwise run. Both he and secretary thanked SIU President Michael Sacco and all who negotiated new contract and changes in pension plan. Educational director urged members to attend Lundeberg School. No beefs or disputed OT reported. Steward department thanked for its fine job. Next ports: Port Everglades, Fla. and Texas City, Texas.

OVERSEAS CHICAGO (Maritime Overseas), August 3 — Chairman George Giraud, Secretary L. Frazier. Chairman announced site of upcoming payoff. Secretary said fresh provisions would come onboard at next stop. He thanked crew for courtesy in mess hall and galley. No beefs or disputed OT reported. Crew noted repairs needed for air conditioner and fan in crew's lounge and vents in galley. Members also said new furniture needed.

SEA-LAND DISCOVERY (Sea-Land Service), August 4 — Chairman H. Fisher, Secretary J. Collis, Educational Director A. Garcia, Deck Director P. Torres, Engine Delegate P. Gago, Steward Delegate R. Escobar. Chairman announced pay adjustments would be made for period from June 16 to July 1. He said payoff would take place as soon as patrolman arrives in Elizabeth, N.J. He announced vessel would be going to Aruba after stop in Jacksonville, Fla. No beefs or disputed OT reported. Crew complained about guards checking members' packages while in Puerto Rico. Crew thanked steward department for good food and deck department for keeping messhall clean. Next port: Elizabeth, N. J.

SEA-LAND INDEPENDENCE (Sea-Land Service), August 4 — Chairman A. J. Eckert, Secretary E. H. Jackson, Educational Director G. L. Ackley. Chairman said crew awaiting word on new contract. No beefs or disputed OT reported. Galley gang thanked for its good work.

SEA-LAND PACIFIC (Sea-Land Service), August 5 — Chairman L. Freeburn, Secretary F. Sison, Educational Director S. Bigelow, Deck Delegate J. Zimmerman, Engine Delegate Cliff Akers, Steward Delegate L. Sproud. Chairman discussed crew's restriction to ship in Hong Kong because of typhoon. He said he would request ice machine be repaired or replaced. He noted crew asked Sea-Land that doctor in Hong Kong be replaced as treatment is deplorable. Educational director spoke about correspondence courses available from Lundeberg School. Treasurer announced \$95 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department and all hands involved in cookouts. Next port: Long Beach, Calif.

SEA-LAND TACOMA (Sea-Land Service), August 2 — Chairman Dana Cella, Secretary David Boone, Educational Director T. L. Cowan, Deck Delegate Greg Taylor, Engine Delegate Jonathan Washburn, Steward Delegate Strode Call. Chairman announced payoff August 3 upon arrival in Tacoma, Wash. Secretary distributed new edition of Seafarers LOG. Treasurer urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed new contract. Steward department thanked for its fine job. Next port: Tacoma.

USNS WILKES (Mar Ship), August 11 — Chairman Hershel Turner, Secretary John Parkhurst, Deck Delegate Darrel Thomas, Steward Delegate Abdel Mohammed. Chairman turned over \$300 ship's fund to newly elected treasurer, QMED Ron Howard. No beefs or disputed OT reported. Crew agreed to no television during meals. Members reminded to keep mess hall clean. Crew created clothing pool for those members who lose luggage in route to vessel.



Sealift Caribbean Runs Coastwise

Ready for the next voyage of the coastwise running USNS Sealift Caribbean are, from the left, SA Darryl Brown, AB Leslie Choice and OS Lee Danielson.

Final Departures

DEEP SEA

ELMER ANNIS



Elmer Annis, 66, passed away July 18. The Anacortes, Wash. native served in

the Naval Reserves from 1942 to 1943. He joined the Seafarers in October 1967 in the port of San Francisco when he transferred his membership from an SIUNA affiliate, the Sailors Union of the Pacific. Brother Annis was an active member of the deck department when he died.

