

HOLIDAY GREETINGS

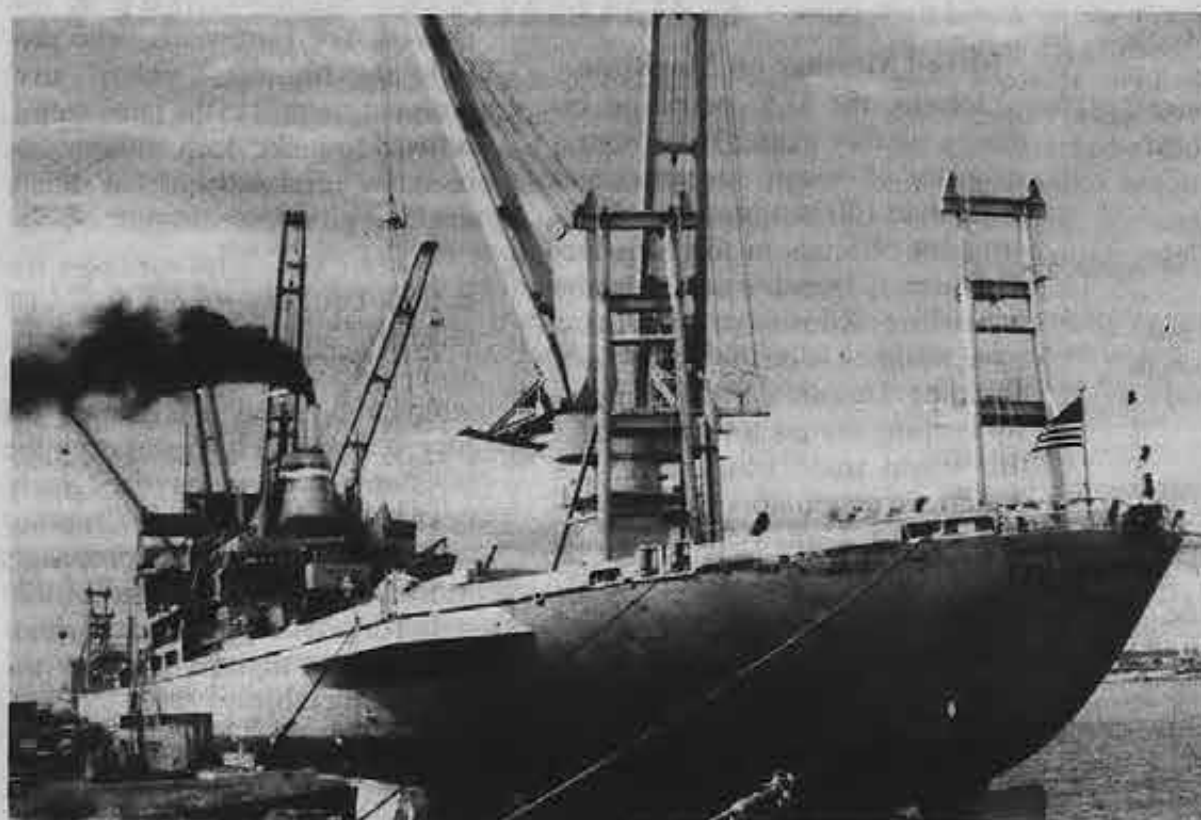
OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

SEAFARERS LOG

Volume 52, Number 12

December 1990

SIU Mans 13 More RRF Ship



Supply Line Continues

As the U.S. troop build-up increases in the Middle East, the government has broken out additional vessels to deliver supplies needed in Operation Desert Shield. Typical of the vessels engaged in this operation is the SIU crewed RRF ship, the Equality State, pictured above. Also ferrying equipment (photo right) and transporting American soldiers (bottom photo) are the government's eight fast sealift ships.



Vessels to Aid Build-Up Of Desert Shield Operat

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Special
Supplement

Lundeberg School Announces 1991 Courses

See Centerfold

President's Report

Runaway Registries and Fast Bucks

Anyone who thinks pushcarts are a dying method of doing business hasn't taken notice lately of the growing number of ship registries throughout the world.



Michael Sacco

It was the practice long ago in the shipping business for vessel operators to fly the flag of the nation in which they were based—unless they were pirates, in which case they flew the Jolly Roger. There were exceptions, of course, like the British shipowners who used the Norwegian or the French flag in the 1700s and 1800s.

It was in the 1920s and then again during and after World War II when the Panamanian, Liberian and Honduran registries, with their lower safety and vessel inspection standards, tax advantages and substandard crew wages, began to expand their "flags for sale" operations.

Easy Dollars

But in the past 15 or 20 years, a number of sharp businessmen saw an opportunity to make easy bucks by setting up their own pushcarts or havens in various parts of the world where runaway ship operators could register their vessels at a few cents less than the cost of doing so in Panama, Liberia and Honduras. There are perhaps 17 or 18 of these cut-rate flag salesmen around the globe. Typical examples are the South Pacific nations of Vanuatu and the Marshall Islands. Both of these registries were set up by enterprising Americans who count on turning a nice buck by offering modern pirates a flag to fly on their ships which relieves them of meeting the rigid standards of the legitimate maritime nations, and gives them the freedom to hire and exploit untrained, hungry Third World seamen.

Until an American businessman convinced the Vanuatu politicians that there was money to be made in operating ship registry offices, few people were aware of the country's existence.

Once jointly ruled by the British and the French, Vanuatu got its independence in 1980, when it became a republic. It consists of 80 islands in the South Pacific, 1,500 miles northeast of Sydney, Australia and 500 miles west of Fiji. It has a population of 125,000.

Runaway Havens

These registry pushcarts fight real hard to attract shipowners shopping for the cheapest deal.

All the operator is looking for is a flag to nail to the mast so that he can sail his ships with the least interference from civilized standards and conditions. And since the runaway-flag havens perform little or no function other than to take the fees and issue a registration certificate, and have no trained seamen to man the vessels, they can afford to offer cut-rate fees.

A recent bidding war among Vanuatu, the Marshall Islands, Panama and Liberia to win over a Dutch shipowner, who was looking for a place to register seven or eight ships, ended up with Panama coming out on top. A half dozen lawyers, brokers and other operators who worked the deal, shared the booty.

The emergence of these runaway-registry pushcarts are, in effect, a hustle. To me it's something like being in the business of issuing phony passports. They do not qualify as legitimate.

Our concern with this racket is that it allows and encourages the abuse and exploitation of seamen who do not enjoy the protection of collective organization that we do. If this is going to be a better world, this is one of the problem areas that is going to require attention. We intend to take a good, hard look at these pushcarts and the evil that they generate.



Holiday Greetings and Good Wishes

To all our union brothers and sisters and their families, I extend my sincere good wishes for a happy holiday season and a healthy and safe New Year.

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Marine Services Left on Agenda, But World Trade Talks Collapse

What was to be the final round of meetings in the current four-year round of global trade negotiations, which included discussions on transportation services, ended inconclusively earlier this month when no accord was reached in the area of government subsidies to farmers. Although the talks were scheduled to wrap up this month, there is speculation that another session could be convened early in the new year.

Because bringing waterborne transportation under the General Agreement on Trade and Tariffs (GATT) could jeopardize U.S. laws and programs designed to promote the American-flag merchant marine, the SIU and other U.S. shipping interests have been working throughout the year to keep maritime services out of the world trade talks.

Mixed Message on Maritime

Joining the U.S. maritime industry on this matter have been a majority of Senate members and more than 150 congressmen. Government officials in the U.S. Department of Transportation and the Maritime Administration also have weighed in on the side of U.S. shipping. Despite the wide support for keeping marine transport out of the world trade framework, the American negotiators from the office of the United States Trade Representative (USTR), the government position responsible for representing American interests at the global trade talks, have been waffling on the issue.

Before the talks disintegrated, bargainers from the USTR's office put a maritime services proposal on the table which would have subjected the American shipping industry to the "general obligations" section of the GATT services agreement. Had this recommendation been implemented, American cabotage laws would be watered down, the scope of cargo preference statutes would be limited and operating subsidies would be placed under severe restrictions.

Furthermore, the USTR proposal, ironically introduced as a "maritime exclusion" plan, would have limited future U.S. government-initiated programs designed to bolster the American-flag fleet and would have subjected U.S. shipping companies to GATT dispute resolution mechanisms, which are significantly less effective than existing U.S. trade laws

that provide strong measures to assist American carriers in their quests to gain access to foreign markets.

In a last minute change during the talks, U.S. trade negotiators switched tunes and reportedly insisted all transportation sectors—including marine transport—be considered separately from the GATT process.

Fate Hinged on Farm Support

While the maneuvering over maritime services and other kinds of industries—including telecommunications, financial services, patents, textiles—was going forward, the overall trade talks were stymied by a lack of agreement in the area of farm subsidies. The U.S. negotiators insisted that farm export subsidies be cut and access to agricultural markets be improved. The Europeans, who provide the highest level of government support to the farm sector, refused to make deep enough cuts in agricultural subsidies to satisfy the U.S. government.

No one knows for sure how the current Uruguay Round of GATT talks will end. (This set of negotiations is known for the nation in which the round was kicked off four years ago.) It appears that the talks might be reconvened early next year if the European Community can formulate new proposals in the area of farm subsidies that will bring U.S. and other agricultural-export nations back to the bargaining table.

Talks Could Continue

Even if the GATT talks continue, another factor to be considered in assessing the future of the talks is the March 1 deadline for submission of any agreement to Congress. If a trade pact is not presented to Congress before that date, the agreement will not hit the Senate and House floor under a so-called fast-track process, a term meaning a single up or down vote. Without fast-track consideration the agreement could easily get bogged down with a series of amendments.

The SIU's governmental and congressional affairs department and other U.S. shipping interests are keeping close tabs on the trade talks. Should the Uruguay Round get revived, the American maritime community will continue to strenuously work towards the exclusion of waterborne transport from any GATT agreement covering services.

Seafarers Take Note

Courses offered at the union's training facility, the Harry Lundeberg School of Seamanship, are described in the special supplement of this month's edition of the Seafarers LOG. See centerfold for further details.

Seafarers Break Out 13 More RRF Ships



Military cargo destined for the Persian Gulf is loaded on an SIU-crewed, U.S.-flag government ship.

1990 Is Busy Year For SIU Members

As 1990 comes to a close, hundreds of Seafarers were on dozens of commercial and military vessels ferrying materiel to American troops stationed in the Persian Gulf as part of Operation Desert Shield. Other Seafarers were at the union's training facility upgrading to key ratings and preparing for careers in the merchant marine.

The surge in shipping caused by the massive American deployment to the Mideast after Iraq's aggressive takeover of Kuwait in August came on the heels of what had been shaping up as a banner year for Seafarers, marked by many wins on many fronts — including at the bargaining table, in securing more work and in the halls of Congress.

With many SIU-contracted companies winning several government bids to operate and maintain military vessels, Seafarers in 1990 had a wide variety of employment opportunities even before Iraq's invasion of Kuwait and America's subsequent military build-up. Among the new military work captured by SIU-contracted operators were eight additional T-AGOS vessels, which joined the 10 ships in the same class already manned by Seafarers, and nine sealift tankers.

More Pay, New Holiday

Seafarers experienced the first of a series of 5 percent raises in pay on July 1, the starting date of the union's standard freightship and tanker agreements covering the upcoming three-year period. The across-the-board increase in pay, affecting wages, overtime, premium pay and off-watch rates — along with higher longshore and tank-cleaning rates, a cost-of-living adjustment in the second and third year of the contract, an additional holiday and increases in maintenance and cure and subsistence/lodging to the amount paid to officers — represented a reversal in the so-called give-back mentality that had dominated negotiations with the shipowners throughout the 1980s.

Furthermore, members of the SIU's Government Services Division won a major back pay beef when it was proved that the Military Sealift Command Pacific Division should not have suspended overtime payments due its unlicensed civilian mariners, who are represented by the SIU.

Increasing Earning Potential

The union's membership continued to take advantage of the Harry Lundeberg School of Seamanship, using the facility to upgrade ratings and broaden their repertoire of special shipboard skills. The Lundeberg School, for its part, expanded its curriculum to include an advanced fire fighting course recognized by the U.S. Coast Guard. To meet the needs of the shipping industry, the school instituted a more rigorous educational program for QMEDs.

The U.S. Coast Guard, after reviewing the Lundeberg School's shiphandling course taught on a simulator, determined that graduates of the course would qualify for 60 days of seetime.

Newly retiring Seafarers with 125 days of seetime after July 1 of this year, who met the eligibility requirements

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Vessels Join Tremendous Supply Line For Military's Operation Desert Shield

An additional break out of Seafarers will crew another 13 ships from the government's Ready Reserve Force (RRF) fleet which has been activated by the military to support the massive deployment of supplies and equipment to the Persian Gulf.

Upon notification of the new call-up, SIU President Michael Sacco called upon all Seafarers, elected officials and port personnel to do their part in meeting the manning needs of the sealift surge. For the duration of the break out, Sacco extended until 10:00 pm the hours of the union's man-power center and hiring halls, which have been operating in high gear since August when the stepped-up shipping demands began.

As part of the massive logistical effort supplying Operation Desert Shield, the most recently deployed RRF ships will carry heavy vehicles and other materiel for the soon-to-be 430,000 American military personnel assigned to duty in the Persian Gulf.

18 RRF Ships Join Sealift Surge

The orders to engage 18 more vessels from the government's 96-ship layup fleet were received by the Maritime Administration early this month from the Military Sealift Command (MSC), the branch of the armed forces that oversees marine transport operations. Of the 18 vessels, which join the 48 RRF ships that already have been broken out, 13 are being manned by Seafarers, including four assigned to the SIU's Pacific District unions — Sailors' Union of the Pacific (SUP) representing deck personnel, the Marine Firemen, Oilers and Watertenders (MFW) providing black gang members and the Atlantic, Gulf, Lakes and Inland Waters District for the steward department.

Among the 13 SIU-crewed vessels in this most recent break out are 12 break-bulk ships and one crane ship. The ships



A fully-loaded military vessel, crewed by SIU members, carries equipment to the Middle East.

are crewing out of Beaumont, Texas; Philadelphia; New Orleans; Melville, R.I.; Alameda, Calif.; Richmond, Calif.; San Pedro, Calif.; Tacoma, Wash. and Portland, Ore.

SIU members on the 13 RRF ships broken out this month join hundreds of their fellow Seafarers who currently are manning scores of vessels on the Persian Gulf run. Seafarers are traversing the oceans on commercial carriers, eight fast sealift ships, two aviation support vessels, one hospital ship and other RRF ships. As has been the case in all forward-deployed American military engagements, 95 percent of all materiel supplying Operation Desert Shield is going by ship.

MTD Asks Congress to Probe Report of AT&T Job Exports

The 42-member unions of the AFL-CIO's Maritime Trades Department (MTD) called on Congress to examine what is behind the American Telephone and Telegraph (AT&T) Company policy of abandoning the U.S. flag and transferring its new cable-laying vessels to foreign registry.

The MTD, whose affiliated unions represent a combined membership of 8.5 million workers, suggested the forsaking of the American flag and American seamen by the huge corporation may be but the "opening gun in a plan by AT&T to export jobs throughout the giant enterprise whenever work can be performed cheaper by foreigners."

In press reports in the New York Times (December 3) and Business Week (December 17), AT&T cited "economic" factors as the underlying reason for considering a foreign-flag, foreign-crewed ship operation. MTD President Michael Sacco noted that implicit in AT&T's scheme to use the

world's lowest paid workers "is the potential export of hundreds of thousands of jobs directly and from the ripple effect on the nation's economy and from the impact on scores of communities where AT&T facilities are located."

No Longer 'American'?

"Should AT&T be foolish enough to go forward with the scheme under consideration, they certainly would forfeit any claim to further use the word 'American' in the company name, as far as the people of this country are concerned," said Sacco, who also heads the Seafarers International Union (SIU).

Although AT&T, through its subsidiary Transoceanic Cable Ship Company, negotiated this past summer with the SIU over the manning scale for unlicensed seamen on its two new cable ships being built in Singapore, this fall rumors began to abound that the giant enterprise was con-

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Pre-Employment Drug Tests Resume; Random Screening Set for Coming Year

Pre-employment drug testing for Seafarers has resumed after the United States Coast Guard (USCG) refused to issue a third six-month waiver to the program. To ensure that all Seafarers are in compliance with the federal drug testing regulations, all SIU members must obtain a drug-free certificate before shipping.

Any mariner now carrying a pre-employment drug-free clearance dated June 21, 1990 or earlier must now be retested in order to comply with the recent order of the Coast Guard, the government agency charged with implementing and policing drug testing laws affecting civilian mariners.

