

WAR IN GULF ENDS

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United Automobile Workers President Owen Bieber attacked a Bush administration proposal for a trade agreement with Mexico that could result in a major export of American jobs. Bieber told MTD executive board members that the flight of American jobs to Mexico already has begun and does not need to be compounded by a so-called free trade pact.

MTD Sees Trouble in Trade Moves

Labor Fights Plan to Export American Jobs

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Battle Lines Drawn On Anti-Scab Bill

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WELCOME TO KUWAIT



At the Finish Line

A welcome sight to citizens of Kuwait was the arrival of allied forces that liberated their nation seven months after Iraq had invaded and assumed control over the small Middle Eastern country. After a 43-day war, which included a 100-hour ground assault, the multi-national coalition of armed forces decimated the Iraqi military and restored the destiny of Kuwait to that nation's own citizens. Page 3.



General Lauds Shipping Role in War

Speaking to the MTD executive board, General H.T. Johnson, who heads the military's transport logistics operation, commended American seamen and U.S.-flag shipping companies for their role in the recent seafight to the Gulf. Page 4.

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President's Report

Lessons of the War

All Americans are, of course, most thankful that the war in the Persian Gulf has ended and that the cost, while enormous in dollars, was fortunately minimal in terms of lives of our armed forces.



Michael Sacco

I think we can all agree that the performance of the United States was most impressive from start to finish — from the very beginning when it responded to the Iraqi invasion of Kuwait by calling on the community of nations to join in the call-up and positioning of land, sea and air military forces in Saudi Arabia. The mobilization of the massive logistical operation which kept more than 500,000 troops supplied with food and materiel throughout the campaign was a credit to American savvy and know-how and the hard work of our friends — General H.T. Johnson and his team — at the U.S. Military Transportation Command.

Studies to Come

As is to be expected in a democracy, the Persian Gulf war will be a center of examination, study and discussion in all its aspects for a long time to come. For the most part, the motivation for going over this experience will be the strengthening of our national security, so that in the event of future threats to the nation's interests, we can be assured that our security forces can operate with maximum efficiency.

One of the areas that is sure to be included is transportation — the logistical operations responsible for keeping the military forces adequately supplied and, without which, every other effort could be in vain. And in this area the role of the merchant marine must, of course, be carefully considered.

As successful as the U.S. supply line operations were, those in command must remember that of the 87 dry cargo ships currently chartered by the military for the deployment, 67 fly the flags of other nations. (This of course is in addition to the six ships chartered by the Military Sealift Command prior to the outbreak of hostilities in the gulf, the fast sealift ships, the Ready Reserve Force vessels, the prepositioning ships and other MSC vessels and most of the tankers used in the operation — all of which operated under the U.S. flag.) In a few instances, the crews of foreign-flag ships (including those aboard foreign-flag feeder ships operated by American-flag shipping companies) refused to sail their vessels into the war zones.

Best-Case Scenario

Fortunately, the war was, for the most part, contained, with an enemy who was virtually overwhelmed and incapable of carrying the fight to the

supply lines. It was a best-case scenario. We hope that it will never again be necessary to mount another war effort, but it would be unrealistic, on the basis of events developing in many parts of the world, to expect that peace is suddenly going to break out all over.

In a world that is so marked by instability and hate, the important watchword is "preparedness." With the exception of the military establishment, there are few sectors of our nation that share our concern about the readiness and ability of our private shipping industry to meet the demands a major conflict would require, especially a conflict in which our allies may be few and far between.

As difficult a job as it is, our union must continue to carry the message to every front to insure that we work toward the creation of a balanced fleet of ships that serves our nation's needs not only in peace but in every imaginable kind of conflict.



Maritime Trades at Work

As was expected, the recent executive board meeting of the AFL-CIO Maritime Trades Department was a timely and meaningful event. Issues of vital importance to America's working men and women were discussed in depth and actions were taken on a range of issues that affect the economic security of millions of Americans, among them the legislation that would ban the replacement of workers who go on strike to protect their well-being and the current round of trade talks that could result in massive job transfers from America to Mexico and other havens for run-away shops.

The department will implement the decisions of the board on these key issues. It is clear from the mood at the meetings we can look for the continued cooperation of the affiliated unions as the MTD goes to work on the objectives that have been agreed on.