MARIANO ARROYO



Mariano Arroyo, 70, died June 25. Born in Puerto Rico, he joined the SIU in

April 1940 in the port of New York. Brother Arroyo, a deck department member, was noted for helping the union whenever asked and participated in several organizing drives in Puerto Rico. He retired in September 1969.

WILLARD BICKFORD

Willard Bickford, 71, passed away July 27. He was born in Louisiana and served in the Marines from 1935 to 1939. He joined the union in July 1944 and sailed in the steward department. Brother Bickford started collecting his pension in March 1966.

EDWARD BISS



Edward Biss, 70, died August 7. A native of Wallington, N.J., he served in the

Navy from 1943 to 1946. Brother Biss joined the Seafarers in September 1950 in the port of New York. The engine department member upgraded at the Lundeberg School in 1984. He retired in April 1985.

CLYDE CUMMINS

Clyde Cummins, 61, passed away July 15. Born in Barbados, he joined the SIU in May 1974 in the port of New York. Brother Cummins started in the engine department and upgraded at the Lundeberg School in 1975. He switched to the steward department and upgraded to assistant cook at the school in 1983. He was an active member at the time of his death.

RAFAEL DeARCE

Rafael DeArce, 77, died April 10. The Mayaguez, P.R. native joined the union in September 1961. Brother DeArce shipped in the steward department before he started receiving his pension in December 1977.

GLADSTONE DOLPHY

Gladstone Dolphy, 79, passed away in a San Francisco hospital May 19. He joined the Marine Cooks and Stewards, before its merger with the SIU, in 1951. Brother Dolphy retired in February 1976. He was buried May 25 in Olivet Cemetery in Colma, Calif. His wife, Ethel, survives him.

LEON FRANKLIN



Leon Franklin, 76, died July 10. He was a charter member of the SIU, hav-

ing joined in January 1939 in his native New Orleans. Brother Franklin sailed in the steward department. He began receiving his pension in June 1979.

LESTER HERBERT



Lester Herbert, 72, passed away March 14 at the Bay City (Mich.) Medical

Center following an extended illness. The Louisiana native joined the Marine Cooks and Stewards in 1945. He became a member of the SIU Atlantic, Gulf, Lakes and Inland Waters District in July 1978 when the unions merged. Brother Herbert started drawing his pension in 1979. He was buried in Forest Lawn Cemetery in Saginaw, Mich.

NOREL JORGENSEN



Norel Jorgensen, 68, died May 31. Born in Minneapolis, he joined the Seafarers

in January 1944 in the port of New Orleans. Brother Jorgensen was a member of the black gang. He retired in January 1984.

MARTIN LYNCH

Martin Lynch, 79, passed away July 19. He was born in Rockaway Beach, N.Y. and joined the SIU in September 1943 in the port of New York. Brother Lynch sailed in the galley gang before he began collecting his pension in September 1981.

JAMES McCHRISTAL

James McChrystal, 64, died June 17 at a Gresham, Ore. hospital. The native of Northern Ireland joined the Marine Cooks and Stewards in 1945. He retired in April 1974. Brother McChrystal was buried in Gethsemani Cemetery in Portland, Ore. He is survived by his wife, Helen.

THOMAS H. McQUAY



Thomas H. McQuay, 38, succumbed to cancer at his home in Lexington Park,

Md. August 4. He was born in Jacksonville, Fla. and graduated from the Lundeberg School in August 1970. Brother McQuay upgraded at Piney Point several times to reach the rating of recertified steward. He was an active member when he passed away. He is survived by his wife, Carolyn; daughter, Tquilla; mother Gladys; four sisters; two brothers and many nieces and nephews including Jacksonville Patrolman Anthony McQuay.

DAVID MANAFE



David Manafe, 67, died July 14. A native of Indonesia, he served in the Army

from 1946 to 1947. Brother Manafe joined the union in February 1965 in the port of New York. The engine department member helped the SIU organize fishermen during the mid '60s. He started collecting his pension in January 1984.