The Coast Guard notice advised U.S.-flag shipping companies, including those with 50 or more employees and those with 11 to 50 workers, that as of December 21, 1990 all mariners joining a vessel must have a recently-issued drug-free certificate.

The only SIU members excluded from the subsequent pre-employment drug tests are those Seafarers who hold permanent jobs who are returning to the same vessel and same billet from which they signed off.

Random Testing to Start

The Coast Guard has indicated that it will issue procedures for random drug testing on U.S.-flag vessels sometime towards the end of this month. The agency's original random testing proposals, issued in late 1988, were shot down by the federal district court as a result of an SIU-initiated lawsuit seeking to

From the Federal Register

Jobs.

The Coast Guard, therefore, is revising § 16.205(a) to provide that employees who have successfully passed a pre-employment test between May 1, 1989 and June 21, 1990, may be deemed to have passed a pre-employment test on June 21, 1990 and therefore, until December 21, 1990, will not need to have further pre-employment testing when they change jobs. The Coast Guard also is revising § 16.205(b) to provide the same benefit to medium employers. These changes will minimize the need for additional pre-employment testing by large and medium employers relieving them of an unintended economic burden.

This rule relieves employers of the unintended economic and administrative burden of additional testing. The Coast Guard finds that notice and public comment are not necessary. Requiring notice and

comment is required by the requirements of the final rule published on November 21, 1988.

Environmental Assessment

The Coast Guard has considered the environmental impact of this amendment to the rules promulgated on November 21, 1988, and concluded that, under section 2.B.2.1. of Commandant Instruction M16475.1B, they are categorically excluded from further environmental documentation.

Federalism Implications

In accordance with Executive Order 12612, the Coast Guard has determined that this final rule does not have sufficient federalism implications to warrant preparation of a Federalism Assessment.

List of Subjects in 46 CFR Part 16

Seamen, Marine safety, Navigation (Water), Alcohol and alcoholic

Official government notice of a return to pre-employment drug testing appeared in the October 2, 1990 issue of the Federal Register.

protect the privacy rights of all Seafarers. Earlier this year, Judge Thomas Hogan ruled in favor of the SIU and said the Coast Guard's random testing plan was too "intrusive on the individual's privacy interests." The judge said the agency had failed to prove how all hands on a ship, especially those in the galley, were directly related to the safe navigation of a vessel.

Since the court's ruling that random testing as outlined in the early USCG regulations could not go forward as envisioned, the agency has been at work formulating a random testing procedure that would overcome the court's objections. It is this new formulation of random testing that is expected to be issued this month. After the new

random testing regulations are announced, the procedures will be implemented by U.S.-flag shipping companies 30 days from the date the process is announced. Consequently, Seafarers can expect random drug testing to begin in late January or early February.

Any crewmember whose specific duties include lifeboat and fire drill exercises and who is considered to hold a safety-sensitive position will be subject to the random testing procedures.

The SIU will make available to Seafarers details of the Coast Guard's new random testing plan as soon as the regulations are made public towards the end of this month.

Tom Gould Dies; Ex-SIU Official

Longtime SIU official Thomas Gould passed away November 11 in New Orleans.

Gould, 68, held books in both the deep sea and inland divisions. The Port Arthur, Texas native joined the SIU in December 1942 in the port of New Orleans. He also served the union as an organizer, patrolman and welfare officer in New Orleans and New York.

"He was one good worker for the union," remembered C. E. "Buck" Stephens, who worked with Gould on many organizing missions within the Tidelands region of southern Louisiana.

"We would visit guys in their homes because we found it better to talk to the members and their families," Stephens recalled. "The attitude among many workers in southern Louisiana in those days was fear of unions."

Tough Times

"We carried whatever we needed in our car because sometimes we couldn't get a room," Stephens, who served many years as port agent in New Orleans before he retired, said he still keeps a cooler filled with soft drinks in his vehicles because of his organizing days with Gould.

Angus "Red" Campbell, SIU vice president collective bargaining, said Gould "was well liked by the membership. He was very witty and funny. He was a good official."

Besides his work in Louisiana, Gould helped organize the Brotherhood of Marine Engineers (the forerunner of District 2-MEBA) and was one of the first officials assigned to the Seafarers Welfare Plan in New York.

Gulf Banker's Captain Praises Work of Ship's SIU Crew

The hard work, resolve and determination of the SIU crew aboard the SS Gulf Banker were praised by the vessel's captain in a recent letter to SIU President Michael Sacco.

Captain Robert Leri said the Gulf Banker, operated by All Marine Services Ltd., was broken out as part of Operation Desert Shield after the vessel had been in mothballs for seven years. The master noted that the entire crew "responded to the call and had the ship on sea trials within eight days." He also heralded the efforts of three specific members of the crew.

Leri praised Bosun Mauro de la Cerda not only for his work in the deck department, but also for helping out wherever he was needed. "Mr. Mauro de la Cerda signed on the vessel as boatswain and it soon became apparent that Mauro was much more than the usual boatswain. ... Aside from the deck duties required of the boatswain, Mauro could be found helping in the engine room to replace main circulating pump couplings. ... The coupling was essential to keep the



Captain Robert Leri of the Gulf Banker is flanked by Recertified Steward Norman Evans (left) and GSU Clarence Evans, both of Houston. Leri praised the work of the SIU crew aboard the RRF vessel.

ship moving..." the captain wrote.

"Chief Electrician Edwin Evans was more magician than electrician," Leri continued. He noted Evans had the electrical and refrigeration equipment operating as well if not better than before it went into layup. "Ed gave up his own personal time when the vessel was in the yard to assist the yard workers and lend his expertise,"

reported Captain Leri.

Leri wrote that Chief Steward Norman Evans and the rest of the galley gang kept the crew's "spirits high and stomachs full with a never ending succession of one exceptional meal after another." The captain said he never had to worry about the work of the steward department the whole time he was aboard the ship. "Suffice to say that

Norman and his department were the finest that I sailed with in 17 years as an officer."

The Gulf Banker is part of the Ready Reserve Force. The 26-year-old vessel was crewed in Orange, Texas shortly after the Iraqi invasion of Kuwait.



First Mate Charley Cox (left) and Bosun Mauro de la Cerda take a break from the action onboard the Gulf Banker.



LNG Gemini crewmembers (left to right) OS Joan Ellis, AB Frank Vogler, Wiper Darryl Slaughter, AB Richard Williams, OS Johnny Rodriguez and QMED Otis Sessions listen to details on the new contract.

SIU LNG Crewmembers OK New Shipping Pact

SIU members sailing aboard liquified natural gas (LNG) carriers operated by Energy Transportation Corporation (ETC) unanimously ratified a new three-year collective bargaining agreement that will run into 1993.

The agreement, which is retroactive to July 1, features:

- A 5 percent annual increase in wages, overtime, premium pay and off-watch rates which will result in higher vacation pay benefits and wage-related pensions. A cost-of-living adjustment will be implemented if inflation surpasses 5 percent in the second and third years of the agreement.

- An additional paid holiday, Martin Luther King's birthday, is added, bringing the number of paid holidays to 10.

- Maintenance and cure rates as well as subsistence and lodging will be in parity with what licensed officers receive.

- Health care benefits will be maintained at current levels by the Seafarers Welfare Plan even though medical costs are increasing and more companies are attempting to have employees pay more of the expenses.

The ratification votes, conducted on each vessel, were held over the course of the last month immediately after an initial pact had been hammered out between the union's contract department and representatives of ETC.

During the contract ratification

process, SIU representative Carl Peth, who is based out of headquarters and the Lundeberg School, held shipboard union meetings on each vessel.

Crew Should Bring LOGs

Peth reported that every ship's crew requested that those members coming from the States pack extra Seafarers LOGs and other pertinent union and plans' materials that could be needed onboard. "Those ships never come back to the United States," Peth noted. "Sometimes the mails hold up the LOGs for several months, so crewmembers would like those coming aboard to bring the latest issues and information."

Peth told the Seafarers LOG that one of the impressive sights on each vessel was the numerous plaques and commendations posted for each LNG ship's part in rescuing stranded boat people and mariners in the waters between Indonesia and Japan.

The eight ETC vessels carry liquified gas from Indonesia to Japan in the only foreign-to-foreign trade shipping operation under the U.S. flag. Agreement between ETC and the SIU was reached after several months of negotiation. The union's bargaining strategy was based on the recommendations made by SIU members during the last three years in shipboard meetings and suggestions provided to the contracts department.



Taking part in the shipboard meeting aboard the LNG Aquarius are (left to right) SA Ricky Hobson, Steward/Baker Alex Reyer, AB John O'Connell, Bosun Bob Callahan and Chief Cook Zein Achmad.



Listening to the discussion on the ETC agreement are LNG Taurus crewmembers (left to right) Bosun Charles Boyle, Steward/Baker Doyle Cornelius and QMED Tyler Womack.



Preparing to vote on the new pact are LNG Gemini crewmembers (left to right) QMED Marcos Hall, SA Robert Maschmeier and Chief Cook Henry Daniels.



From the left, AB John Ray, Bosun Robert Schwarz, SA Mark Holley and Steward/Baker Robert Adams review the new ETC agreement.



Among those listening aboard the LNG Capricorn to details of the new agreement are ABs Kenji Hoffman, Anthony Heinholt and Abdul Ibrahim, QMED Bruce Smith and Wiper Reginald Hunter.



Members of the LNG Libra gather to hear the details of the new ETC agreement.

SIU-Crewed Sea-Land Consumer Rescues Four Cuban Refugees

The SIU-crewed Sea-Land Consumer rescued four Cuban lifeguards who had escaped from their island nation to seek political asylum. The quartet was sighted by lookouts aboard the Sea-Land vessel 55 miles south of Florida.

According to reports, the four men had set sail in two rubber dinghys October 13 with five days worth of food. Shortly after setting sail from the northern resort town of Varadero, one of the rafts punctured. The four then rode the waves in the surviving 11-foot raft. They were discovered five days later when the lifeguards fired flare guns in the night sky after spotting the Consumer.

Sea-Land Consumer's Crew

SIU crewmembers aboard the Consumer when the rescue took place included Bosun W. Mortier; ABs A.R. Camacho, W. Kratsas, J. A. Peacock, B. R. Churchill, O. Gonzalez and N. Bonafont; QMED Electrician W. L. Lindsey; OMUs J. E. Ramos, R. Quinonez and J. E. Villot; UDE L. A. Malave; Steward/Baker E. M. Vazquez; Chief Cook G. Serrano; and Stew-

ard Assistants A. Garayua and R. P. Fox.

The Cubans were turned over to U.S. Immigration and Naturalization (INS) authorities when the vessel arrived in San Juan, its next scheduled stop. After being questioned, the INS turned the four over to two Cuban exile groups who will sponsor them in their request for political asylum.

Conditions Worsen

The four told reporters in San Juan that economic conditions are worsening in Cuba as trade with the Soviet Union decreases. Representatives from the exile groups said they expect a new wave of immigrants because of Cuba's increasing isolationism.

The quartet also told reporters they survived a storm and sharks circling the raft. None of them admitted they feared dying at sea. One of the group said no planning took place before they left on their daring venture. They got into the rafts and left without a word because they feared being discovered by government-sponsored neighborhood defense committees.

1990 Marked by Gains for Seafarers

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of the Seafarers Pension Plan, qualified for increased pension pay. The new pension rates, begun this year, increased the base pay of the regular normal pension and early normal pension from \$450 to \$600 a month. In addition, those retired Seafarers already on the pension rolls, received an extra cash payment of \$400 in December of 1990.

On the legislative front, the maritime industry beat back attempts by giant commodity dealers to wipe out the requirement that 75 percent of government-generated food aid cargoes be carried on American bottoms. The 10-month battle brought dozens of Seafarers to Capitol Hill to personally advise their elected officials of the importance of cargo preference statutes to the U.S.-flag shipping industry.

Cargo Preference Intact

During the fight, the Seafarers LOG exposed to Congress the fact that the North American Export Grain Association — the leading proponent of allowing American cargoes to be transported on foreign-flag ships — was nothing more than a front group for giant grain merchants, many of which had close connections to vast fleets of foreign bulkers.

The Congress, propelled by public outcry over the oil spill caused by the grounding of the Exxon Valdez on an Alaska reef the year before, passed a comprehensive legislative package aimed at reducing the risk of such accidents in U.S. waters. The bill mandates double hulls on all tankers over 5,000 gross tons operating within America's jurisdiction by the year 2015.

The hours tanker crewmembers can work also was affected by the legislation. Under the bill, a seaman cannot work more than 15 hours in a 24-hour period or more than 36 hours in any 72-hour period, except in an emergency or drill.

Throughout the year, the union worked to convince the administration that waterborne transportation services had no place on the agenda of the world trade talks, known as the General Agreement on Tariffs and Trade (GATT). A majority of U.S. senators and more than 150 congressmen signed on to resolutions urging the United States trade representative to leave maritime out of any new services agreement. If maritime were to be included in any world treaty, U.S. shipping interests believe the linchpins holding the American industry together would be eliminated. On the chopping block



SIU hiring halls were busy around the country in 1990. Pictured above are (left to right) Bosun William Reeves, AB Clarence Lofton and AB Steven Fulford at the Mobile hall's 1300 job call.

would be the Jones Act, cargo preference and many bilateral agreements.

With Our Brothers and Sisters

In 1990, Seafarers around the country donned their white caps and assisted many brother and sister unionists with their beefs against anti-union employers. SIU members walked picket lines with Machinists still on strike against Eastern Airlines, bus drivers fighting Greyhound's attempt to go non-union and workers from the New York Daily News, out on the street after putting up with months of management-initiated harassment tactics.

The union continued to strengthen its internal apparatus, emphasizing membership services. Towards this end, in the final months of the year, the union held regional meetings for its elected officials to review the union's various membership services programs.

The composition of the union's executive board changed this fall after Joseph DiGiorgio, the SIU's secretary-treasurer for the past 18 years, announced his retirement. John Fay, formerly vice president lakes and inland waters, assumed the duties of the secretary-treasurer and Byron Kelley moved into Fay's previous post. Dean Corgey was named vice president gulf region. Prior to their appointments as vice presidents, both Kelley and Corgey had been assistant vice presidents for their respective regions.

MTD Asks Hill To Probe AT&T

Continued from page 3

sidering a foreign-flag set-up for the Global Link, due for completion late this year, and the Global Sentinel, scheduled for delivery in mid-1991.

Concern over AT&T's job export strategies on the part of responsible elected officials and other Americans has resulted in a number of communications to Robert E. Allen, the chairman of the board and chief executive officer of the telecommunications empire.

Congressman 'Dismayed'

Earlier this month, Congressman Bill Richardson (D-N.M.) notified Allen in a letter, "...I was dismayed to learn from reports appearing in Business Week magazine (December 17, 1990 edition) that American Telephone and Telegraph Company is considering disposing the American flag on its new cable-laying vessels and replacing it with a foreign operation, including manning the ships with foreigners instead of American seamen."

Richardson asked that AT&T not desert the American flag and American workers. "In my humble view, a great deal is at stake in such a decision. A vast number of the shipboard jobs belong to highly skilled American personnel. Insofar as the vessels themselves are concerned, national security implications and national prestige are involved," he said.

"Additionally, other reports that have reached my office indicate that AT&T's plan to operate its new cable ships with foreigners under foreign registry is but the beginning of a massive campaign to export American jobs," the New Mexico congressman said.

National Security Endangered

The two senators from the state of Maryland, Paul S. Sarbanes (D) and Barbara A. Mikulski (D), both of whom share a special interest on the issue because — until the issue of a foreign registry hit the streets — it has been expected that the Global Link's home port would be Baltimore, also communicated their concern to AT&T.

In late October, when the very first word of AT&T's foreign registry plans surfaced, Congresswoman Helen Delich Bentley (R-Md.) immediately communicated with AT&T's chairman of the board and chief executive officer. "As a proponent of the U.S. merchant marine, I find such rumors most disturbing," Bentley said. "Such a move, should the reports be factual, would have serious consequences for the industry..."

Communications Unanswered

Each communication to Allen, beginning with Congresswoman Bentley's request that the company provide her with details on the AT&T plans for operating the new vessel and subsequent letters from other elected officials, has remained unanswered. Apparently the company has decided not to respond to any of communications on this matter. This behavior on the part of AT&T is considered all the more strange because in a number of public forums officials of Transoceanic Cable insist the company is only looking and studying the foreign-flag option but no final decision has been made.