Remembering Our Brothers

All Seafarers mourn the deaths of the six seamen who were killed last month in an engineroom accident aboard the *Stonewall Jackson*. Our hearts and prayers go out to the families of the six men, three of whom were SIU members and three of whom were District 1 MEBA engineers.

To the families of Edmund L. Clayton Jr., Prince Wescott, Henry C. Hyman, Donald W. Park, Victor J. Villafarra and Eric A. Hinds, we extend our deepest sympathy.

Tax-Filing and Paying Extension OKed for Desert Storm Mariners

The Internal Revenue Service (IRS) announced that civilian mariners who have sailed in the Operation Desert Storm combat zone while engaged in activities supporting the armed forces can file tax returns and delay payment of monies due the agency for up to 180 days after being in the designated war area. The IRS also has conferred the benefit to any spouse of a merchant seaman who qualifies for the extension.

Merchant seamen on vessels carrying a load of cargo for the military that enter the Operation Desert Storm theater qualify for the extensions, according to an IRS spokesman contacted by the LOG. Seafarers serving on a commercial

vessel calling on ports in the combat zone would qualify for the benefit as long as a "portion" of the ship's cargo is for the military's operation, said the IRS spokesman.

Civilian mariners on vessels that have remained in the combat zone also are eligible for the tax-filing and tax-paying extension.

Calculating the Extension

The 180-day filing postponement period begins from the last day of the month in which a qualifying merchant seaman is in the combat zone. For example, if a Seafarer's last day in the combat zone is March 12, the 180-day extension would start on March 31.

The combat zone covers Iraq,

Kuwait, Saudi Arabia, Oman, Bahrain, Qatar, United Arab Emirates, the Persian Gulf, Red Sea, Gulf of Oman and certain parts of the Arabian Sea and Gulf of Aden (see map on page 13).

The IRS spokesman suggests any Seafarer who will be taking advantage of the extension drop a note to the IRS office where he or she would normally send the federal tax return and advise the agency of their service in the combat zone and note that the filing will be arriving late. Such a letter would forestall the IRS from assuming the Seafarer was simply not filing or paying taxes without legitimate reasons.

The IRS advisory on tax benefits and relief available to Operation Desert Storm civilian personnel, which includes merchant seamen serving on ships with a military-support purpose that have entered the combat zone and their spouses, also notes that a "wide range of acts" can be postponed.

Other Actions Covered

According to the IRS circular, in addition to prolonging the period of time for filing federal tax returns

and tax payments, civilian mariners serving in the Operation Desert Storm theater can postpone filing of tax court petitions, filing claims or bringing suits for refunds, assessing taxes, issuing notices or demands for payment, making collections or doing "any other act permitted or required under the internal revenue laws."

The IRS is quick to point out that the postponement period is temporary in nature and does not terminate an individual's responsibility for filing tax returns, making tax payments and other acts required by law.

Any Seafarer with questions can call the IRS at (800) 829-1040. Or, if out of the country, write to the IRS at 950 L'Enfant Plaza, SW, Washington, DC 20024 or send a facsimile transmittal to (202) 287-4466.

See page 13
for a complete text of the
IRS circular entitled
"Tax Benefits and
Relief Available to
Operation Desert Storm
Civilian Personnel."

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Trade Pact Battles Loom

Labor Girds to Halt Job-Export Plan

The Bush administration, in its anxiety to negotiate a world trade pact and an agreement with Mexico, is very likely to barter away American jobs for the sake of a deal, warned AFL-CIO Secretary-Treasurer Thomas R. Donahue in his remarks to the AFL-CIO Maritime Trades Department (MTD) executive board meeting.

Donahue's point was echoed by Congressman Richard Gephardt, United Automobile Workers President Owen Bieber and Transportation Communications Union Vice President Jack Otero in their talks to the MTD board, which represents the department's 43 affiliated national and international unions.

The MTD board unanimously passed a resolution committing the department's energies towards defeating any trade bill that encourages runaway shops.

For further reporting on the MTD executive board meeting, see pages 4, 12, 14 and 15.

With the Bush administration, the office of the U.S. Trade Representative (USTR) has been leading the negotiations for the General Agreement on Tariffs and Trade (GATT), the international trade accord involving more than 100 countries. The USTR's office



Rep. Richard Gephardt told the MTD board he will introduce a fair trade bill in this session of Congress.

also is handling the U.S.-Mexico free trade agreement sought by the Bush administration.

The labor movement and Congress have been monitoring the USTR's trade pact plans closely to ensure American jobs are not given away at the expense of a political deal.