CLYDE MERCER

Clyde Mercer, 70, passed away May 3 in a Seattle hospital. The Idaho native joined the Marine Cooks and Stewards in 1946. Brother Mercer began receiving his pension in August 1967. He is survived by his wife, Eula, and brother, SIU Vice President for Government Services Roy "Buck" Mercer.

ANDRES MOLINA

Andres Molina, 82, died June 24. He joined the Seafarers in September 1944 in his native Puerto Rico. Brother Molina sailed in the steward department before he retired in March 1973.

JOSEPH MUNIN

Joseph Munin, 84, passed away July 20. Born in Latvia, he joined the SIU in January 1946 in the port of New York. Brother Munin shipped in the engine department. He began collecting his pension in November 1964.

GEORGE W. MURRILL



George W. Murrill, 85, died January 5. The Mississippi native joined the

union in November 1949 in the port of Mobile, Ala. Brother Murrill sailed in the galley gang before he retired in February 1977.

ALEXANDER POTORSKI



Alexander Potorski, 71, passed away July 23. He was born in Pennsylvania and

served in the Army from 1937 to 1940. Brother Potorski joined the Seafarers in August 1942 in the port of Baltimore. He upgraded his deck department rating at the Lundeberg School in 1976. He began drawing his pension in March 1983.

JAMES RANKIN

James Rankin, 63, died July 22. A native of Louisiana, he joined the SIU in April 1946 in the port of Philadelphia. He shipped in the engine department. Brother Rankin started collecting his pension in October 1989.

FRANK REDIKER

Frank Rediker, 42, passed away July 24. The New York native graduated from the Andrew Furuseth Training School in New York City in March 1967. Brother Rediker upgraded his deck department rating at the Lundeberg School in 1977. He was an active member at the time of his death.

ABE ROSEN



Abe Rosen, 70, died August 2. He served in the Army during 1944. Brother

Rosen joined the union in May 1957 in his native Baltimore. He sailed in the galley gang until he retired in June 1976.

SIDNEY SEGREE

Sidney Segree, 82, passed away July 15. A native of Jamaica, he served in the Army from 1942 to 1945. Brother Segree joined the Seafarers in March 1955 in the port of New York. He shipped in the steward department and began collecting his pension in October 1973.

MELANO S. SOSPINA



Melano S. Sospina, 81, died July 23. He was born in the Philippines and joined the

SIU in August 1952 in the port of New York. Brother Sospina sailed in the steward department. He retired in January 1980.

MARY STELLMAN

Mary Stellman, 76, passed away March 7 in her East Palo Alto, Calif. home. She joined the Marine Cooks and Stewards in 1958. Sister Stellman started receiving her pension in January 1977.

JAMES L. STOVER



James L. Stover, 81, died June 30 in a Manhattan hospital. The South Carolina na-

tive joined the Marine Cooks and Stewards in 1945. He began collecting his pension in July 1974. Brother Stover was buried July 5 in Fort Lincoln Cemetery in Bladensburg, Md.

ALPHONSE J. TREMER JR.

Alphonse J. Tremmer Jr., 67, passed away August 5. He joined the union in September 1942 in his native Mobile, Ala. Brother Tremmer sailed in the engine department. He retired in February 1978.

ARTHUR TURNER



Arthur Turner, 69, died July 27. Born in Santa Ana, Calif., he joined the

Seafarers in October 1955 in the port of Norfolk. Brother Turner previously had been a member of another SIUNA affiliate, the Marine Firemen, Oilers and Watertenders. The engine department veteran started receiving his pension in June 1985.

FRANCISCO VEGA



Francisco Vega, 67, passed away July 30. The Puerto Rico native joined the SIU in

November 1942. He upgraded to recertified steward at the Lundeberg School in 1980. Brother Vega was involved in many union projects in Puerto Rico and had been "a mainstay of support (to the union) here on the island," according to a retired union vice-president. He began collecting his pension in April 1989.

LESLIE WILSON

Leslie Wilson, 65, died August 8 at the University of Kentucky Chandler Medical Center. Born in Kentucky, he joined the union in October 1947 in the port of New York. Brother Wilson shipped in the steward department. He is survived by a brother, Pensioner Clifton Wilson.