The MTD has asked Congress as a whole, because of the institution's deep concern with "the declining strength of America's industrial and technological capability, and individual members of Congress, because each legislator may have an interest in the possible effect of the AT&T plan on his or her constituency, to examine in detail all aspects of the contemplated job-export proposal."

LNG Aries Crew Scores High on Holiday Treats

The extra efforts of the LNG Aries steward department to make Thanksgiving's meal a very special one did not go unnoticed by fellow crewmembers. AB Joe Morrison, who contacted the LOG about the ship's holiday fare, said the Thanksgiving food was "the best I have had in the 36 years I've been sailing, either on land or at sea."



John L. Gibbons

Brother Morrison reported that the LNG Aries galley crew—comprised of Steward/Baker John L. Gibbons, Chief Cook Udjang Nurdjaja, and Steward Assistants Angel Granado, Elizabeth Leech and Anthony St. Clair—put on a perfect meal. "Not only did everything taste good, but there was a huge variety of everything and it was all so well decorated. It was just excellent," said Morrison.



Udjang Nurdjaja But it is not just the holiday fare which makes the current LNG Aries steward department so outstanding, says Morrison. "The food every day on this ship is like a holiday . . . It really makes a difference when you get on a ship and every meal is so delicious—the fish is always fresh, there is always a decorated salad bar and in general a good, clean galley."

Morrison noted that the SIU has many top-notch stewards. "In my book, John Gibbons would be in the top echelon of our great stewards," he noted. "Gibbons also has one terrific crew to work with—they are all professionals and very good at what they do," Morrison added.

"Every trip is a good one when you have a super steward department. I think if the food is good, then you have a good working ship," the AB concluded.

LNG ARIES

Thanksgiving Day Menu

Chilled Fresh Shrimp Cocktail
Salad Bar Hors d'oeuvres

Chicken Consomme
Crab & Shrimp Bisque

Broiled Fresh Lobster Tail
Roasted Tom Turkey & Giblet Gravy
Oven Roast Prime Rib of Beef
Baked Smoked Virginia Ham
Fresh and Frozen Vegetables

Hot Dinner Rolls

Mince Pie, Apple Pie,
Pumpkin Pie, Fruit Cake,
Cheese Cake, Butter Pound Cake

Coffee, Tea, Cocoa,

Chilled Fresh Fruit,
Assorted Candy, Mixed Nuts



Above, deck department member Tony Evanovich and his wife, Mary, relax during the festivities. At right, retired MCS member Sam N. "Smitty" Smith sets up the dessert table.



Roland Francisco prepares another plate of food while S.I. Yew takes a completed dish to a waiting member.



Above, the family of Chief Cook Adel Abraham (right) enjoys the delicious food served in the port of San Francisco.



Even the staff of St. Mary's Clinic, which provides health care for SIU members, enjoys the holiday meal. Staff member Susanna Israel is standing while seated are (left to right) Alicia White, Sandy Springman, SIU Welfare Representative Vince Coss and Beulah Crouse.



At the Thanksgiving feast, SUP Patrolman Andy Anderson (left) talks with MFOW member Curly Savant (seated) and Recertified Steward Bill Wroton.



Ron Lempiere (left), Matson port steward and Bill Mines, American President Lines labor relations officer, talk with members in the SIU hall.



Above, among the officials at the Thanksgiving dinner are (left to right) Sal Tarantino, retired Pacific Far East Lines labor relations official; Roger Boschetti, retired MCS official; Gunnar Lundberg, SUP president; Nick Celona, San Francisco port agent; George McCartney, SIU West Coast vice president; H. "Whitey" Disley, MFOW president; and Bill Fiore, United Food and Commercial Workers Local 1100 president.



Members wait eagerly in line to fill their plates with the Thanksgiving dinner.

San Francisco Port Hosts Thanksgiving Feast

Thanksgiving was a special time for the members, families and friends of the SIU in the port of San Francisco.

Volunteer stewards served more than 200 people turkey with all the trimmings in the hall the day before the November holiday. "It was really a beautiful event," said San Francisco Port Agent Nick Celona. "A lot of the members brought their families and we had a real holiday atmosphere here."

Chief Cook Roland Francisco headed the galley gang that prepared six turkeys, sweet and mashed potatoes, stuffing, gravy and dessert. Francisco, a 33-year member of the SIU, was assisted by active members S. I. Yew and Greg Stone as well as pensioners Ed Kasa and Charlie Caloto. Retiree Sam N. "Smitty" Smith used his 28 years of experience sailing aboard cruise ships as a recertified chief steward and maitre d' to supervise the decoration of the hall. "They did a fantastic job," Celona noted.

The port agent said union members and their families were joined by officials from the SIU and other area maritime unions as well as company representatives. He thanked Harold Strauss, Sea-Land port steward; Bill Mines, American President Lines labor relations officer; and Ron Lempiere, Matson port steward, for their donations to the meal.

The festivities wrapped up with a surprise birthday cake for Francisco, who had turned 63 the day before.



Recertified Bosun Joseph San Fillipo takes a loaded plate from the serving window.

Sam Laud Plies the Lakes As Winter Sets In

During most sailing seasons on the Great Lakes, the Sam Laud would be one of the last vessels still plying the waters. However, this is not a typical season for the SIU-crewed vessel. The Laud will be sailing into Sturgeon Bay, Wis. late this month to get ready for its extensive five-year Coast Guard inspection. "She needs to have some yard work done," reported Algonac Port Agent Jack Allen, "so she will be tying up early."

Algonac Patrolman Andy Goulet, a former bosun aboard the Laud, verified the American Steamship Company vessel generally is one of the last to head for safe harbor in the winter. "It's able to go out and get those last little loads that need to be delivered here and there before tying up."

The crewmembers are well aware they usually have one of the longer seasons on the Great Lakes. "When they come aboard in March, they know we will be sailing nine to 10 months," said Bosun **Robert Charters** of Frankfort, Mich. "They are a good and hard-working crew."

Tramp Runs All Over Lakes

The Sam Laud, a 635-foot self-unloader operated by American Steamship Company, is known as a "tramp" on the Lakes, according to Goulet. Unlike most vessels, it does not have a dedicated run so it travels around from job to job. At times it loads coal in Toledo, Ohio and carries it to Green Bay, Wis. or Manistee, Mich. Other times it is used to load stone in Alpena or Rogers City, Mich. for various ports along the lower Lakes. It also can be used in the twisting Cuyahoga River through Cleveland because of its maneuverability.

The Laud will not be alone in heading for harbor at the end of December. Two other ASC vessels, the St. Clair and the Walter J. McCarthy, also will be tying up. Their winter homes will be in the Duluth, Minn./Superior, Wis. harbor.

Already some of the smaller vessels operating on the rivers and canals have ceased operations for the winter, Allen reported. The Sault Ste. Marie locks are scheduled to close January 15, marking the official end of the Lakes shipping season. As the winter has been fairly mild in the upper Mid West, many SIU-crewed vessels originally scheduled to tie up early will continue to sail into January.



Conveyorman Pete McCabe studies the control board on the Laud's deck.



Second Cook Roy Calo slices open a bag of meat as he prepares to make dinner.



Porter Joe Schefke waits for a load of dishes to come out of the washer.



It's thumbs up for Deckhand John Spezia as he races up the steps to go back to work.



Deckhand Mark Brockman (left) and AB Raul Barrera await orders on the deck of the Sam Laud.



Sometimes there is not a convenient place to work on the boiler as Wiper Mohamed M. Obaidi discovers.



QMED John Cull has his arms filled with power lines in the engine room.



Keeping an eye on the oil level in the Laud's engine is the job of QMED Dave Cameron.

The Seafarers Pension Plan announces the retirement of 27 members this month. Of these, 16 sailed in the deep sea division, eight shipped in the inland division and three came from the Great Lakes.

Brother Edward Ruley has the distinction of being with the Seafarers for the longest period of time. He signed on with the union in July 1943 in the port of Norfolk, Va.

Brother Simon Kendall is the oldest of the new pensioners. The galley gang member turned 70 earlier this year.

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

DEEP SEA



OTIS C. BAILEY JR., 65, joined the Seafarers in October 1945 in the port of Norfolk, Va. The Virginia native sailed in the engine department. Brother Bailey calls North Fort Meyers, Fla. home.

HOWARD G. BRADSHAW

59, joined the SIU in October 1955 in the port of Norfolk, Va. Born in Newport News, Va., he served in the Air Force from 1948 to 1951. Brother Bradshaw shipped in the black gang. Toward the end of his career he sailed out of the port of Jacksonville, Fla. where he has retired.



MARCUS L. DENNIS, 65, joined the union in April 1969 in the port of San Francisco. A member of the engine department, he upgraded to QMED at the Lundeberg School in 1973 and 1978. Brother Dennis has retired to his native Jacksonville, Fla.

JOHN T. KELLY

67, joined the Seafarers in August 1970 in his native New York. He served in the Army from 1940 to 1945. Brother Kelly upgraded his deck department rating at the Lundeberg School in 1971 and 1974. He lives in Brentwood, N.Y.



SIMON C. KENDALL, 70, joined the SIU in October 1966 in the port of New York. Brother Kendall shipped in the steward department. He has retired to his native French Lick, Ind.

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.

JOSEPH KLONDYKE, 63, joined the union in October 1957 in the port of New Orleans. A native of Detroit, he served in the Army from 1946 to 1947.

Brother Klondyke started his career in the galley gang but switched to the deck department. Some of his earliest jobs were aboard Mississippi Steamship Company vessels. He resides in West Columbia, S.C.

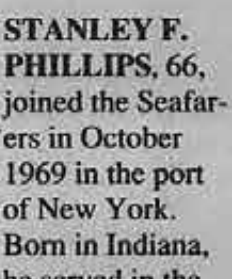


JOHN KUCHARSKI, 66, joined the Seafarers in October 1960 in the port of New Orleans. Born in Baltimore, he served in the Navy from 1940 to 1945. Brother Kucharski shipped in the deck department. He has retired to New Orleans.

CHARLES S. LUCAS, 65, joined the SIU in July 1959 in the port of Mobile, Ala. He was born in Mississippi and sailed in the engine department. Brother Lucas calls Perkinston, Miss. home.



HERBERT A. MILLARD, 64, joined the union in December 1965 in the port of New Orleans. The native of Columbus, Ohio served in the Navy from 1944 to 1946. Brother Millard shipped in the engine department before retiring to San Francisco.



STANLEY F. PHILLIPS, 66, joined the Seafarers in October 1969 in the port of New York. Born in Indiana, he served in the Navy from 1942 to 1945 and 1950 to 1951. One of Brother Phillips' first ships was the SS Amerigo. He sailed in the engine department. Pensioner Phillips lives in Jasonville, Ind.



ALBERT J. ROBILLARD SR., 66, rejoined the SIU in September 1980 in his native New Orleans. After serving in the

Navy from 1942 to 1945, he sailed with the union from 1947 to 1952. Brother Robillard shipped in the deck department before he retired to Slidell, La.

EDWARD C. RULEY, 67, joined the union in July 1943 in the port of Norfolk, Va. He sailed in the deck department and upgraded to recertified bosun in 1974 at the Lundeberg School. Brother Ruley resides in his native Baltimore.



JOHN T. SKUBA, 65, joined the Seafarers in January 1962 in the port of San Francisco. The Pennsylvania native sailed in the black gang. Brother Skuba calls Drifton, Pa. home.

RAYMOND C. STEELE, 61, joined the SIU in November 1949 in the port of New York. Born in Florida, he sailed in the deck department. Brother Steele shipped from the port of Jacksonville, Fla. before he retired to Milton, Fla.



HOWARD WEBBER, 63, joined the union in August 1946 in the port of New York. He was born in East Liverpool, Ohio and sailed in the deck department. Brother Webber upgraded to recertified bosun at the Lundeberg School in 1980. He lives in Brooklyn, N.Y.



THOMAS R. WRIGHT, 61, joined the Seafarers in April 1972 in the port of Jacksonville, Fla. A native of Georgia, he served in the Marines from 1948 to 1952. Brother Wright started sailing with the union in 1961 and upgraded to QMED in 1975 at the Lundeberg School. He worked with the Sea-Land shore gang at Port Everglades, Fla. before he took up retirement and began living in Jacksonville.

INLAND

JAMES A. BENOIT, 63, joined the SIU in March 1962 in the port of Houston. He was born in Lowry, La.



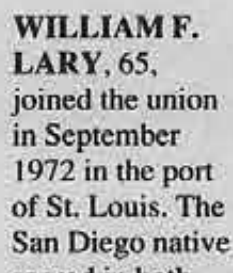
and served in the Army from 1945 to 1946. Boatman Benoit sailed as a tugboat captain and upgraded at the Lundeberg School in 1976. He calls Jennings, La. home.

HORACE M. BUZBEE, 62, joined the union in February 1980 in the port of New Orleans. The Alabama native shipped in the deck department. Boatman Buzbee resides in Spanish Fort, Ala.

JOHN G. IFFLAND, 62, joined the Seafarers in September 1971 in the port of Philadelphia. He was born in Brooklyn, N.Y. and served in the Air Force from 1948 to 1952. Boatman Iffland sailed as a tankerman on Interstate Oil Transport equipment. He lives in Wilmington, Del.



W. J. KRISTIENSEN, 69, joined the SIU in October 1980 in the port of Norfolk, Va. A native of Norway, he sailed as a cook. Boatman Kristiansen has retired to Chesapeake, Va.

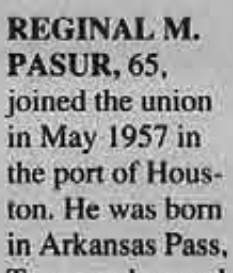


WILLIAM F. LARY, 65, joined the union in September 1972 in the port of St. Louis. The San Diego native served in both the Army and Navy from 1942 to 1962. He sailed as a cook. Boatman Lary calls St. Louis home.



BERNARD MILLINGTON, 67, joined the Seafarers in October 1975 in the port of Philadelphia. Born in Sanford, Maine, he served in the Navy from 1942 to 1963. Boatman Millington sailed as a cook on Interstate Oil Transport vessels. He resides in Lutz, Fla.

GEORGE C. PARKS, 66, joined the SIU in July 1977 in the port of Norfolk, Va. A native of Deep Creek Neck, Va., he served in the Army from 1942 to 1947. Boatman Parks sailed as a tugboat captain before he retired to Portsmouth, Va.



REGINAL M. PASUR, 65, joined the union in May 1957 in the port of Houston. He was born in Arkansas Pass, Texas and served in the Navy from 1944 to 1946. Boatman Pasur sailed in the deck department on G&H Towing tugboats. He lives in Freeport, Texas.

GREAT LAKES

RICHARD D. GLOWACKI, 65, joined the SIU in April 1969 in the port of Detroit. Born in Buffalo, N.Y., he served in the Navy from 1943 to 1946. Brother Glowacki sailed in the engine department before he retired to Cheektowaga, N.Y.