Must Be Vigilant

Donahue told the conference, "What is at stake is not an academic discussion but the jobs of the people we represent."



AFL-CIO Secretary-Treasurer Thomas R. Donahue warned MTD executive board members that the administration's efforts to get a trade deal with Mexico could result in a loss of hundreds of thousands of American jobs.

Donahue warned about complacency regarding the GATT negotiations, which stalled in December after four years of discussion. He said the argument that free trade entering a market will in-

crease standards of living for that nation has not happened. "The advantage goes to those with money and they take advantage of cheap labor markets."

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American, Allied Forces Retake Kuwait, Win War

In just a mere 100 hours, the ground war between the armies united to free Kuwait and the Iraqi invasion force was over when Kuwait City was liberated of Saddam Hussein's troops February 27.

Seven months after the United States and other nations from around the world began sending troops, weapons, aircraft, ships and other materiel to build up supplies in Saudi Arabia, the fighting was over as the Iraqi govern-

ment agreed to terms set out by U.S. Army General Norman Schwarzkopf in a meeting at a captured Iraqi airbase that took place on March 3.

Scenes of prisoners of war, troops and support personnel returning to heroes welcomes in the United States have filled news reports since the surrender was announced. As the troops start coming home, the work of the merchant marine in the Middle East will continue. SIU-crewed vessels, praised by military officials for getting the troops and armaments to Saudi Arabia, now will be assigned to bring the materiel back to American and European bases. The effort will keep military supply and Ready Reserve Force vessels busy for several more months.

Also, SIU-contracted Sea-Land Service Inc., through its parent company CSX Transportation, has been awarded a contract by the government of Kuwait to help rebuild that war-ravaged country.

The ground war against Iraq started on February 24 after 38 days of continual air attack by U.S., British, French, Kuwaiti and other allied forces. The Iraqi air

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An American soldier guarding the U.S. embassy in Kuwait flashes a victory sign after the allied forces liberated the nation from Iraq.

Fire on Stonewall Jackson Claims Lives of 6 Seamen

The members, officials and staff of the Seafarers mourn the deaths of six brother seamen who died in an engine room fire aboard the Stonewall Jackson last month, in what is considered the worst disaster to strike a U.S.-flag vessel since the Marine Electric sank in Virginia waters during a gale in 1983.

Three SIU members lost their lives on the Waterman ship — QMED Edmund L. Clayton Jr., 52, of Hampton, Va.; QMED Prince Wescott, 46, who sailed from the Brooklyn hall and Wiper Henry C. Hyman, 38, of Tarboro, N.C.

SIU President Clayton Michael Sacco extended the "heartfelt and profound sympathy" of all Seafarers to each of the families of the black gang members.

According to press accounts, the fire broke out in the engine room of the 900-foot LASH vessel, which was off the coast of India on its regularly scheduled run carrying cargo between the U.S. gulf coast and the

Mideast, India and Southeast Asia. The men died from smoke inhalation, according to initial reports from the U.S. Coast Guard, the agency handling the accident investigation.

"The preliminary report indi-

cates the fire started when lubrication oil from a ruptured turbo generator line ignited," said Michael Benson, a National Transportation Safety Board (NTSB) spokesman.

Benson advised a LOG reporter that the government's transport safety watchdog agency has delegated the investigation to the Coast Guard. The NTSB will review the Coast Guard's findings when the report is filed, he added.

Investigators were expected to board the Stonewall Jackson in Singapore in mid-March, according to Commander David F. Wallace, chief of the Coast Guard's casualty review branch.

A Waterman official said the vessel was towed after the accident to Colombo, Sri Lanka to drop off the bodies and then headed to a Singapore shipyard for repairs.

It is not known when a report will be filed on the accident, or when a cause will be determined. "A period of several months is not uncommon for a report to be filed," Wallace said. A lengthy review process—if the Coast Guard report is disputed—could push any conclusions back several more months, he added.

Longtime Members

Brother Wescott, who was born in Trinidad, joined the SIU in June of 1978 in the Brooklyn hall. He upgraded his engineroom rating at

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Hyman



Clayton



Wescott

General Says Sealift Operation Is Defense 'Bedrock'

Calling the sealift industry "the bedrock of America's defense transportation system," the head of the U.S. Transportation Command thanked the U.S.-flag maritime industry for the hard work of everyone involved in getting supplies quickly to the Persian Gulf.