FRANK WONG

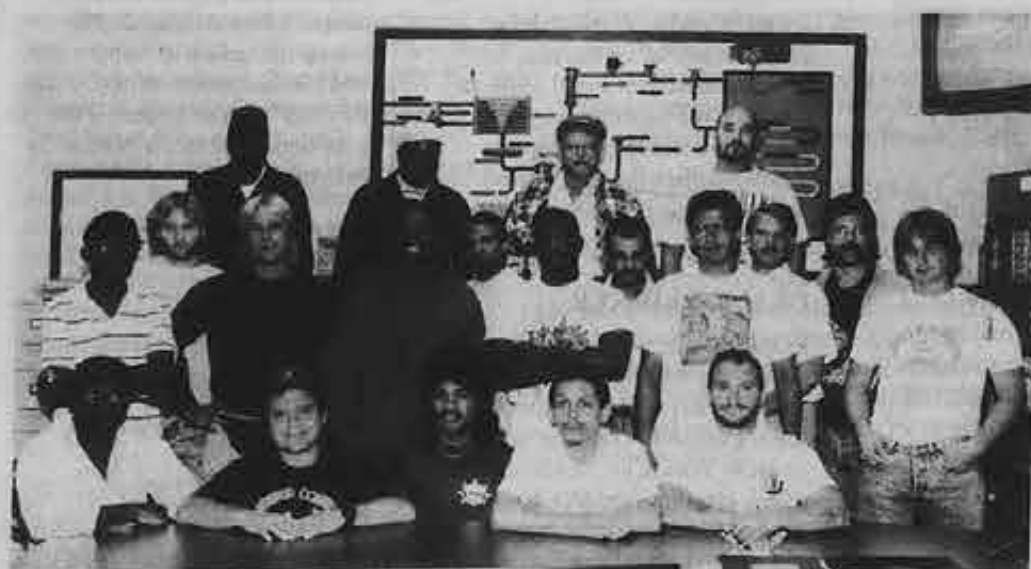
Frank Wong, 86, died May 29 in a San Francisco hospital. He was born in China and joined the Marine Cooks and Stewards in 1945. Brother Wong retired in August 1968. He was buried June 3 in Hoy Sun Memorial Cemetery in Colma, Calif.

Continued on page 26

Lundeberg School Graduates Seven Classes



Trainee Lifeboat Class 457—Graduating from the trainee lifeboat class 457 are, in the photo at left, (kneeling) Wendy Fearing, Vicki Barnhart, Allan Scott, Daniel Rhodes, Christenia Kilgore, Joe Johnson Jr., James Van Dyke, William L. George, David W. Smith, Johnny T. Johnson, (standing) George Tonge, Jim Tignon, Anthony Bonin, Ildefonso Ramirez, Brent Stark, David St. Onge, Anthony Burrell, Richard Ball, David Labure, Brian Cain, Chris Snow, Mark Reed, Mike Conway, Steve Mark, Mark Maduro and instructor Ben Cusic.



Firemen, Oilers, Watertenders—Moving up the ladder in the engine department are these FOWT graduates. From the left are (front row) Gary Bernard, Lonnie Harge, Curtis Aragon, Sam Anthony Negron, Kevin Wray, (second row) James Canty, Christopher J. Derra, Troy L. Fleming, Sam Walker, Rick Ramirez, Carmine Barbati, (third row) Devin Glossin, William Romez, Scott Mellinger, Theron Peterson, (back row) William Harris, Carl E. Dyson, Tony Yore and John Copeland.



Marine Electronics Technician—The seafarers pictured above learned about power supplies, receivers and transmitters, operating practices and regulations and troubleshooting of analog and digital equipment. From the left are (front row) Elisa Schein, Nelson Bailey, (back row) instructor Russ Levin, Jim McBride, Dan Beeman and William McDevitt.