Dispatchers' Report for Deep Sea

NOVEMBER 1-30, 1990

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
New York	30	10	17	30	5	13	1	57	10	12
Philadelphia	2	4	3	2	3	1	0	2	3	3
Baltimore	7	2	2	8	5	1	1	8	1	2
Norfolk	13	11	7	18	8	6	4	13	11	2
Mobile	11	5	12	10	5	10	1	13	5	9
New Orleans	22	14	10	21	7	5	2	49	15	15
Jacksonville	29	8	13	22	8	9	4	35	5	15
San Francisco	29	10	10	28	7	7	5	49	20	17
Wilmington	15	8	11	13	7	13	6	26	7	7
Seattle	28	15	17	22	12	13	7	43	10	9
Puerto Rico	6	3	1	10	1	0	0	7	3	1
Honolulu	7	5	4	6	7	6	3	8	8	2
Houston	39	14	21	25	10	9	3	56	14	26
St. Louis	2	3	0	1	3	0	0	2	0	0
Piney Point	2	12	4	2	10	3	0	1	7	1
Totals	242	124	132	218	98	96	37	369	119	121
Port	ENGINE DEPARTMENT									
New York	24	6	2	17	8	2	7	27	3	2
Philadelphia	0	5	2	1	4	2	1	2	3	0
Baltimore	5	3	2	1	4	2	1	8	1	2
Norfolk	11	7	3	8	8	2	0	9	0	2
Mobile	8	8	5	7	9	4	1	11	6	4
New Orleans	17	2	9	13	2	3	0	31	5	10
Jacksonville	9	7	5	12	6	3	2	12	3	3
San Francisco	16	12	12	15	12	9	4	23	13	10
Wilmington	8	3	10	4	2	10	4	12	3	6
Seattle	14	6	4	13	8	4	6	20	6	2
Puerto Rico	5	3	0	1	1	0	1	8	3	0
Honolulu	2	3	9	2	2	8	2	2	5	9
Houston	15	13	18	9	12	10	1	24	5	12
St. Louis	0	1	0	0	0	0	0	1	1	0
Piney Point	2	10	6	2	10	5	1	2	5	3
Totals	136	89	87	105	88	64	31	192	62	65
Port	STEWARD DEPARTMENT									
New York	14	4	2	14	2	6	5	19	5	1
Philadelphia	1	2	1	2	1	1	0	1	2	1
Baltimore	4	2	0	6	2	0	0	2	1	0
Norfolk	7	2	1	9	1	1	2	4	2	1
Mobile	5	3	0	10	3	1	1	6	5	2
New Orleans	6	4	1	3	4	0	1	25	6	2
Jacksonville	10	2	0	7	2	2	0	12	3	1
San Francisco	40	5	4	24	4	2	5	77	8	6
Wilmington	6	7	2	14	2	1	4	12	5	2
Seattle	25	3	1	20	2	0	2	31	7	2
Puerto Rico	2	0	0	3	0	0	1	5	0	1
Honolulu	5	21	17	5	14	13	101	8	31	29
Houston	15	0	2	12	1	2	4	18	0	3
St. Louis	2	1	0	1	1	0	0	2	0	0
Piney Point	6	5	7	4	4	2	4	4	6	5
Totals	148	61	38	134	43	31	130	226	81	56
Port	ENTRY DEPARTMENT									
New York	11	19	16	11	14	15	0	22	29	23
Philadelphia	1	4	2	0	3	0	0	1	8	5
Baltimore	4	5	2	1	2	2	0	4	6	2
Norfolk	3	15	9	3	11	5	0	6	9	4
Mobile	7	29	8	0	10	6	0	7	30	17
New Orleans	8	15	25	7	8	15	0	13	28	40
Jacksonville	0	12	13	2	6	10	0	1	16	18
San Francisco	9	11	33	7	7	5	0	28	26	63
Wilmington	3	2	11	3	5	5	0	10	7	16
Seattle	8	4	7	7	8	7	0	10	8	12
Puerto Rico	5	5	1	3	1	0	0	7	15	3
Honolulu	2	32	133	2	33	122	0	5	48	214
Houston	5	12	12	5	13	5	0	6	18	27
St. Louis	0	2	1	0	2	2	0	0	2	1
Piney Point	0	64	2	1	52	3	0	1	41	1
Totals	66	231	275	52	175	202	0	121	291	446
Totals All Departments	592	505	532	509	404	393	198	908	553	688

*"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 November was up from the month of October. A total of 1,504 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,504 jobs shipped, 509 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 198 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,399 jobs have been shipped.

January & February Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point
Monday, January 7
Monday, February 4

New York
Tuesday, January 8
Tuesday, February 5

Philadelphia
Wednesday, January 9
Wednesday, February 6

Baltimore
Thursday, January 10
Thursday, February 7

Norfolk
Thursday, January 10
Thursday, February 7

Jacksonville
Thursday, January 10
Thursday, February 7

Algonac
Friday, January 11
Friday, February 8

Houston
Monday, January 14
Monday, February 11

New Orleans
Tuesday, January 15
Tuesday, February 12

Mobile
Wednesday, January 16
Wednesday, February 13

San Francisco
Thursday, January 17
Thursday, February 14

Wilmington
Tuesday, January 22
Tuesday, February 19

Seattle
Friday, January 25
Friday, February 22

San Juan
Thursday, January 10
Thursday, February 7

St. Louis
Friday, January 18
Friday, February 15

Honolulu
Friday, January 18
Friday, February 15

Duluth
Wednesday, January 16
Wednesday, February 13

Jersey City
Wednesday, January 23
Wednesday, February 20

New Bedford
Tuesday, January 22
Tuesday, February 19

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



Notice to Members

The following crewmembers of the Cape Mohican are due overtime checks for November 28, 1990. Please contact the Contracts Department in Camp Springs, Md. at (301) 899-0675 for more information.

William Babbitt
Donald C. Coggins
Michael Crutchfield
Marco Maffioli
J. Scovel
Keith Thompson
Jon Weirauch
Frank M. Ziobro

This handy version of the Lundeborg School's catalogue is printed in the LOG as a convenience to SIU members. Please keep for reference.

Lundeborg School Announces Courses for 1991

Opportunities to upgrade work skills and consequently increase pay rates are available to SIU members through the union's Seafarers Harry Lundeborg School of Seamanship.

Seafarers, in planning for 1991, can use this special supplement of the LOG to review courses offered by the Lundeborg School. On page 4 of the supplement, the Lundeborg School's 1991 schedule is published. It should be noted that on occasion, because of the manpower needs of SIU-contracted operators, course dates may change. Seafarers should continue to consult each monthly edition of the Seafarers LOG for the most up-to-date course schedules.

Because of increased ship-crewing demands resulting from the government's military mobilization to the Persian Gulf, the Lundeborg School currently is offering back-to-back courses for Seafarers with enough seetime to upgrade to the ratings of able bodied seamen (ABs) and firemen/watertenders/oilers (FOWTs).

Courses at the Lundeborg School continually are developed and improved to keep abreast of the latest technological changes in the maritime field, and the newest teaching aids and practices are implemented by a staff of highly qualified instructors specializing in virtually every area of maritime studies. The course offerings in the upgrading programs include unlicensed and licensed ratings in the deck and engine departments and all ratings in the steward department.

The Lundeborg School was established in 1953 and moved to Piney Point, Md. in 1967 as a product of a unique cooperative effort between the Seafarers International Union and the management of privately-owned American-flag

deep sea ships and inland tugs and towboats.

What follows is a brief summary of each of the courses scheduled for the coming year. Eligibility requirements vary from course to course, so any member interested in upgrading should first check with the Lundeborg School's admissions office.

Deck Department

Able Bodied Seaman

This special four-week course leads to endorsement as an able bodied seaman (AB). It consists of classroom work and practical training in deck seamanship, rules of the road, marlinspike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, underway and vertical replenishment, and crane and fork truck operations.

Lifeboat/Water Survival

The course of instruction leading to a lifeboatman certification consists of classroom work and practical training in emergency drills, lifeboat construction, lifeboat launching and recovery, basic compass navigation, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment. Students also learn different survival methods and use of emergency radio and distress signals.

At least three hours each day is spent outdoors in the lifeboats conducting practical exercises such as rowing/coxswain training and davit operations. Students must pass a U.S. Coast Guard examination in this course.

Shiphhandling Simulator

The Coast Guard-approved shiphhandling simulator course provides realistic bridge watchstanding training for deck personnel aboard both deep sea and inland vessels. Successful completion of this two-week course is accepted as credit for 60 days of sea time on vessels of unlimited tonnage.

Special areas of skills development include general shiphhandling and helmsmanship, river and channel transits, entering and departing various ports, coastal navigation, Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphhandling.

Radar Observer

The radar observer course of instruction leads to a radar observer



Upgrading members in the fire fighting course learn the correct way to handle fire fighting equipment to control a blaze aboard ship.

endorsement. The Coast Guard-approved course consists of both classroom lectures and practical application, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise. Practical training includes operation of audio-visual and state-of-the-art radar simulation equipment to include student control and maneuvering of a vessel, plotting courses and safely maneuvering a ship without jeopardizing the safety of other vessels.

Third Mate

This 13-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and fire fighting. This material includes all subject areas found on the U.S. Coast Guard license exam for third mates.

Limited License for Mate or Master

The 10-week course of instruction leading to a license as mate or master of steam or motor vessels of limited tonnage up to and including 1600 gross tons includes the study of inland and international rules of the road, piloting in coastal waters, weather observations and forecasting, shiphhandling, cargo equipment—handling and stowage, stability, safety, basic and advanced fire fighting, first aid, CPR, ship's business and shipboard routine.

This course is designed to prepare the experienced seaman for the United States Coast Guard license exams for either operator of uninspected towing vessels or mate/master of vessels of 100 gross tons up to and including 1600 gross tons upon inland waters or near coastal waters.

Celestial Navigation

The five-week course of instruction covers the areas of sunrise-sunset-twilight, latitude observations by sun and polaris, celestial running fixes by sun-stars-planets, compass error by amplitude and azimuth, star identification, care and use of the sextant. It should be taken by all applicants who are eligible for a license as Master or Mate of Uninspected Vessels or those who are eligible for a license as Towboat Operator-Oceans.

Engine Department

QMED-Any Rating

The curriculum for certification and endorsement as a Qualified Member of the Engine Department (QMED)-Any Rating consists of a 12-week course leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer and deck engine mechanic.

The course of instruction leading to an endorsement in each of these ratings consists of classroom work as well as practical training.

Fireman/Watertender & Oiler

The six-week course of instruction leading to endorsement as fireman/watertender, oiler (FOWT) consists of classroom instruction and practical training. Topics covered include the parts of a boiler, engine room equipment, fire fighting, safety procedures, engine-room procedures, operating auxiliary equipment, watchstanding and starting and securing main engines. This course prepares the student for Coast Guard General Safety, Oiler and Fireman/Watertender tests.

Continued on next page



The Lundeborg School's Hagglund crane is one of the pieces of equipment students learn to use in the Sealift Operations and Maintenance course.



The modern Paul Hall Library and Maritime Museum houses more than 17,000 volumes on maritime and labor history as well as a collection of ship models, historic nautical instru-

ments and union memorabilia. It is also home to the media center, which provides students with audiovisual equipment and software and a television studio and production facility.

Pumproom Maintenance and Operations

The seven-week course leads to certification in pumproom maintenance and operations. The curriculum consists of cargo properties and emergency procedures, tanker development and construction, operation and maintenance of valves and pumps, loading procedures, cargo pump operation, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems, fire fighting and safety, pollution control and cargo control systems. Upon completion of the course, a Lundeborg School certification of graduation will be issued.

See page 4 of this LOG supplement for the full course schedule for 1991.

Marine Electrical Maintenance

The course of instruction leading to certification in marine electrical maintenance consists of both classroom and practical shop training. Included in the study are the theory of electricity, electrical power circuits, electrical schematics, electrical test equipment, electric motors and controllers and various shipboard electrical systems.

Practical shop training includes lighting circuits and fixtures, maintenance and trouble-shooting of working DC and AC motors and controllers, galley equipment and electrical distribution systems. Upon completion of this eight-week course, a Lundeborg School certificate of graduation will be issued.

Refrigeration Systems, Maintenance & Operations

This six-week course of instruction leading to certification in refrigeration systems maintenance and operations consists of both classroom instruction and practical shop training. Topics of instruction include the theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized such as the operation, trouble-shooting and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, as well as pantry refrigerators, water coolers and ice machines.

Practical shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units is also presented.

Refrigerated Containers Maintenance

This four-week course leads to certification in refrigerated containers and consists of both classroom and practical shop training. The training experience will enable the student to assume the duties of a maintenance electrician onboard container ships carrying refrigerated containers.

The student will receive training in all phases of refrigerated container unit operation, maintenance, repair and trouble-shooting. This will include the various types of engines, refrigeration systems and electrical systems.

The course is designed to help the student develop a systematic approach to trouble-shooting as well as to acquaint the student with specific maintenance procedures.

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of both classroom instruction and practical hands-on training. Topics of instruction include diesel engine theory, two- and four-stroke cycle operating principles; and the con-

struction, operation, maintenance, repair and trouble-shooting of low, medium and high speed diesel engines. Associated auxiliaries including intake and exhaust systems, lubrication and cooling systems. Fuel injection and starting systems will be covered as well.

The student will receive practical training in the operation and repair of diesel engines onboard school training vessels.

Welding

The course of instruction in basic welding consists of classroom and on-the-job training. This four-week course includes practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Lundeborg School certificate of graduation will be issued.

Basic Electronics

Basic electronics is a four-week course which helps Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship.

The topics covered include principles of analog electronics, active devices and basic digital electronics. The student will learn all aspects of circuit diagrams, and the instructor will work with each course participant individually to ensure a working knowledge of all shipboard electronic devices.

This course is an excellent way to prepare for the Marine Electronics Technician course, and is strongly recommended for those who wish to take that course but

have no electrical or electronics background.

Marine Electronics Technician

The 12-week course consists of the principles of analog and digital electronics with emphasis on shipboard circuitry and communications.

Students have the opportunity to review AC and DC theory, power supplies, oscillators, amplifiers, receivers, transmitters, antennas, operating practices and regulations, digital devices and controls, digital transmission, computer based automation, and trouble-shooting of analog and digital equipment. A daily lab follows each lecture period.

Hydraulics

The course of instruction in hydraulics consists of classroom and practical training. Topics covered in this four-week course are fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment. Upon completion of the course, a Lundeborg School certificate of graduation will be issued.



Practice in plotting a course is part of the Radar Observer upgrading course.

Electro-Hydraulic Systems

Consisting of the principles of electrical control of hydraulic systems, this course covers cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, stern ramps, fire doors and a wide variety of shipboard systems.

The six-week course reviews the hydraulic components and their functions as well as basic hydraulic systems. Application of electrical controls and some typical shipboard electro-hydraulic equipment is also covered.

The first weeks are devoted to the electro-hydraulic deck crane, electrical relay sequenced hydraulic operation together with trouble-shooting and maintenance. The remainder of the course is devoted to other electro-hydraulic shipboard systems.

Oil Spill Prevention and Containment

This one-week course consists of classroom, laboratory and on-

College Degree Program Offered

The Seafarers Harry Lundeborg School of Seamanship offers associate in arts degree programs in Nautical Science Technology for deck department students and Marine Engineering Technology for engine department students. Both degrees offer concentrations in either the deep sea or inland industry. Certificate programs include Maritime Service Technician Certificate, and Mar-

itime Technology with concentrations in Nautical Science or Marine Engineering. The Maritime Technology Certificate is awarded upon successful completion of the trainee program.

All programs are designed to provide the opportunity for members of the SIU to earn a college degree or certificate in their occupational areas and provide a solid academic foundation in general education subjects.

Continued on next page

the-job training exercises. Topics of instruction include types of oil and petroleum products and their behavior on water, pollution prevention regulations, spill prevention and small boat operations. Students will receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered in the course is selection of absorbents, suction equipment and skimmers and their proper use. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Deep Sea/Inland Engineering License Exam Preparation Course

Changes within the maritime industry and projected trends have led to modifications in the federal regulations pertaining to the licensing of merchant marine engineering officers. This has resulted in an expansion of career paths from the traditional two (inspected and uninspected) to three (unlimited, limited, and designated duty) based on qualifying experience in terms of vessel gross tonnage.

Beginning in 1991, the Lundeberg School will offer an integrated program of study open to all qualified licensed engineer candidates (unlimited, limited and designated duty).

The program of study will provide instruction in all subject areas pertaining to the license sought. Additionally, U.S. Coast Guard-certified instruction will be provided in first aid, CPR and basic and advanced fire fighting in order to meet licensing requirements. The course lasts 10 weeks. A guided self-study course for the purpose of engineering license examination preparation also is available by special arrangement.

Steward Department

Assistant Cook Utility

Leading to certification as assistant cook, this seven-week course includes both classroom and on-the-job training. Topics covered are the preparation, cooking and serving of vegetables, cooked salads, sandwiches, breakfast foods and night lunches. Emphasis is



Steward department upgraders learn how to make food look appetizing as well as taste good.

placed on the basics of food preparation including sanitation, dietary values, work organization and the use of recipes.

Cook and Baker

The nine-week course leading to certification as cook and baker includes both classroom instruction and on-the-job training in the bake shop and galley. Topics covered are the baking of breads, rolls, pies, cakes, cookies and breakfast pastries. The student also will con-



Lifeboat launching is one of the topics covered in the Lifeboat/Water Survival course.

centrate on dessert and breakfast preparations, sanitation and work organization. Careful attention to recipe requirements is also highlighted.

Chief Cook

The course of instruction leading to certification as a chief cook includes both classroom and on-the-job training. Topics covered in the nine-week course are the preparation of meats, poultry, seafood, soups, sauces and gravies. The student also will concentrate on identifying meat cuts by the use of charts. Work organization, sanitation and the use of recipes are included in the course.

Chief Steward

The nine-week course includes classroom instruction supplemented by on-the-job training. Topics covered are menu planning, work supervision, organization, typing, inventory control and requisitioning procedures. Sanitation, nutrition and safety are highlighted as well. The student will be actively involved in all phases of the school's food service supervision.