Air Force General Hansford T. Johnson, addressing the AFL-CIO Maritime Trades Department (MTD) executive board meeting last month gave high praise to the men and women crewing the U.S.-flag ships that carried soldiers, tanks, ammunition and other military materiel to support Operation Desert Shield which became Operation Desert Storm when fighting began in January.

Workers as Patriots

"I cannot find a more patriotic group in America than the men and women you represent," Johnson said. "America's maritime industry is the lifeline for America's armed forces serving in southwest Asia."

The general noted 90 percent of all the materiel delivered into the Persian Gulf theater arrived via sealift. "On December 31, we had literally a steel bridge across the ocean with 132 ships enroute to Saudi Arabia and 47 returning to the United States," he pointed out. "That's one ship every 50 miles from Savannah, Ga. to the Persian Gulf!"

Johnson, whose command includes the Military Sealift Command, Military Airlift Command and Military Traffic Management, said the war effort demonstrated the importance of prepositioning vessels, like the ones crewed by SIU members at Diego Garcia and other points around the world, as the military reduces the size of its forward deployed forces.

By August 11, three Marine expeditionary brigades sent from the U.S. had been equipped in Saudi Arabia by prepositioning ships loaded with tanks, armored personnel carriers, fuel, ammunition,

medical supplies and general cargo, he said.

"In the past six months, we have asked a great deal from America's maritime unions and you have responded by giving us everything we asked for and more," Johnson told the group. "You have broken on-load/off-load and tranship records, and together, we have successfully demonstrated the practicality of transporting personnel by air and equipment by sea and marrying them up in the area of operation."

The general pointed out some weaknesses within the U.S. sealift capability he said he would seek to correct.

"To maintain our political and economic freedoms, America must have a strong and viable maritime industry," he stated. "We must

work together to return our maritime industry to a position where we do have a competitive edge."

In the weeks ahead, Johnson promised he would advocate a stronger merchant marine when talking to congressmen in Washington. "In the Ready Reserve Force (RRF) we have learned several lessons. Most importantly, we learned that the system worked. We also learned that we need to place more roll on/roll offs in the RRF, and we need to place a higher priority on the readiness of the RRF."

U.S. Senator Charles Robb (D-Va.) echoed Johnson's praise of the merchant marine. "The maritime trades have been instrumental in fulfilling the commitment (of getting men and materiel to the Middle East). They have played an extraordinary role."



U.S. shipping companies and maritime workers broke loading and unloading records during the current deployment, reported Gen. Johnson.



Sen. Charles Robb termed the role of the American maritime industry in the military's Operation Desert Storm 'extraordinary'.

Roe Urges Transport Sector To Plan and Work as a Team

Congressman Robert Roe (D-N.J.) called on America's air, ground and water transportation networks to work with one another to help rebuild the nation's infrastructure in order to compete with the international economic situation.



Rep. Roe called on the nation to invest in its transport infrastructure.

Roe addressed his remarks to representatives from the 43 unions that compose the AFL-CIO Maritime Trades Department, which was holding its executive board meeting last month.

"The situation affecting us now is affecting every single man, woman and child in this country—the way we think, the way we travel, the way we work, the way we plan for the future," the chairman of the House Public Works Committee said.

"The American economy is no longer a separate economy. It's the biggest marketplace in the world. Today we're dealing in the international economy and how we structure our industries internationally. How we compete internationally is going to determine whether we're going to remain a major power of the world."

Roe stated a prime factor in determining America's future is the

rebuilding of highways, railroads, seaports and airports so each sector will work in conjunction with another. As an example, he talked of his home state of New Jersey with its air and rail facilities in Newark, the N.J. Turnpike highway system and Port Elizabeth for shipping. "You can't get to them. It's a quarter of a mile between them. You have to go through 50 towns and cities and all kinds of barriers to be able to get to that one airport, that one port! How do we move things competitively?"

The 12-term representative noted the world's need to have items delivered now, instead of placing goods in warehouses and tying up capital. "Big stores like Sears are laying off thousands of people. They want instantaneous delivery of goods."

Competitiveness at Stake

Roe went on to say, "How we move goods and our ability to be able to move goods in the 21st century is going to determine whether American industry will be competitive enough. If it takes us five times as long to move something in this country, there is no way that our industry will be able to compete in a worldwide global market."