Upgraders Lifeboat—These members learned about emergency drills, basic compass navigation and use of all lifeboat and life raft equipment. From the left, with instructor Ben Cusic, are Michael Hoeffler, Robert Dennis and Yahya Alhaj.



Tankermen—Participants in the Lundeberg School's tankerman class receive instruction in all aspects of loading, transferring and unloading various cargoes carried by tank barges. The following seafarers studied for their USCG tankerman endorsement: (kneeling, left to right) Victor Caraballo, Felix Barroso, Shane Buckalew, (standing) instructor Jim Shaffer, John Agosto, Stephen Thompson, Peter Ray and Albert Carpenter.



Able Bodied Seamen—Upgrading their deck department ratings to able bodied seamen are (front row, left to right) Jay Ellis, D. Adenic, Darrell Rivera, (second row) Todd Wilson, Eric Emory, Sue Corliss, Toby Jacobsen, Charles Rogers, Ricardo Ramos, Rebecca Pesgay, instructor Jake Karaczynski, (third row) Arlee Morgan, Bob Bell, Harry Massa, Michael Rectenwald, Nick Baker, Bryan Allen, Silverio Avila, (fourth row) Lyle E. Davis, Michael J. Dykema, Gary Lamb, Michael Riley, Bob Corbett, Allan Less, William Sempit, Sam Lampshire, (back row) Thomas E. Lockett, Jeffrey Fry, Greg Agren, Joseph Braun, Harry T. Rousseau and Reginald Nixon.

Cook & Baker—Blair Humes recently finished upgrading to cook and baker in the steward department. To graduate, he had to concentrate on dessert and breakfast preparations, sanitation and work organization.



New SPAD T-Shirts Are a Hit

The response for the new SIU/SPAD t-shirts has been "overwhelming," according to SIU Secretary-Treasurer Joseph DiGiorgio. "Every day we hear from more and more members and their families requesting the shirts."

Since the first of the year when the union-made garments became available, more than 1,300 requests have been received in the office of the secretary-treasurer. DiGiorgio assures those members who have been waiting that they will receive their shirts shortly. "We did not expect the demand to be so great, so we are having more made. Of course, there will be plenty for those who still have not ordered."

With the requests, the union has heard from many of its members, retirees and their families. "As a recent member, I would be proud to show I belong to the SIU," wrote Brother Stu Breindage.

Pensioner Joseph O. Synder of Altoona, Pa. said, "This will be a great thing for me to wear back here, for I am proud to have retired from a great union."

Another retiree, Brother John Fedesovich of Slidell, La. noted he had a great many memories after 44

years of sailing. "I'm active in local politics and I would like to show the shirt off," he wrote.

Brother Morris Danzey of Summa, Ala. quipped he needed two shirts because "if I only get one my wife will get it."

Pensioner Horace B. Gaskill of Morehead City, N.C. also asked for an extra shirt for his wife. "I want the folks in Morehead City to know what a fine union the SIU is—the best—and I am proud to have been a seafaring man."

Mrs. Charles Perkins of Mobile, Ala. asked, "May I please have a t-shirt in my husband's memory?"

From the Delta Queen, Watchman Jeff Lettmer wrote, "I am sure that I speak for the whole crew when I say that we really appreciate the union that we belong to and we hope you keep pulling for us."

The shirts feature a full color logo of the SIU on the front. "SPAD Is Porkchops, Contribute Today" is printed on the back with corresponding art work. The sizes for the shirts are small, medium, large and extra large. They are available by filling out the coupon located below and returning it to the office of the secretary-treasurer.



The young men enrolled in the Lundeborg School's entry rating program, class 459, are pictured in front of the bus that will take them to the union's training facility in Piney Point, Md.

Lundeborg School Helps Meet Increased Manning Demands

Continued from page 3

The union also took its training on the road, holding an upgrading course in Honolulu out of the union hall. Nineteen SIU members participated in the FOWT class.