Towboat Inland Cook

Applicants in this seven-week course receive classroom and on-the-job instruction in food preparation onboard towboats and tugs. Emphasis is on the basic methods of preparing all meals for a crew of six to 12 men. Work scheduling and organization, menu planning, purchasing, storage of supplies and sanitation controls are emphasized. Candidates are trained to single-handedly man a galley.

All Departments — Upgrading and Specialty Courses

Each student attending upgrading programs at the Seafarers Harry Lundeberg School of Seamanship will participate in certain courses as part of their regularly scheduled program. Sealift Operations and Maintenance, Physical Fitness, First Aid & CPR, Union Education and Fire Fighting are either required or elective courses for upgraders in all departments.

knowledge of the chemistry of fire, fire fighting equipment and materials and techniques for using them safely. Upgraders receive 16 hours of classroom training and eight hours of practical fire fighting. Upon successful completion of this course, the student is awarded a certificate of completion from the Lundeberg School which is recognized by the Coast Guard. A more advanced fire fighting course also is offered which includes 35 hours of instruction and practical experience.

Union Education

While attending upgrading courses at the Lundeberg School, all SIU members attend union education courses for one week.

Seafarers learn how a union contract with the employer protects hours, wages and working conditions. The rights of the union's membership as outlined in the SIU's constitution are also reviewed.

Students gain an understanding of the various laws and legislative programs which defend and promote a U.S.-flag merchant marine.

Courses also are held to provide Seafarers with full information on the many benefit plans available to qualifying members through the union's collective bargaining agreements. Welfare, pension and vacation benefits are fully explained.



Diesel engine maintenance is one of the courses available to engine department upgraders at the Lundeberg School.

Sealift Operations and Maintenance

Because of the unique requirements of military contracts, this course is mandatory for all upgraders. For deck department upgraders, it is a four-week course; for engine and steward department students, it lasts two weeks.

The course of instruction, leading to the Sealift Operations and Maintenance endorsement, consists of both classroom lectures and practical application that includes underway replenishment, helicopter operation familiarization, crane operation, forklift maneuvers, damage control familiarization, and search and rescue boat operations. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

General Physical Fitness

Workout programs are individually designed to meet the needs of the student. Students may participate in free weight, nautilus or universal weight training which can be used to gain, lose or maintain weight. Aerobic and swimming programs also are available.

First Aid & Cardiopulmonary Resuscitation (CPR)

Students in this class learn the principles and techniques of safety and basic first aid as well as cardiopulmonary resuscitation according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

Fire Fighting

The basic fire fighting course provides the student with general

Adult Education Programs

In addition to the upgrading courses listed in this LOG supplement, the Adult Education program at the Lundeberg School offers a variety of courses to assist Seafarers with study skills and basic learning procedures. The programs are available to both trainees and upgraders in order to give all SIU members the opportunity to expand their education. Workplace literacy skills are included in the Adult Basic Skills curricula. Basic skills are stressed that will help the seafarers improve job performance.

The courses offered include English as a Second Language, Adult Basic Education, Development Studies, Lifeboat Preparation and a High School Equivalency Program.

1991 Upgrading Course Schedule

The following is the current course schedule for the entire new year—January through December 1991 at the Seafarers Harry Lundeberg School of Seamanship.

The course schedule may change to reflect the membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf. Seafarers should continue to consult each monthly edition of the Seafarers LOG for the most up-to-date course schedule.

Deck Department Upgrading Courses

Course	Check-In Date	Completion Date
Able Bodied Seaman	January 21 March 18 May 13 July 8 September 2 October 28	March 1 April 26 June 21 August 16 October 11 December 6
Lifeboatman	January 7 January 21 February 4 February 18 March 4 March 18 April 1 April 15 April 29 May 13 May 27 June 10 June 24 July 8 July 22 August 5 August 19 September 2 September 16 September 30 October 14 October 28 November 11 November 25 December 9	January 18 February 1 February 15 March 1 March 15 March 29 April 12 April 26 May 10 May 24 June 7 June 21 July 5 July 19 August 2 August 16 August 30 September 13 September 27 October 11 October 25 November 8 November 22 December 6 December 20
Shiphandling	January 21 March 18 May 27 June 24 August 19 September 30 October 28 December 2	February 1 March 29 June 7 July 5 August 30 October 11 November 8 December 13
Radar Observer Unlimited	February 4 April 1 April 22 May 20 July 8 September 2 October 21 December 16	February 8 April 5 April 26 May 24 July 12 September 6 October 25 December 20
Third Mate	February 4 September 2	May 17 December 13
Inland Deck Licenses	January 28 June 10 September 30	April 19 August 30 December 20
Celestial Navigation	February 11 April 22 July 15	March 1 May 10 August 2

Engine Department Upgrading Courses

Course	Check-in Date	Completion Date
QMED-Any Rating	January 21 May 13 September 30	April 12 August 2 December 20
Fireman/Watertender & Oiler	January 7 March 18 April 29 June 10 September 2 November 11	February 15 April 26 June 7 July 19 October 11 December 20
Pumproom Maintenance & Operations	January 21 April 15 September 30	March 1 May 24 November 8

Course	Check-In Date	Completion Date
Marine Electrical Maintenance	January 7 April 1 August 5 October 14 January 28 May 27 August 19 July 8	March 1 May 24 September 27 December 6 March 8 July 5 September 27 August 2
Refrigeration Systems, Maintenance & Ops.	March 18 February 18 June 10 September 30 April 15 September 2	April 12 March 15 July 5 October 25 May 10 September 27
Refrigerated Containers Maintenance	January 14 May 27 September 30 July 22	April 5 August 16 December 20 August 16
Diesel Engine Technology	March 11 October 4 June 10 March 11 October 7	May 17 December 13 July 19 May 17 December 13
Welding	February 18 April 1 May 13 June 24 August 5 September 16 October 28 March 4 May 27 August 19 November 11	February 22 April 5 May 17 June 28 August 9 September 20 November 1 March 29 June 21 September 13 December 6
Basic Electronics		
Marine Electronics Technician		
Hydraulics		
Assistant Engineer (Deep Sea & Inland)		
Electro-Hydraulics		
Deep Sea/Inland Engineers		
Oil Spill Prevention & Containment		
Tankerman		

Steward Department Upgrading Courses

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

SHLSS College Program

Course	Check-In Date	Completion Date
FULL 8-week sessions	January 14 March 25 June 3 August 12 October 21	March 8 May 17 July 26 October 4 December 13

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 25 September 30	May 6 November 4
Steward Recertification	January 28 June 3	March 4 July 8

1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	January 7 March 4 April 29 July 29 October 28	February 15 April 19 June 14 September 13 December 6
Adult Basic Education (ABE)	January 7 March 4 April 29 July 29 October 28	February 15 April 19 June 14 September 13 December 6
English as a Second Language (ESL)	February 11 April 29 July 29 September 29 October 28	March 22 June 14 September 13 October 18 December 6
Developmental Studies	January 18	February 1
ABE/ESL Lifeboat Preparation Course	January 7 January 28 April 22 June 17 August 12	January 25 February 22 May 17 July 12 September 6

Dispatchers' Report for Great Lakes

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

NOV. 1-30, 1990

*TOTAL REGISTERED
All GroupsTOTAL SHIPPED
All Groups**REGISTERED ON BEACH
All Groups

Class CL Class L Class NP

Class CL Class L Class NP

Class CL Class L Class NP

Port	DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARD DEPARTMENT			ENTRY DEPARTMENT		
Algonac	0	20	5	0	44	17	0	9	5			
Algonac	0	7	2	0	19	7	0	3	2			
Algonac	0	4	1	0	12	5	0	1	4			
Algonac	0	6	17	0	0	0	0	15	40			
Totals All Departments	0	37	25	0	75	29	0	28	51			

***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

NOVEMBER 1-30, 1990

*TOTAL REGISTERED
All GroupsTOTAL SHIPPED
All Groups**REGISTERED ON BEACH
All Groups

Class A Class B Class C

Class A Class B Class C

Class A Class B Class C

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	71	14	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	3	0	2	1	0	2	2	2	2
Jacksonville	3	0	4	1	0	1	5	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	0	1	0	0	0	6	5	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	2	8	4	0	7	4	0	7
Algonac	16	7	0	11	3	0	33	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	37	9	15	21	3	10	121	45	26

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	1	0	0
Norfolk	2	0	0	5	0	0	7	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	3	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	3
Algonac	15	6	0	4	1	0	28	21	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	17	6	3	9	1	0	36	22	4

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	1	0	0	2	0	0	11	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	0	1	0
Jacksonville	2	0	0	0	0	0	2	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	1	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	1	0	0	1
Algonac	9	5	0	3	0	0	19	8	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	5	2	5	0	1	33	10	3

Totals All Departments 67 20 20 35 4 11 190 77 33

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

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

Seafarers International Union Directory

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

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

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.

CAPE EDMONT (IOM), August 28 — Chairman **George A. Schuj**, Secretary **Lance Rene**, Educational Director **Tom Doran**, Deck Delegate **Michael K. Anderson**, Engine Delegate **Mark Grendahl**, Steward Delegate **James Moye**. Engine delegate reported beef. No beefs or disputed OT reported by deck and steward delegates. Crew advised of ship's mailing address and given new pay scales. Crew asked captain for more training with exposure suits, fire and lifeboat drills and gas masks. Steward department thanked for good food and keeping messrooms clean.

CAPE HENRY (IOM), August 26 — Chairman **Thomas Doudell**, Secretary **Michael W. Thornton**, Educational Director **Arthur Rhymes**, Deck Delegate **Jose Soto**, Engine Delegate **Charles Edwards**. Chairman thanked crew for getting laid-up vessel out quickly proving once again the SIU is best union in world. No beefs or disputed OT reported. Crew discussed new contract during meeting. Crew thanked for pitching in to keep vessel as clean as possible. Members asked to work with steward department to wash linen until it can be sent ashore. Crew reported finding a stowaway opossum which is being nursed back to health and will be set free upon return to U.S.

USNS LYNCH (Mar Ship), August 20 — Chairman **Larry Manry**, Secretary **Paul Cox**, Steward Delegate **Cassie Tourere**. Chairman announced ship would arrive in New London, Conn. on August 23. Secretary said he would call union for clarification about members requesting transfer to another department while aboard vessel. Educational director announced purser would request Navy manuals for crewmembers for upgrading. Treasurer **Billie Pylate** reported \$398 in ship's fund. Steward delegate reported beef. No beefs or disputed OT reported by deck and engine delegates. Crew to collect money for flowers for scientist who died aboard ship. Crew noted motor on lifeboat not working. Next port: New London.

CAPE FAREWELL (IMC), September 23 — Chairman **Tom Walker**, Secretary **Tobe Dansley Jr.**, Educational Director **Stacy Harding**, Deck Delegate **Albert D. Hadley**, Engine Delegate **Wilbert J. Miles**, Steward Delegate **Gary E. Owens**. Chairman said ship was running smoothly. He noted company did not send movies as promised. Secretary



Black Gang at Work

QMED E.C. Ammons of Honolulu works in the engine room of a ship activated for at the start of the Persian Gulf crisis.

urged younger members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked union to find out why allotments are late.

CHARLES L. BROWN (Transoceanic Cable), September 30 — Chairman **Jeremiah J. Harrington**, Secretary **Delvin M. Wilson**, Deck Delegate **Daniel M. Ticer Jr.**, Engine Delegate **Ken Stratton**, Steward Delegate **Ken Cabato**. Chairman announced crew ice machine and reefer boxes were being repaired after being broken for three months and seven months respectively. He reminded members not to wear tank tops and ball caps in messhall. He asked members not to abuse gangway telephone. Educational director informed members to file for vacation within 15 months of sign-on date on first discharge. He urged members to be aware of hazards aboard vessel and report them to mate on watch. Treasurer announced \$1,500 in ship's fund. He said ship t-shirts will be printed using ship's fund money and members will receive one free but will have to pay for any others. He reported members are collecting copper and brass for recycling. No beefs or disputed OT reported. Crew urged to stay abreast of union activities and policies through Seafarers LOG. Crew asked union representative to see if transportation should be reported to chief mate or captain. Next port: Honolulu.

NEDLLOYD HUDSON (Sea-Land Service), September 30 — Chairman **Carlos H. Canales**, Secretary **J. Speller**, Educational Director **Dan Bush**. Secretary reported \$43 in ship's fund. No beefs or disputed OT reported.

OVERSEAS CHICAGO (Maritime Overseas), September 17 — Chairman **George Giraud**, Secretary **Bobby F. Fletcher**. Educational director reported chief engineer purchased 10 new movies when ship was in Nederland, Texas. No beefs or disputed OT reported. Crew asked contracts department to consider having lookout posted at all times on tankers. Crew reported everything was running smoothly.

BROOKS RANGE (IOM), October 28 — Chairman **R. Edwards**, Secretary **J. Pitetta**, Educational Director **Rick Cavender**. Chairman told crew vessel would be in port for short time. He noted it has been good trip with no problems. Educational director advised members to upgrade skills at Lundeberg School. No beefs or disputed OT reported.

CAPE CLEAR (OMI Corp.), October 13 — Chairman **B. G. Williams**, Secretary **Herbert Lopez Rodriguez**. Chairman reported good crew but problems with toilets and drains. Secretary said operations moved along in smooth manner. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew discussed being restricted to ship.

CAPE FLATTERY (IMC), October 28 — Chairman **Jack Kingsley**, Secretary **Richard Ward**, Educational Director **Ernest Clair**, Deck Delegate **John Wimmer**, Steward Delegate **John Foster**. Chairman reported no word on where and when vessel would dock. He asked those signing off to clean rooms and strip beds for next person coming aboard. He said voyage and crew were good. Secretary urged members to upgrade at Lundeberg School and help union crew military vessels during Persian Gulf crisis. Steward delegate re-

ported disputed OT. No beefs or disputed OT reported by deck and engine delegates.

CAPE HUDSON (IOM), October 5 — Chairman **Mike Delaney**, Secretary **Rebecca J. Sleeper**, Educational Director **Kenneth Biddle**, Steward Delegate **Robert Seaman**. Educational director urged members to take advantage of upgrading and training at Piney Point. Crew asked washing machine and VCR be secured. Crew asked lounge be tiled because grease is going onto carpet from work boots. Crew requested antenna be fixed. Members thanked steward department for barbecues.

CAPE MAY (OMI, Corp.) October 18 — Chairman **Tommy Joe Pell**, Secretary **Ernest Dooks**, Educational Director **Tony Yore**, Deck Delegate **Wallace O. Wright**, Engine Delegate **Michael Fay**, Steward Delegate **Joseph Brooks**.



Keeping the Members Well Fed Is a Family Affair

The galley gang aboard a vessel activated for the Persian Gulf prepares to feed the crew. They are GSU Clarence Evans (left) and his brother Recertified Steward Norman Evans (right) from the port of Houston. In the center is GSU Leon Butler from the port of Jacksonville.

Chairman requested letter from union concerning extra pay for carrying dangerous cargo. Educational director reminded members to upgrade at Lundeberg School. Treasurer reported \$200 in movie fund. No beefs or disputed OT reported. Crew asked for more information on ship and contract. Crew thanked Houston Patrolman Steve Ruiz for coming to vessel in Galveston, Texas.

CHARLES L. BROWN (Transoceanic Cable), October 30 — Chairman **J. Harrington**, Secretary **D. M. Wilson**, Educational Director **William Carroll**, Deck Delegate **D. M. Ticer Jr.**, Engine Delegate **Kevin Stratton**, Steward Delegate **T. Kiwiior**. Chairman announced galley ice machine was working again and ship's reefer boxes are framed and insulated but more work needs to be done. He reminded members to support MDL. He stated vessel would take part in five-day training exercise in November. He reminded crew of no slop chest aboard so purchase necessary items ashore before exercise begins. Treasurer announced barbecue grill was purchased, some scrap copper and brass is to be cashed in and \$1,250 in ship's fund. No beefs or disputed OT reported. Crew was asked not to place rugs and tennis shoes in washers and dryers. Next port: Honolulu.

FALCON DUCHESS (Seahawk Management), October 30 — Chairman **Leo Paradise**, Secretary **Cleo Jones**, Educational Director **Edward Smith**. Chairman announced vessel would pay off in Mobile, Ala. No beefs or disputed OT reported. Crew noted ship was running out of milk on coastwise trips.

FIRST LT. BALDOMERO LOPEZ (Amsea), October 8 — Chairman **William O. Johnson**, Secretary **D. Moyer**, Educational Director **Ellis Young**, Deck Delegate **Robert Johnson**, Engine Delegate **Douglas R. Laughlin**, Steward Delegate **Kenneth Whitfield**. Chairman asked if members living in Guam or Sai-

pan would be paid transportation back to ports where they received jobs. He said vessel would pay off upon arrival in Jacksonville, Fla. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew told EPA would be stopped because of pay raise. Crew asked union for information about seniority time on military ships. Crew thanked galley gang for excellent job. Military was very appreciative of crew support during trip.

FIRST LT. JACK LUMMUS (Amsea), October 7 — Chairman **Jeffery Moritz**, Secretary **Anthony Curran**, Educational Director **Randy Tannis**, Deck Delegate **Jay Heater**, Engine Delegate **Rick Harris**, Steward Delegate **Lisa Harris**. Chairman said payoff is scheduled for Honolulu. He advised crew to wait for reliefs before departing ship. Secretary stated crew still waiting for mail to catch up with ship. Educational director urged

crew to upgrade at Lundeberg School. Treasurer reported \$90 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew wanted verification from union about pay for being restricted to ship. Some questions were raised on responsibilities of steward assistants. Steward department thanked for job well done with extra personnel aboard.

GULF TRADER (All Marine Services), October 14 — Chairman **Ted Daniels**, Secretary **C. N. Johnson**, Educational Director **John Ashly**, Deck Delegate **D. R. Gaston**. Chairman thanked crew for making smooth transition from mothballs to working vessel. Treasurer announced \$1,500 in ship's fund. Crew voted to purchase movies and popcorn machine for ship and \$300 in recreation equipment for military. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Bosun **Ted Daniels** received message from company announcing birth of his daughter.

HUMACAO (Puerto Rico Marine), October 18 — Chairman **L. Rodriguez**, Secretary **Cassie B. Carter Jr.**, Educational Director **W. Turner**, Steward Delegate **M. Robles**. Chairman announced vessel would be paying off in Elizabeth, N.J. He said he spoke with captain about lodging for no heat and hot water while in shipyard and no air conditioning for three days at sea. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew asked contracts department about duties in four-man steward department and to resolve dispute about watch relief at wheel in deck department. Crew asked to bring up disputes at department meetings rather than waiting for union meetings. Members reminded to clean rooms when signing off. Next port: Elizabeth.

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ITB GROTON (Apex Marine), October 14 — Chairman **Donald W. Plummer**, Secretary **Alvin P. Robinson**. Chairman announced payoff would be at Port Reading, N.J. where there will be change in officers. He reported all was running smoothly. Secretary reported members have worked very hard to maintain vessel and keep it clean. Educational director urged members to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew received Seafarers LOGs. Chief steward thanked 4-8 watch. Crew thanked Steward Alvin Robinson and Chief Cook **M. C. Jaradie** for jobs well done. Next port: Stapleton, N.Y.

JULIUS HAMMER (Ocean Carriers), October 22 — Chairman **Dave Zurek**, Secretary **Carroll C. Kenny**. Chairman said everything was running smoothly but nothing has happened on items reported as needing to be repaired or replaced. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked welfare department to issue insurance cards and look into changing pension plan into 401K. Next port: Jacksonville, Fla.

LIBERTY SPIRIT (Liberty Maritime), October 21 — Chairman **Eugene Grantham**, Secretary **Vincent Sanchez Jr.**, Deck Delegate **Lester Hoffman**, Engine Delegate **E. A. Fuentes**, Steward Delegate **Tamara Hanson**. Chairman stated ship would lay up in Yugoslavia and crew would be paid off in New York airport. He said everyone would receive ticket to port of engagement. He reminded members they still are part of crew until discharged so act accordingly. No beefs or disputed OT reported. Galley gang thanked for job well done.

OMI DYNACHEM (OMI, Corp.), October 28 — Chairman **L. L. Kunc**, Secretary **Donnie Collins**, Educational Director **M. J. Wells**, Deck Delegate **Raymond P. Vivari**, Engine Delegate **George F. Darney**, Steward Delegate **Joseph C. Bush**. Chairman said repair list will be turned in upon arrival. He noted Steward Donnie Collins would be retiring in port of Houston. He asked for clarification from union about when deck member is needed on watch or day work. Secretary urged members to upgrade at Piney Point. Treasurer reported \$127 in movie fund. No beefs or disputed OT reported. Crew stated dryer needed to be replaced. Crew complained of fumes from cargo in house section. Crew asked leather palm gloves be stocked in slop chest. Members gave galley gang vote of thanks. Collins said he would give ice cream freezer to ship. Collins has sailed aboard vessel since 1981 and with SIU for 44 years. Next port: Houston.

OMI HUDSON (OMI, Corp.), October 14 — Chairman **B. Hobbs**, Secretary **Henry Manning**, Deck Delegate **E. I. Bronstein**, Engine Delegate **Rex Bolin**, Steward Delegate **J. E. Lewis**. Chairman announced payoff set for Los Angeles. He said he had copies of contracts and union forms for members to read. No beefs or disputed OT reported. Crew asked for clarification of when vessel is on day work and on watch. Repair list was given to captain and chief engineer. Next port: Los Angeles.

OMI HUDSON (OMI, Corp.), Chairman **B. R. Hobbs**, Secretary **Henry Manning**, Deck Delegate **J. Libby**, Engine Delegate **Rex Bolin**, Steward Delegate **J. E. Lewis**. Chairman stated repair list had been given to captain and chief engineer. He said payoff is scheduled in Los Angeles for October 23. No beefs or disputed OT reported. Crew noted repairs are being made on dish sterilizer but dishes still coming out spotty with soap film. Next port: Los Angeles.

OVERSEAS CHICAGO (Maritime Overseas), October 21 — Chairman **George Giraud**, Secretary **B. E. Fletcher**, Educational Director **Mark Sawin**. Chairman announced payoff set for Corpus Christi, Texas on October 23. Engine delegate reported beef. No beefs or disputed OT reported by deck and steward delegates. Crew noted galley ran out of fresh fruit and vegetables and some meats. Crew asked dryer be repaired or replaced and new VHS recorder be placed in recreation room. Next port: Corpus Christi.

OVERSEAS NEW ORLEANS (Maritime Overseas), October 11 — Chairman **F. Cottogin**, Secretary **L. Fencel**, Educational Director **J. Quinter**, Deck Delegate **J. Batorski**, Engine Delegate **C. Weekly**, Steward Delegate **L. Jenkins**. Chairman announced payoff set for October 12 in Richmond, Calif. He said he spoke with captain and reported he ordered linen closet to be locked. Educational director encouraged members to upgrade at Lundeberg School. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck and steward delegates. Crew asked welfare department to look into increasing vision benefits. Crew discussed and agreed on better system for changing linens. Next ports: Richmond and Los Angeles.

OVERSEAS OHIO (Maritime Overseas), October 21 — Chairman **Richard Wardlaw**, Secretary **Earl Gray**, Deck Delegate **K. F. Schultz**, Engine Delegate **G. Banda**. Chairman reminded members not to leave vessel until patrolman arrives and payoff is over. Secretary announced vessel will make trip to Alaska before returning to regular run. Deck delegate reported mates doing unlicensed work. No beefs or disputed OT reported by engine and steward delegates. Crew asked for new washing machine as one for members is broken constantly. Crew

thanked steward department for its good work. Next port: Long Beach, Calif.

OVERSEAS VALDEZ (Maritime Overseas), October 28 — Chairman **George Walks**, Secretary **Sean Ryan**, Engine Delegate **Joseph Billito**, Steward Delegate **Mohamed Abdelfatah**. Chairman said tiles on crew's deck and washing machine are needed. He said all was going well. Secretary stated increased communication is needed with union. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Crew told chief mate willing to work with members before issues become beefs. Chief cook asked union to discover why he was not given travel pay.

PFC JAMES ANDERSON JR. (Maersk Lines), October 20 — Chairman **Karl Timonen**, Secretary **Michael J. Curtis**, Engine Delegate **Paul Jude Moran**. Chairman announced CPR class would be held October 21 and room inspections would occur about October 25. Treasurer listed \$152 in ship's fund. No disputed OT or beefs reported. Crew thanked for its work. Galley gang thanked for its good job.

PONCE (Puerto Rico Marine), October 25 — Chairman **Leon T. Jekot**, Secretary **Rafael Evans**, Educational Director **R. Johnsen**. Chairman advised book members to stay aboard until Persian Gulf crisis ends. No beefs or disputed OT reported. Crew thanked steward department for job well done and good food.

ROVER (Vulcan Carriers), October 20 — Chairman **William Lewis**, Secretary **Ernest Harris**, Educational Director **Robert Bunch**, Deck Delegate **Phil Slaughter**, Engine Delegate **George Thompson**, Steward Delegate **Kipp Nesbitt**. Chairman said all departments running smoothly. He reported all repairs made. He encouraged members to attend Lundeberg School. He thanked the galley gang and staff of Seafarers LOG for jobs well done. Educational director reported LOGs received in Japan. He noted new books and movies are available for crew. He thanked company for forwarding mail to ship on regular basis. Treasurer announced \$207 in ship's fund. No beefs or disputed OT reported. New pay raises were read and posted. Crew asked contracts department to consider mechanism for permanent men to retain posts despite an illness. Crew reported new ice machine and washer were installed. Crew stated it enjoyed shore leave in Singapore, Subic Bay, Philippine Islands and Pusan, Korea. Next ports: Guam, Singapore and Subic Bay.

SEA-LAND CHALLENGER (Sea-Land Service), October 14 — Chairman **Roy L. Williams**, Secretary **H. Scyres**, Educational Director **R. Velez**, Engine Delegate **Alfred Day**, Steward Delegate **Jessie Lee James**. Chairman announced payoff scheduled October 17 in Elizabeth, N.J. He urged members to donate to SPAD. No disputed OT or beefs reported. Crew requested VCR, television remote control, washer and fan from company. Members noted air conditioner not working properly in crew lounge. Next port: Elizabeth.

SEA-LAND COMMITMENT (Sea-Land Service), October 21 — Chairman **John C. Green**, Secretary **E. Doffoh**, Educational Director **Eric Bain**, Deck Delegate **Rubin Mitchell**, Engine Delegate **M. Beata**, Steward Delegate **D. Rodriguez**. Chairman said crew still requesting new washing machine and room fans be installed. No beefs or disputed OT reported. Crew asked air vents in 12-4 and 4-8 watch rooms and dryer door be repaired. Next ports: Boston and Elizabeth, N.J.

SEA-LAND DEVELOPER (Sea-Land Service), October 8 — Chairman **R. Pinkham**, Secretary **L. Lightfoot**, Educational Director **L. Brown**, Deck Delegate **David Rayburn**, Steward Delegate **Darwin Hand**. Chairman announced payoff on October 16 in Tacoma, Wash.

He said this was one of best crews with whom he had sailed. Secretary thanked crew for taking some weight off GSU by keeping vessel ship shape. Educational director urged members to notify him of any electrical problems they may notice. Treasurer reported crew thanked Captain Flagger of SL Defender for copying some of their movies and leaving them in Yokohama, Japan for Developer's viewing. No beefs or disputed OT reported. Crew thanked Chief Cook **Diana Nason** for her fine cooking. At request of **AB T. Churchman**, Chicago Bears were voted official team of Developer. Next port: Tacoma.

SEA-LAND INTEGRITY (Sea-Land Service), October 21 — Chairman **E. Wallace**, Secretary **Pedro Laboy**, Deck Delegate **H. Smith**, Deck Delegate **James P. O'Reilly**. Chairman discussed new contract with crew. He talked about possibility of ship's returning to New York run. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate.

SEA-LAND NAVIGATOR (Sea-Land Service), October 13 — Chairman **Werner Becher**, Secretary **S. Ghani**, Educational Director **Walter C. Stevens**, Deck Delegate **John Thompson**, Engine Delegate **James Spranza**, Steward Delegate **H. Bubkar**. Chairman told crew vessel would arrive in Long Beach, Calif. on October 15 and be idle until October 23. Secretary said trip was smooth and crew was pleasure with whom to work. No disputed OT or beefs reported. Next ports: Oakland, Calif., Honolulu, Guam and Kaohsiung, Taiwan.

SEA-LAND PACIFIC (Sea-Land Service), October 14 — Chairman **L. Freeburn**, Secretary **F. Sison**, Educational Director **R. Belcher**, Deck Delegate **Thomas Self**, Engine Delegate **M. Abdullah**, Steward Delegate **D. Garrison**. Treasurer reported \$56 in ship's fund. No beefs or disputed OT reported. Crew told vessel would lay up in Portland, Ore. shipyard and all hands would get transportation to Oakland, Calif. home port. Next port: Long Beach, Calif.

SEA-LAND PRODUCER (Sea-Land Service), October 21 — Chairman **Jack Edwards**, Secretary **Jennifer Jim**, Educational Director **J. B. Dryman**. Chairman told crew company has not resolved providing van to take crew from gate to ship in Hawaii, Hong Kong, Taiwan and Guam. He announced payoff October 28 in Long Beach, Calif. Treasurer listed \$70 in ship's fund. Deck delegate requested proper gear for sand blasting to prevent eye problems. No beefs or disputed OT reported. Seafarers LOGs received in Honolulu. Crew was waiting for work to be done on television and VCR so members could hook them up in their rooms.

SEA-LAND TACOMA (Sea-Land Service), October 23 — Chairman **Stephen R. Garay**, Secretary **David H. Boone**, Deck Delegate **Gregory Poer**, Engine Delegate **C. J. Kirchhofer**, Steward Delegate **William A. Daly**. Chairman announced vessel payoff scheduled in Tacoma, Wash. this trip. He urged members to upgrade at Lundeberg School. Secretary read minutes of last meeting. No beefs or disputed OT reported. Crew thanked steward department for its fine work. Next port: Tacoma.

SEALIFT ARCTIC (IMC), October 24 — Chairman **Brian O'Hanlon**, Secretary **Scott Opsahl**, Engine Delegate **Theodore Hawkins**, Steward Delegate **Herbert Curry**. Chairman urged crewmembers to stay aboard as long as possible because of Iraqi crisis. Secretary asked those signing off to strip beds and clean rooms. He thanked deck and engine departments for keeping mess and pantry clean. No disputed OT or beefs reported. Crew told it was getting new washer. Captain told crew profits from slop chest would be used to purchase movies. Crew thanked Steward **Scott Opsahl**, Chief Cook **Herb Curry**

Continued on page 14



Fuel for the Body

Recertified Steward **Norman Evans** (left) watches as crewmembers **QMED Carlito E. Pisioco** (center) and **AB Thomas McGregor** load their plates during a shipboard barbecue aboard a Ready Reserve Force vessel.

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and Steward Assistant Andy Campollo for their very good work in galley.

SGT. MATEJ KOCAK (Waterman Steamship), October 7 — Chairman Angelo J. Urti Jr., Secretary Milton J. Phelps, Educational Director D. Peterson, Deck Delegate Michael A. Duggan, Engine Delegate John C. Langley, Steward Delegate Antonio Priznik. Chairman reported Captain Dan Tucker thanked all departments for job well done. He urged all members to upgrade at Piney Point and get involved in union activities. He announced payoff

October 12 in Panama City, Fla. Secretary on behalf of crew wished speedy recovery to black gang member Michael J. Tremper who left vessel ill. Educational director reminded members of importance of upgrading. No beefs or disputed OT reported. Crew asked more Seafarers LOGs and union communications be sent to vessel. Next ports: Morehead City, N.C. and Panama City.

ULTRAMAR (American Maritime), October 21 — Chairman Willie Marsh, Secretary Howard Williams. Deck and steward delegates reported disputed OT. Crew requested new furniture from company for lounge.

USNS CAPELLA (IMC), Chairman Michael Shappo, Secretary M. L.

Baker. Chairman asked union for information about contract and when turnover to new company would take place as ship has no set date. Educational director advised members to take advantage of upgrading opportunities at Lundberg School. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Crew asked company to provide all necessary protection in case of biological or chemical warfare. Crew noted some toilets not working and some members are not returning movies for use by others. Crew asked more Seafarers LOGs be sent to vessel. Next port: Bayonne, N.J.

USNS REGULUS (Bay Tankers), October 21 — Chairman George Wilson, Secretary George Quinn, Educational Director Robroy Adams, Deck Delegate Roger Reinke, Engine Delegate Samson Sandvan, Steward Delegate Eduardo Lasso. Chairman announced vessel payoff October 26 in Jacksonville, Fla. Secretary reminded crew to help keep lounges clean. He asked members to clean rooms when signing off. He thanked crew for helping sort trash and garbage into proper containers. Treasurer listed \$10 in movie fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Galley gang thanked for very good food and job well done.