New Recruits Are Enthusiastic

Lundeborg trainee class 459 was one of the first groups to start studying at the Piney Point facility after the Iraqi invasion of Kuwait. All of the students who spoke with a reporter from the Seafarers LOG said they were aware they could be heading to the Persian Gulf upon graduation and were ready to do what needs to be done.

"It has crossed my mind," said Mitch Clark, 23, of St. John, Kan. "And I'm willing to do my part."

David Collins, 20, of New Orleans is the third family member to join the SIU. His father, Donnie W. Collins I, is a chief steward while his brother, Donnie W. Collins II, works in the deck department. On being sent to the Persian Gulf, he said it would be "no big deal. I'll do my job."

Mike Harmanson, 18, of Port Arthur, Texas, also is following his father into the SIU. Floyd Harmanson sails in the galley gang.

The younger Harmanson stated if he were shipped to the Persian Gulf he "would follow orders and be glad to do my duties."

Harvey Ramos, 19, of Texas City, Texas is following in the footsteps of his family, the Zepe-das. He has uncles and cousins throughout the union. "I will follow orders and do my job," Ramos noted. "There's not much difference than being shipped elsewhere."

Philadelphian George Vlassakis, 21, served in an Army chemical company before heading for Piney Point. He said he is aware of what could happen in Iraq but it "doesn't bother" him. "I'd be a volunteer to go over there even if I wasn't shipping," he added.

The same sentiment was echoed by a former Marine, Richard Wilson, 22, entering the school. His brother, Larry Wilson, works in the deck department and convinced him to join the SIU after his hitch in the service.

Many of the new SIU men said the lure of the ocean and seeing the world was a big influence in their decisions to become part of the American merchant marine. "I am used to hard work," said Miguel Rullan, 24. "I want to travel around the world and get paid for it," the Bronx, N.Y. native added.

Paul Davenport, 24, of Mobile, Ala. said he "always wanted to go to sea." He was convinced by the fathers of some of his friends to attend the Lundeborg School. "My friends' fathers sail and they said it was a great career."

Jack Grant, 18, of Augusta, Maine said he wanted to travel. He heard about the school from friends. Tedd Obringer, 19, of Bainbridge Island, Wash. stated he wanted to see the world while he was young and make some money to go to college.

Information on the new AB and FOWT course schedule is available on page 27 of this edition of the Seafarers LOG. Any individual interested in the union's entry rating program should contact the school for an application.



Richard Wilson thinks about his future while sitting on top of his luggage.

SPAD T-Shirts



The SIU has created a new t-shirt design which is available to all our members on a first-come, first-served basis. The shirts feature the SIU logo in full color on the front and a "Politics is Porkchops" cartoon in blue on the back. They are American-made.

Please fill out the application below and mail it to:

Joseph DiGiorgio, Secretary-Treasurer
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Please send the new SIU t-shirt to:

NAME _____
ADDRESS _____
CITY, STATE, ZIP _____
SOCIAL SECURITY # _____ BOOK # _____
PHONE # _____ RATING _____
T-SHIRT SIZE (circle one) S M L XL

Final Departures

Continued from page 23

INLAND

JASPER AUCOIN



Jasper Aucoin, 66, passed away June 2. He served in both the Army and Air Force

from 1942 to 1949. Boatman Aucoin joined the union in May 1977 in the port of New Orleans. He worked as a yard foreman for Ratcliffe Materials before retiring in February 1989.

JULIUS BURDE



Julius Burde, 84, died August 4. He was born in Danzig, Germany. Boatman Burde

joined the Seafarers in June 1961 in the port of Philadelphia. He shipped in the deck department on Interstate Oil Transport vessels. He started collecting his pension in December 1971.