NEDLLOYD HUDSON (Sea-Land Service), November 4 — Chairman D. Leon, Secretary D. A. Brown, Educational Director Michael Overgaard, Deck Delegate Richard Guerin, Engine Delegate Ali Mohsin. Chairman stated

stack gas still affecting crew. No beefs or disputed OT reported. Crew requested new washing machine as one is not enough. Crew thanked steward department for its good work. Crew thanked for its work in fighting fire on ship.

SEA-LAND FREEDOM (Sea-Land Service), November 10 — Chairman W. Feil, Secretary G. Sivley, Educational Director R. Chapman, Engine Delegate Richard Surrick. Chairman talked with members about union and company's substance abuse policies. Educational director provided safety poster to crew. Treasurer listed \$239 in ship's fund. No beefs or disputed OT reported. Crew requested more ice cream for 42-day voyage.

SEA-LAND LIBERATOR (Sea-Land Service), November 4 — Chairman V. J. Ardowski, Secretary W. Williams. Chairman talked with crew about safety prevention. Secretary read minutes of previous meeting. No beefs or disputed OT reported. Crew reported smooth sailing.

SEA-LAND TRADER (Sea-Land Service), November 3 — Chairman A. J. Palino, Secretary R. Spencer, Educational Director F. Hall, Engine Delegate Willie Lee Jr., Steward Delegate C. A. Sewell. Chairman announced ship would lay up for repairs in January. Secretary read minutes from last meeting and noted everything was okay. Beef and disputed OT reported by deck and engine delegates. None was reported by steward delegate. Steward department thanked for its good work.

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DEADLINE: APRIL 15, 1991

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Scholarship Program

Some 35 years ago, the Seafarers International Union's Atlantic and Gulf District became the first maritime union in America to establish a scholarship program to help qualified members and their dependents finance college and vocational education.

Every year, four scholarships are given to children of SIU members. These are worth \$15,000 each over a four-year period at the college of the winner's choice.

In addition, three scholarships are reserved annually for SIU members, themselves. One is a \$15,000 four-year scholarship. Each of the other two is a \$6,000 two-year scholarship for study at a vocational school or community college.

Since the inception of the program, the impartial committee of professional educators from the college and university level has awarded 178 scholarships to Seafarers and their children. It has produced doctors, lawyers, engineers, pharmacists, librarians, teachers, computer specialists and scientists—most of whom have pointed out that without the SIU's help, they never would have had the opportunity to pursue their education.

The scholarship materials are available at any SIU union hall. Prospective applicants also may request a copy by filling in the request form below.

Mail the completed form to:

SIU Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746



Please send me the 1991 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone number _____

This application is for

☐ Self

☐ Dependent

12/90

Summary Annual Report Great Lakes Tug and Dredge Pension Fund

This is a summary of the annual report of the Great Lakes Tug and Dredge Pension Fund EIN 13-1953878 for the year ended December 31, 1989. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust.

Plan expenses were \$829,121. These expenses included \$133,584 in administrative expenses and \$695,537 in benefits paid to participants and beneficiaries. A total of 493 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$14,469,688 as of December 31, 1989, compared to \$12,751,011 as of January 1, 1989.

During the plan year the plan experienced an increase in its net assets of \$1,718,677. This increase included unrealized appreciation (depreciation) in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$2,547,798 including employer contributions of \$217,523, employee contributions of \$83,180, gains of \$729,327 from the sale of assets and earnings from investments of \$1,517,768.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report,
2. Assets held for investment,
3. Actuarial information regarding the funding of the plan,
4. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, who is the plan administrator, 5201 Auth Way, Camp Springs, Md. 20746, (301) 899-0675.

The charge to cover copying costs will be \$2.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, Md. 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4577, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

Final Departures

DEEP SEA

WILLIS B. ADDISON



Willis B. Addison, 71, passed away November 9. The Louisiana native

served in the Army from 1942 to 1944. He joined the Seafarers in February 1946 in the port of New York. Brother Addison sailed in the engine department before he retired in 1981.

EDWARD A. ANDERSON



Edward A. Anderson, 94, died October 13. He was born in Illinois and served in

the Navy from 1917 to 1919. Brother Anderson joined the SIU in August 1949 in the port of New York. He was very active in union activities while he sailed in the engine department. He started collecting his pension in 1970.

ERNEST C. ANDERSON

Ernest C. Anderson, 81, passed away October 4. A native of Jacksonville, Fla., he served in the Navy from 1929 to 1936. He joined the union in August 1941 in the port of New Orleans and sailed in the deck department. Brother Anderson began drawing his pension in November 1975.

THOMAS G. BOLAND

Thomas G. Boland, 62, died October 10. The Davenport, Iowa native joined the Seafarers in March 1947 in the port of New York. His deck department career was interrupted by the Army from 1951 to 1957. Brother Boland upgraded to recertified bosun at the Lundeberg School in 1983. He had started receiving his pension earlier this year.

VERNON H. CAMBRE JR.

Vernon H. Cambre Jr., 30, passed away June 24. Born in Chicago, he graduated from the Lundeberg School in May 1981. Brother Cambre was an active member of the black gang, sailing as an OMU, at the time of his death.

CHARLES D. CAMERON



Charles D. Cameron, 58, died July 6. The Rison, Ark. native served in

the Army from 1951 to 1954. He joined the SIU in January 1967 in the port of Port Arthur, Texas. Brother Cameron upgraded his engine department rating at the Lundeberg School in 1974. He was an active member at the time of his death.

JOSEPH M. CERNA

Joseph M. Cerna, 100, passed away September 24. He was born in Peru. Brother Cerna started sailing with the Marine Cooks and Stewards in 1944. He started collecting his pension in 1969 from MCS before the union merged with the AGLIWD. His remains were cremated.

CHARLES E. COLSTON



Charles E. Colston, 55, died November 3. The Mississippi native served in

the Army from 1955 to 1958. He graduated from the port of New Orleans Andrew Furuseth Training School in August 1963. Brother Colston's first vessel was the Oregon Victory. He was an active member, sailing as a chief cook, at the time of his death.

CLOVIS J. COMPAN

Clovis J. Compan, 81, passed away August 3. Born in New Orleans, he joined the Seafarers in March 1943 in the port of San Francisco. Brother Compan sailed in the steward department before he retired in December 1968.

GEORGE A. DEAN



George A. Dean, 90, died August 1. He was a charter member of the Seafarers

joined in December 1938 in his native Mobile, Ala. Brother Dean shipped on Waterman vessels early in his union career. He sailed in the deck department. He retired in 1964.

LOUIS G. DENNIS

Louis G. Dennis, 77, passed away November 11. The Virginia native was a charter member of the SIU. He joined the union in May 1939 in the port of Boston. Brother Dennis sailed in the galley gang until his retirement in 1975.

CURRY DeVAUGHN

Curry DeVaughn, 70, died November 25. A native of Oakwood, Texas, he served in the Navy from 1942 to 1946. Brother DeVaughn joined the union in April 1967 in the port of San Francisco. He sailed in the steward department and began collecting his pension in November 1987.

STIG W. B. EHRNLUND

Stig W. B. Ehrlund, 68, passed away July 18. He was born in Malmo, Sweden. Brother Ehrlund joined the Marine Cooks and Stewards in October 1964 in the port of Los Angeles. After MCS merged with the AGLIWD, he upgraded to recertified steward at the Lundeberg School in 1980. He sailed primarily on

American President Lines vessels before retiring in 1986.

JULIO EVANS

Julio Evans, 73, died August 8. Born in Fajardo, P.R., he joined the Seafarers in May 1941 in the port of Philadelphia. Brother Evans sailed in the deck department. He began drawing his pension in 1974.

MARGARET FONG

Margaret Fong, 74, passed away August 23. The native of Illinois was a member of the Marine Cooks and Stewards and sailed primarily on American President Lines vessels. Sister Fong retired in 1968 before MCS merged with the AGLIWD. Her remains were cremated.

GEORGE W. FOURNIER

George W. Fournier, 79, died November 6. He was born in Mt. Bullion, Calif. and served in the Navy from 1942 to 1945. Brother Fournier joined the SIU in April 1947 in the port of New York. He sailed in the black gang before retiring in 1970.

BRYAN J. GIBSON



Bryan J. Gibson, 94, passed away October 5. The North Carolina native

served in the Army from 1915 to 1921. He joined the union in February 1955 and sailed in the engine department. Brother Gibson's last vessel was the Steel Traveler. He began collecting his pension in 1966.

JOHN GREEN



John Green, 65, died December 18, 1989 in Menlo Park, Calif. A native of

Washington, he joined the Marine Cooks and Stewards in September 1941 and sailed aboard the Matthew Luckenbach. Brother Green served as an executive chef instructor at the MCS training school in Calistoga, Calif. before he retired in 1968. He is survived by his wife, Lillie; son, Patrick; daughter, Jacqueline Townsend; four grandchildren and three great-grandchildren. His remains were scattered at sea.

HARRY B. HASTINGS



Harry B. Hastings, 64, passed away November 3. Born in Alabama, he joined

the SIU in April 1946 in the port of Philadelphia. Brother Hastings sailed in the steward department. He started collecting his pension in 1987.

THEOPILUS JOSEPH

Theophilus Joseph, 66, died November 12. A native of Texas, he joined the union in December 1958 in the port of Seattle. Brother Joseph shipped in the steward department. He began receiving his pension in 1980.

DEMETRIOS N. KAMBANOS

Demetrios N. Kambanos, 83, passed away June 29. He was born in Greece and joined the Seafarers in August 1951 in the port of New York. Some of the first vessels on which Brother Kambanos sailed in the engine department included those for Isthmian and Bull Lines. He retired in 1971.

MAURI O. J. KARLSSON

Mauri O. J. Karlsson, 66, died July 2. Born in Finland, he joined the union in May 1946 in the port of New York. He sailed in the black gang. Brother Karlsson started collecting his pension in 1984.

JOHN M. LAMB



John M. Lamb, 81, passed away November 4. The Dothan, Ala. native

joined the SIU in January 1946 in the port of Mobile, Ala. Brother Lamb shipped in the black gang before retiring in 1975.

TONG YOU LEE

Tong You Lee, 78, died in a San Francisco hospital August 20. Born in China, he joined the Marine Cooks and Stewards in 1935. Brother Lee retired in 1971 before MCS merged with the AGLIWD. He was buried August 25 in Hoy Sun Memorial Cemetery in Colma, Calif.

PEDRO MARINO



Pedro Marino, 63, passed away in Kingman, Ariz. January 30. A native of San

Diego, he joined the Marine Cooks and Stewards in 1940. Brother Marino began collecting his pension in 1971. He was buried February 2 in the Phoenix, Ariz. National Memorial Cemetery. His wife, Marilyn, survives him.

LANCE PADGETT



Lance Padgett, 29, died November 26 while sailing aboard the Equal-

ity State. He was a native of Trona, Calif. and served in the Army from 1979 to 1983. Brother Padgett graduated from the Lundeberg School in December 1989 and shipped as an ordinary seaman. Prior to

joining the SIU, he was a member of the United Industrial Workers, an SIUNA affiliate. He was buried at Seafarers Haven in Valley Lee, Md. He is survived by his wife, Tammy; daughter, Cassandra; his parents and brother; two half-sisters and a half-brother; and several step-brothers and sisters.

FERDINAND F. PRIETO



Ferdinand F. Prieto, 67, passed away October 7. The San Juan native

served in the Army from 1943 to 1945. Brother Prieto joined the Seafarers in July 1963 in the port of New York. He sailed in the steward department and last shipped in 1987.

OSCAR M. RAYNOR



Oscar M. Raynor, 62, died October 30. He was born in Georgia and joined the

SIU in September 1947 in the port of Galveston, Texas. Brother Raynor shipped in the galley gang. He retired in 1987.

JOSE D. REYES

Jose D. Reyes, 75, passed away September 15. The native of Puerto Rico joined the union in January 1967 in the port of San Francisco. Brother Reyes sailed in the steward department before he started collecting his pension in 1983.

EDWARD T. RILEY



Edward T. Riley, 74, died October 28. Born in Massachusetts, he joined the Seafarers

in August 1951 in the port of Boston. Brother Riley sailed in the deck department. He retired in 1978.

JUAN V. RIVERA



Juan V. Rivera, 66, passed away October 23. The Puerto Rico native

joined the SIU in 1944 but went ashore in 1951. He resumed his membership as part of the galley gang in 1968. Brother Rivera started drawing his pension in 1981.

JOHNNY R. SALINAS



Johnny R. Salinas, 57, died November 15. Born in Galveston, Texas, he

Continued on page 16

Final Departures

Continued from page 15

served in the Navy from 1951 to 1955. Brother Salinas joined the Seafarers in August 1961 in the port of Houston. He was an active member in the deck department at the time of his death.

JOSE F. SANTIAGO



Jose F. Santiago, 70, passed away November 7. He was born in Santurce,

P.R. and joined the SIU in October 1956 in the port of New Orleans. Brother Santiago sailed in the deck department. He began collecting his pension in 1985.

EDWARD A. SESERKO



Edward A. Seserko, 63, died October 17. Born in Pennsylvania, he served in the Army from 1945 to 1947. Brother Seserko joined the union in July 1951 in the port of Philadelphia. He shipped in the deck department until he retired in 1977.

CLEVELAND TAYLOR



Cleveland Taylor, 45, passed away October 19. The Mobile, Ala. native graduated from that port's Andrew Furuseth Training School in December 1965. Brother Taylor upgraded his engine department ratings at the Lundberg School in 1981 and 1985. He was an active member at the time of his death.

THEODORA B. TIMO

Theodora B. Timo, 64, died October 30. Born in Pembina, N.D., she joined the Marine Cooks and Stewards in August 1976 in the port of San Francisco. Sister Timo continued sailing in the galley gang when MCS merged with the AGLIWD and retired earlier this year.

GROVER C. TURNER



Grover C. Turner, 70, passed away November 3. A native of Texas, he served in the Army from 1939 to 1948. Brother Turner joined the SIU in December 1951 in the port of New York. He sailed in the deck department before retiring in 1979.

NEALY WILLIAMS

Nealy Williams, 86, died October 21. Born in Tennessee, he joined the Marine Cooks and Stewards in 1923. Brother Wil-

liams began collecting his pension in 1968 before the union merged with the AGLIWD.

INLAND

JULIUS D. ANDREWS



Julius D. Andrews, 68, passed away October 19. The Brunswick County, N.C. native joined the Seafarers in February 1962 in the port of Norfolk. Boatman Andrews retired in 1984. He was buried October 22 in Brunswick (N.C.) Memorial Gardens. He is survived by his wife, Frances; two sons, Larry and Earl; a daughter Judy A. Edwards; and six grandchildren.

SAM R. GEORGE



Sam R. George, 71, died October 14. He was born in Virginia and joined the SIU in February 1980 in the port of Baltimore. Boatman George sailed in the deck department before he came ashore in 1983.

RAYMOND J. GLESPEN



Raymond J. Glespen, 64, passed away November 2. A native of Brooklyn, N.Y., he served in the Navy from 1943 to 1967. Boatman Glespen joined the union in June 1971 in the port of Norfolk, Va. He sailed as a tugboat captain before retiring in 1988.

FRANK HOFFPAUR



Frank Hoffpaur, 81, died November 14. Born in Ryane, La., he served in the Navy from 1927 to 1931. He joined the union in August 1963 in the port of Port Arthur, Texas. Boatman Hoffpaur sailed as an engineer for Sabine Towing. He began drawing his pension in 1974.

HIRAM W. LUPTON



Hiram W. Lupton, 64, passed away October 31. The Lowland, N.C. native served in the Coast Guard from 1943 to 1946. Boatman Lupton joined the Seafarers in March 1957 in the port of Philadelphia. He sailed in the deck department before he retired in August 1984.

MARVIN Z. MOORE



Marvin Z. Moore, 79, died October 11. He was born in Crittenden, Va. and joined the SIU in June 1962 in the port of Philadelphia. Boatman Crittenden sailed in the engine department. He started receiving his pension in February 1978.

ROY E. PALMER



Roy E. Palmer, 82, passed away November 10. A native of Ingleside, Texas, he joined the union in May 1957 in the port of Houston. Boatman Palmer sailed as a tugboat captain for G&H Towing. He began collecting his pension in July 1973.

IRVING B. TUCKER



Irving B. Tucker, 86, died October 2. Born in Gressitt, Va., he joined the Seafarers in August 1972 in the port of Norfolk, Va. Boatman Tucker sailed in the deck department prior to his retirement in 1973.

JOHN J. WILGUS

John J. Wilgus, 74, passed away October 16. The Ocean View, Del. native joined the SIU in December 1976 in the port of Houston. Boatman Wilgus sailed as an engineer. He started drawing his pension in 1982.

RAILROAD MARINE

GEORGE C. CURLEY

George C. Curley, 90, died November 10. He was born in Paterson, N.J. and joined the union in July 1960 in the port of New York. He worked in the deck department for the New York Central System. Brother Curley retired in 1965.

JOHN F. DALY



John F. Daly, 80, passed away November 25. The New York native joined the Seafarers in December 1963 in the port of New York. Brother Daly sailed for the Erie Lackawanna Railroad. He started collecting his pension in 1969.

DENNIS DOODY



Dennis Doody, 88, died November 1. Born in Elm Park, N.Y., he joined the

SIU in July 1960 in the port of New York. Brother Doody sailed as a bridgeman for the Baltimore & Ohio Railroad. He began receiving his pension in 1967.

CHARLES F. MCGOVERN



Charles F. McGovern, 75, passed away October 20. He was born in Jersey City, N.J. Brother McGovern joined the union in July 1960 in the port of New York. He sailed in the deck department for the Brooklyn Eastern District Terminal. He retired in 1980.

EDWARD J. OTTEN

Edward J. Otten, 90, died October 14. The native of New Jersey joined the Seafarers in November 1963 in the port of New York. Brother Otten started collecting his pension in 1965.

GREAT LAKES

LEONARD R. ARENDT



Leonard R. Arendt, 73, passed away October 25. Born in Brown County, Wis., he served in the Army from 1941 to 1945. Brother Arendt joined the SIU in July 1959 in the port of Detroit. He sailed as a conveyorman for American Steamship Company before he retired in 1982.

PHILLIP J. GAJEWSKI



Phillip J. Gajewski, 80, died November 3. He was born in Cheboygan, Mich. and joined the union in July 1959 in the port of Alpena, Mich. Brother Gajewski sailed in the deck department. He began receiving his pension in 1975.

MERRILL W. KELLEY

Merrill W. Kelley, 94, passed away November 14. He joined the old Tug Firemen's union (which later merged with the AGLIWD) in June 1951 in his native Chicago. Brother Kelley sailed as a deckhand for Great Lakes Towing Company. He started collecting his pension in 1963.

MILTON R. LARSEN

Milton R. Larsen, 79, died November 1. Born in Sturgeon Bay, Wis., he joined the Seafarers in March 1951 in the port of Milwaukee. Brother Larsen sailed in the steward department. He retired in 1973.

JOHN J. PELISH

John J. Pelish, 80, passed away November 4. A native West Virginia, he joined the SIU in January 1970 in the port of Toledo, Ohio. Brother Pelish was a member of the galley gang before he started drawing his pension in 1976.

ROY L. POWERS



Roy L. Powers, 60, died October 31. He joined the union in October 1965 in his native Frankfort, Mich. Brother Powers last job was sailing as a cook for Erie Sand and Gravel. He began collecting his pension in 1989.

ATLANTIC FISHERMEN

JOHN M. NICASTRO

John M. Nicastro, 69, passed away November 20. He joined the Atlantic Fishermen's Union (which later merged with the AGLIWD) in July 1961 in his native Gloucester, Mass. Brother Nicastro sailed in the deck dept before he retired in 1986.

THOMAS PARISI

Thomas Parisi, 77, died November 9. The Boston native joined the Atlantic Fishermen's Union before it merged with the AGLIWD. He sailed as a fishing boat captain out of Gloucester, Mass. before retiring in 1977. Brother Parisi was buried in Calvary Cemetery in Gloucester. His wife, Grace, survives him.

MANUEL S. SOUSA



Manuel S. Sousa, 39, disappeared at sea November 25. A member of the SIU since 1986, the New Bedford, Mass. fisherman fell overboard while working aboard the Neves. Brother Sousa was the nephew of New Bedford Patrolman Eugenio DeSousa.

ALDEN E. WAGNER



Alden E. Wagner, 86, passed away September 7. A native of West Berlin, Nova Scotia, Canada, he had been a member of the Atlantic Fishermen's Union before it merged with the AGLIWD. Brother Wagner sailed as a fishing boat captain out of Gloucester, Mass. He retired in 1974. He was buried in Mt. Pleasant Cemetery in Gloucester. His daughter, Elaine Pina, survives him.

Stay Informed
With the LOG

Know Your Rights

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

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

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

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

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

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

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

ranks, one individual to carry out this responsibility.

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

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

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

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



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

Summary Annual Report Seafarers Pension Plan

This is a summary of the annual report of the Seafarers Pension Plan, EIN 13-6100329 for the year ended December 31, 1989. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust.

Plan expenses were \$25,078,848. These expenses included \$2,158,745 in administrative expenses, and \$22,920,103 in benefits paid to participants and beneficiaries. A total of 21,071 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$430,047,469 as of December 31, 1989, compared to \$387,057,064 as of January 1, 1989.

During the plan year the plan experienced an increase in its net assets of \$42,990,405. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$68,069,253, including employer contributions of \$9,152,548, gains of \$12,927,281 from the sale of assets, earnings from investments of \$45,739,602 and other income of \$249,822.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report
2. Assets held for investment
3. Transactions in excess of 5 percent of plan assets
4. Actuarial information regarding the funding of the plan
5. Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, who is the plan administrator, 5201 Auth Way, Camp Springs, Md. 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

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.

FREE



Please fill out the application below and mail it to:
John Fay, Secretary-Treasurer
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

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

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

Lundeberg School Graduates Seven Classes



Trainee Lifeboat Class 460—The graduates of trainee lifeboat class 460 are (first row kneeling, from left) Dali Probasco, Joseph Dowell, Paul Laborde, Jeff Freeman, Edmond Bridges, Annie Lanphar, Gary Lindsey and Joseph Lackey, (second row, from left) Eddie Finocchiaro, Sean Essex, Eric Bonsignori, Paxton Hartline, Tommy Yanes III, Kevin Millhouse and Jim Moore (instructor), (third row, from left) Joseph Dean, William Scott, John Sanders, Chris Curtis, Vincent Martinez and Ryan Camardelle, (back row, from left) William May, Clarence Green and Michael Dean.



Radar Observer—Members from Allied Towing who completed the radar observer course are (first row, from left) Henry Corbell, Dexter Moore, Carl R. Moor, Phil Spoerle and Casey Taylor (instructor), (second row, from left) Robert L. O'Neal, Kenneth H. Hudgins Sr. and Erik H. Eriksen.



Trainee Lifeboat Class 461—Recently graduating from trainee lifeboat class 461 are (first row kneeling, from left) Michael Toddman, Arnett Ware, Marcus Page, Thomas Higgins, Richard Johnson, Antonio Malone and Richard Everett, (second row, from left) Earl Gillespie (bosun), Lance Gallant, Geoffrey Denesse, James Mills, Christopher Stringer, Easley Quinn III, James Richards, Mark Rivers, Gaston Watkins, Jason Frazee and Charles Frazer III, (third row, from left) Darrell Brashear, James Connor, Eric Thornsborough, Matthew Young, Robert Fox and Ben Cusic (instructor), (back row, from left) Duffy Joyce, Joseph Tengler, Kenny Frankiewicz, Jere Johnson, Greg Wold, Jason Wyatt, Ricardo Ramirez and Garrick Prater.



Able Seaman Class—The Lundeberg School graduated 18 members as able bodied seamen on November 19. From the left are (kneeling) Bruce Holloway, Bob Lang, William Horton, Alvin Diles Jr., Mitchell Roberts, David O'Neal, Steve Shank and instructor Nelson Bailey (standing), (second row, from left) Jake Karaczynski (instructor), Joe Thompson, Mike Smigelski, Rick Jones, Nick McKnett, Wade Pisciotta, Kevin Walker, Arthur Stewart, John Bumgart, Jesse Fountain, Michael Gav and Mario Mardesic.

Upgraders Lifeboat Class—Learning lifeboat skills and water survival techniques leads to lifeboatman certification at the Lundeberg School. Under the instruction of Ben Cusic (right), the following members completed the course of study: (from the left) W. Reyes, Walt Van Court, Charlie M. Belton and Bill Collins.



Third Mate—Completing the third mate curriculum are (first row, from left) James Gregory, Doyle Minter, Gerald Durham and Stephen Moll, (second row, from left) instructor Ron Raykowski (standing), James Hoban, Eddy Frizelle and James Hagberg. Missing from the photo is Brian "Magenta" Carolan.



Fireman/Watertender, Oiler (FOWT)—Completing the six-week course leading to endorsement as fireman/watertender are (sitting) Frank Alo, (first row kneeling, from left) Tomas Torruellas, Stoney Hardy, Mark Moran, Javier Alvarado, Mike Holly and Beato Diaz, (second row, from left) Jim Shaffer (instructor), Damon Jordan, Bruce Auman, Steve Rollins, Dean Compton, David Skieff, Chris Martinez and Charlie Belton, (third row, from left) Davis Lea, Steve Marshall, Jeff Van Slambrouck, Mike Waz, Ernest Kemp and Darren Henderson.

1991 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	December 10 January 21 March 4 April 15 May 27	January 4 February 15 March 29 May 10 June 21

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

Lifeboatman	January 7 January 21 February 4 February 18 March 4 March 18 April 1 April 15 April 29 May 13 May 27	January 18 February 1 February 15 March 1 March 15 March 29 April 12 April 26 May 10 May 24 June 7
Ship Handling	January 21 March 18 May 27	February 1 March 29 June 7
Radar Observer Unlimited	February 4 April 1 April 22 May 20	February 8 April 5 April 26 May 24
Third Mate	February 4	May 17
Inland Deck Licenses	January 28	April 19
Celestial Navigation	February 11 April 22	March 1 May 10

Upon completion, the Sealift Operations course must be taken.

Tankerman	March 4 May 27	March 29 June 21
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Upon completion, the Sealift Operations course must be taken.

Tankerman	March 4 May 27	March 29 June 21
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Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	February 18 April 1 May 13	February 22 April 5 May 17

Upon completion, the Sealift Operations course must be taken.

UPGRADING APPLICATION

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

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

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

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

Social Security # Book #

Seniority Department

U.S. Citizen: ☐ Yes ☐ No Home Port

Endorsement(s) or License(s) now held

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

If yes, which program: from to

Last grade of school completed (dates attended)

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

If yes, course(s) taken

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

If yes, how many weeks have you completed?

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

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

Date available for training

Primary language spoken

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker, Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	
Upon completion, all students will take a Sealift Familiarization class.		

SHLSS College Program Schedule for 1991

FULL 8-week Sessions	January 14 March 25	March 8 May 17
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Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 25	May 6
Steward Recertification	January 28	March 4

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	January 21 May 13	April 12 August 2
Fireman/Watertender and Oiler	January 7 February 4 March 18 April 15 May 13	February 1 March 1 April 12 May 10 June 7
All students must take the Oil Spill Prevention and Containment class.		
Pumproom Maintenance & Operations	January 21 April 15	March 1 May 24
Marine Electrical Maintenance	January 7 April 1	March 1 May 24
Refrigeration Systems Maintenance & Operations	January 28 May 27	March 8 July 5
Diesel Engine Technology	March 18	April 12
Welding	February 18	March 15
Marine Electronics Technician	January 14	April 5
Assistant Engineer (Deep Sea & Inland)	March 11	May 17
Electro-Hydraulics		
Deep Sea/Inland Engineers	March 11	May 17

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

1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	January 7 March 4 April 29	February 15 April 19 June 14
Adult Basic Education (ABE)	January 7 March 4 April 29	February 15 April 19 June 14
English as a Second Language (ESL)	February 11 April 29	March 22 June 14
Developmental Studies	January 18	February 1
ABE/ESL Lifeboat Preparation Course	January 7 January 28 April 22	January 25 February 22 May 17

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

VESEL RATING HELD DATE SHIPPED DATE OF DISCHARGE

SIGNATURE DATE

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

DECK

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

ENGINE

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

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

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course. RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundberg Upgrading Center, Pooey Point, MD, 20674

Sea-Land, SIU Stewards Seek Best Chow for Crews

The input of men and women who sail for the SIU will play a major role in determining the foods that will be served aboard Sea-Land vessels in the coming year.

Upgraders and instructors from the Seafarers Harry Lundeberg School, union members on the beach and other friends of Sea-Land participated in a food exhibition sponsored by the company last month near its corporate headquarters in Elizabeth, N.J. The purpose of the event was to allow shipboard and company personnel an opportunity to examine the best quality food products available to institutional buyers such as Sea-Land.

As the SIU stewards and members who attended the event discovered, there was more to the exhibit than just looking at the products. "I didn't think we'd get to taste the food," said **Leslie Prophter** of San Francisco, who is upgrading at Piney Point to cook/baker. "I thought we would be in seminars. This is a great idea. It gives us a chance to find out what is available on the ships and a choice in what we want to order."

Honolulu's **Sherman Anderson**, who is upgrading to chief steward, noted, "It's good for us to test food before we use it on a ship. We know what the members like."

Good Food Raises Morale

The food display is the creation for Lundeberg School graduate **Jim Mann**, who serves as Sea-Land's fleet commissary manager. He noted lot of time and effort go into the event.

"We have to show what we are doing in our departments at Sea-Land," Mann told a reporter for the Seafarers LOG. "Food brings people together and we want



Above, galley gang members Ed Ruggiero (left) and Sherman Anderson compare notes about some of the food they tasted during the afternoon session. At right, Elizabeth shoregang bosun John Natoli slices open a seafood package so visitors can sample the taste of the fish. Brothers Ruggiero, Anderson and Natoli were among the many SIU members who sampled the products of a variety of purveyors during a Sea-Land food exhibition.



Above, head shoregang bosun Thomas Soresi asks a company rep about his products.



At right, Chief Cook Joanna Cardwell decides which rice dish she wants to sample.



Ed Martin, SIU member and Sea-Land's Elizabeth, N.J. port steward, prepares a seafood display for the show.



New York Port Agent Kermet Mangram (left) and Recertified Bosun Francis Adams recall one of the many payoffs they worked together.



Lundeberg School graduate James Mann (left), now Sea-Land's fleet commissary manager, organized the food show. He is talking with William Seidenstricker, one of his instructors at the school when Mann was a trainee.



Even the all-American hot dog was available at the food show, being sampled by Lundeberg School instructor William Seidenstricker.

people to see we are putting good stuff on the vessels."

For the members of the steward department, Mann said attending the show, tasting the products and talking with food company representatives helps them improve the quality of the food used to feed crewmembers. "That is good for morale on a long trip," he added.

Recertified Steward **Mike Ruggiero** seemed to agree with Mann's assessment. Ruggiero sails aboard LNG vessels which sail between Indonesia and Japan, thus never seeing American ports or receiving American stores.

"We recommended to our food suppliers that our members would eat short grain brown rice and veal," the 10-year member recalled. "I got them on my ship first and the members loved it. Now all the vessels stock and serve the items."

Ruggiero travelled from his home in the nearby mountains of Pennsylvania to attend the show because "I can make suggestions on the quality, yield and cost effectiveness of the products available on the market."

Between stops at the various booths, Chief Cook **Joanna Cardwell** of New York, a 10-year SIU member, commented, "Everything is good and tasty. This certainly helps a lot when we cook aboard ship."

Even Recertified Bosun **Francis Adams** realized the importance of non-galley gang members to be tasting the items. "I work with the stewards all the time. When the food is good, everyone gets along, so we're always discussing and coming up with new ideas." However, one SIU member, as he observed the displays, noted the difference in galley stores from the time he began shipping to today. Sea-Land Port Steward **Ed Martin** observed, "There have been a lot of drastic changes in the galley." Martin, a member since 1944, said, "We used to do everything from scratch. Now, it's a whole different mode of feeding. Today we can get most items in pre-measured form."

Help Sought In Locating Missing Child

The National Center for Missing and Exploited Children is seeking the help of Seafarers in locating **Averie Grace Evans**.

Averie was last seen riding a

purple Murray bicycle at approximately 4:30 p.m. in the East Natchitoches, La. area. She was wearing a black sweater, blue jean vest and black jeans at the time of her disappearance last month, November 5, 1990.

Averie, who turned 12 years old this month, is 5 feet tall and weighs 101 pounds. She has brown hair, brown eyes and a scar on top of her nose and one above



her right eyebrow.

Anyone having information should contact the National Center for Missing and Exploited Children at 1-800-843-5678 or the Natchitoches Police Department (Louisiana) Missing Persons Unit at 1-318-352-8101.

Averie Grace Evans, in a recent photograph at left.