JOHN GRIBBLE



John Gribble, 66, passed away August 12 in Houston. The native of Farmington, Ala. served in the Navy

from 1941 to 1942. He joined the SIU in March 1947 in the port of Galveston, Texas as a deep sea member. Boatman Gribble transferred to the inland division in 1957. He worked his way up the deck department to become a captain for G&H Towing. He went ashore for G&H in 1979 and was promoted to vice president for marine personnel in 1989. Gribble also served as a trustee to the Seafarers Harry Lundeborg School of Seamanship. He was buried in Forest Park East Cemetery in Webster, Texas. He is survived by his wife, Susan; three daughters, Mary Lou Owens, Carol Sue Patterson and Sharon Ann

Gribble; a son, William; six stepchildren; 10 grandchildren; a sister and a brother.

WILLIE HOLDER



Willie Holder, 75, died August 12. Born in Dyersburg, Ky., he served in the

Army from 1945 to 1949. Boatman Holder joined the union in April 1967 in the port of St. Louis. He sailed in the deck department until he retired in September 1978.

STAFFORD L. McCORMICK



Stafford L. McCormick, 67, passed away August 6. After serving in the Navy

from 1942 to 1945, he joined the Seafarers in his native Galveston, Texas in February 1947. Boatman McCormick was involved in several union activities during his deck department career. He also sailed in the deep sea division before he started collecting his pension in August 1980.

EVERETT MURRAY

Everett Murray, 87, died August 5. He was born in Omer, Del. and joined the SIU in June 1961 in the port of Philadelphia. Boatman Murray sailed in the engine department. He began drawing his pension in March 1968.

SAMUEL R. ROWE

Samuel R. Rowe, 82, passed away August 13. The Virginia native joined the union in February 1961 in the port of Norfolk, Va. Boatman Rowe sailed as a cook before he retired in July 1974.

GREAT LAKES

HERMAN DORRANCE

Herman Dorrance, 66, died July 12. Born in Mackinaw City, Mich., he served in the Navy from 1942 to 1946. Brother Dorrance joined the Seafarers in September 1950 in the port of Milwaukee. He sailed in the deck department. He started collecting his pension in June 1987.

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 Accounts every year, which is to be submitted to the membership by the Secretary-Treasurer. A yearly finance committee of rank and file members, elected by the membership, makes examination each year of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

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

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

EDITORIAL POLICY—THE SEAFARERS LOG. The Seafarers LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for 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 or her of any constitutional right or obligation by any methods such as dealing with char-

ges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

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

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

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

Seafarers Welfare Plan Notice
COBRA: Continuation Health Coverage

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

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

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

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

Have Union
Mail Sent to
Your Home

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

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

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

Send to: SIU, 5201 Auth Way, Camp Springs, MD 20746

HOME ADDRESS		PLEASE PRINT		Date:
This will be my permanent address for all official Union mailings.				
This address should remain in the Union file unless otherwise changed by me personally.				
Your Full Name		Social Security No.		
Your Full Name (if name has changed)		() Area Code Phone No.		
Street		Apt. or Box #		
City		State		ZIP
Book Number		<input type="checkbox"/> Active SIU Member <input type="checkbox"/> SIU Pensioner <input type="checkbox"/> Other		
Please check one:				
<input type="checkbox"/> This is a change of address				
<input type="checkbox"/> This is a new request. I have never received the LOG at my home address				
<input type="checkbox"/> I am receiving more than one copy of the LOG				
5/80				(Signed) _____

Two SIU Members Receive Maritime's Highest Award for Roles in 1987 Beaver State Rescue

Surprise is the word both Bosun Jack Edwards and AB Robert Welles use to describe their reaction when they discovered they were to be awarded the Distinguished Service Medal by the Maritime Administration.

The SIU members received their medals, which are the highest awards MarAd can give to merchant mariners, at separate ceremonies in San Francisco last month.

While both men said they were proud to be recognized and remembered for their efforts, they quickly mentioned their shipmates were equally deserving. "It was a team effort," recalled Welles. "Everybody chipped in and everybody deserves to share in this medal."

Edwards and Welles led the efforts February 23, 1987 on the Beaver State to save the lives of two mates who had succumbed to fumes during tank cleaning operations. The vessel was on its way to Portland, Ore. to load grain, and tank cleaning had been going on for several days.

Edwards remembered the cleaning was almost finished when he monitored a distress call from the third mate that the chief mate had passed out in the tank. The bosun was on the deck and hollered to the crew that there was an emergency. Welles said he was working in another hold when he heard the emergency whistle blow.

The two grabbed emergency breathing gear and went down into the tank. Welles recalled the 100-foot deep tank as being dark and oily. "It was almost like scuba diving

with the sounds, the rolling of the ship and using a mask," he said.

The SIU members removed the officers within 30 minutes, "but it seemed more like three hours," Welles added.

Both officers were unconscious when they were brought out of the hold. The chief mate recovered from the accident but the third mate never regained consciousness and eventually died. "It was kind of like a nightmare," Welles said. "The third mate was my watch partner on the bridge. I got to know about his family and we had become friends."

The ship maintained radio contact with doctors on shore to try to help the two officers. All crewmembers mounted a watch on the injured men and performed CPR and first aid when needed. "We did the best we could do," said Welles. "I don't know what else we could have done."

Both SIU members said they have tried to forget what happened that day. "I don't like to brag or talk about it," said Edwards. But when word of the award arrived at Edwards' San Maries, Idaho home, the whole family got excited. "My wife told the local newspaper. They treated me like I was some kind of hero. I was interviewed by them. They wrote a half-page story on it and took my picture."

Welles noted the whole incident had been so "harrowing" that he had been trying to forget it. "I only had read about such rescues; I never had been involved in one." He said receiving the medal brought the incident "full circle."

Both men received a letter from



The Distinguished Service Medal

Bosun Jack Edwards, right, displays his commendation from MarAd.



It was a proud day for all those joining Jack Edwards at his awards ceremony in San Francisco. From the left are his niece, Sandra Schierman; his wife, Evelyn Edwards; his son, J.J. Edwards; the Western Regional Director of MarAd, Robert A. Bryan; Edwards; SIU West Coast Vice President George McCartney, and his great nephew, John Schierman.

Warren Leback, head of MarAd, with their medals. In the communication, Leback noted, "With disregard for your own personal safety, you performed in a truly heroic manner in saving the life of a fellow crewmember in a perilous rescue operation."

Edwards began sailing with the SIU in the port of Seattle in 1969. He had served as a volunteer firefighter for 12 years in Duvall, Wash. before moving to Idaho. He said he was able to use his firefighting experiences as well as his involvement in a similar rescue aboard the Golden Dolphin in 1980 to help the two mates.

Welles graduated from the Lundberg School in 1979. He also teaches in the San Francisco

metropolitan area. He noted he has the best of both worlds because he works in two professions that allow him the time to travel. "It's not easy to balance teaching and shipping, but so far I've been able to do it." Although he realizes the day may come that he has to give up one for the other, he said he is not there yet.

The Distinguished Service Medal is awarded to U.S. merchant seamen who distinguish themselves through outstanding service or conduct beyond the line of duty. It was created originally to honor mariners working between September 9, 1939 and July 25, 1947, but was revived by Congress in 1956 and has been awarded periodically since.

Help Locate This Missing Child

The National Center for Missing and Exploited Children is seeking the help of Seafarers in locating 6-year-old Amanda Robyn Otter.



Amanda Robyn Otter

The child, known by the name "Manda," was abducted by her non-custodial mother, April Curtis, and her step-father, Kenneth Brewster, February 26, 1988 from San Bernardino, Calif. She was then 4 years old.

Amanda stood 3 feet tall, had blonde hair and blue eyes and weighed 30 pounds when she was last seen.

Anyone with information about the young girl should contact the National center for Missing and Exploited Children at (800) 843-5678 or the San Bernardino County District Attorney's Office (Calif.) Missing Persons Unit at (714) 387-8520 or their local FBI office.



San Francisco Port Agent Nick Celona (left) and SIU West Coast Vice President George McCartney (right) present AB Robert Welles with his Distinguished Service Medal and MarAd commendation.