The congressman stated the transportation package with funds available to integrate America's transportation systems announced by President George Bush last month is a start. But, he said, more is needed.

"We passed (in Congress) the local (public) works bill...and we built schools and we built bridges and roads. And we spent money in America. Why did we do that? Not only to rebuild America, but because it was jobs—jobs for Americans. You can't have a strong economy or a marketplace unless people are working. People can't

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MTD Board Calls for Passage Of Striker Replacement Bill

Passage of a federal bill to ban permanent replacement workers became a rallying cry among union and congressional leaders attending the executive board meeting of the Maritime Trades Department.

A major battle looms on passage of this bill since the administration, through the testimony of Labor Department Secretary Lynn Martin, advised Congress of its intent to thwart the proposed legislation.

"Employers who use permanent replacements harm themselves and the country," said U.S. Representative Carl Perkins (D-Ky.).

"What happened to Eastern machinists did not happen to (Polish) shipyard workers in Gdansk."

Richard Trumka, president of the United Mine Workers, called for a "crusade to protect American workers. This is not just any other issue," Trumka announced. "This is the survival of the trade union movement as we know it. The peo-

ple behind this bill aren't just leaders, but priests, corner grocers, longshoremen, mariners, warehousemen and mine workers."

The MTD is seeking to outlaw permanent replacement workers and overturn the 1938 Supreme Court ruling (Mackay Radio v. National Labor Relations

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Mineworkers President Richard Trumka termed the anti-scab bill a "matter of simple justice."



During the Reagan administration, companies began using the striker replacement loop-hole in the law, said Rep. Carl Perkins.



The U.S. is the only democratic nation in the world that allows strikers to be replaced, said IAM President George Kourpias.

MM&P President Unseated In Union's Election Rerun

Captain Timothy A. Brown, a permanent master on the Sea-Land Consumer, defeated Robert Lowen, incumbent president of the International Organization of Masters, Mates and Pilots (MM&P). Brown tallied a vote of 2,489 to Lowen's 2,079 in the 90-day balloting, the results of which were announced last month.

Challenger Captain James W. Hopkins beat incumbent MM&P Secretary-Treasurer Elwood Kyser in a vote of 2,426 to 2,106 in the balloting which was a rerun of a 1988 election. A federal district court judge had ordered the new election, citing "fraud of significant proportions" in the 1988 race, when Lowen won the top post over Brown by 105 votes.

Judge Marvin J. Garbis of the federal district court based in Baltimore found the 1988 MM&P election was conducted in a manner that violated the union's constitution and federal law. The court documents indicated that blank ballots were stolen and some ballots were forged by Lowen supporters in the 1988 campaign.

According to the judge's decision, other factors rendering the results of the 1988 election suspect were the failure on the part of the union to mail an election notice to each member at his last known home address, the lack of adequate notice of the balloting procedures, inadequate protection of a ballot box, denying members in good standing the opportunity to vote and missing ballots.

Time to 'Build Bridges'

In an interview with the Journal of Commerce and the Baltimore Sun, and in his campaign literature, Brown said he would work to "build bridges" to other maritime unions, including the ILA (the MM&P's parent union), the SIU and District 1 MEBA/NMU, the organization which recently experienced an upset victory of a slate of challengers to the incumbents in its licensed division.

Among the charges leveled in the 1988 and 1991 MM&P election campaigns against the incumbent candidates were the heavy loss of funds from the union's treasury and pension funds to cover questionable investments instigated by MM&P officials, the 1988 election itself and the manner in which it was conducted, the loss of jobs on 80 U.S.-flag tankers and a deferred wage payment in 1988 to MM&P officials while seagoing members took a cut in pay.

Monterey Drains Funds

The investment decisions questioned by MM&P challengers and many rank-and-file members included the funding from both the union and a variety of its funds to the Monterey, an American-flag cruise vessel, and the appointment of a group called Tower Asset Management as the plan's investment manager.

According to documents which have been made public, the union's

investment and loan to the SS Monterey Limited Partnership never have been recovered and ended up in a write-off of \$1,422,500 on the union's December 1989 financial statement. The documents also indicate the union is owed \$4,350,000 for the second preferred ship mortgage of the Monterey, the union's Maritime Institute of Technology and Graduate Studies (MITAGS) is owed \$225,000 for room and board of Monterey crewmembers in 1988 and close to \$1 million is owed to various plans by Aloha Cruise

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SIU-Crewed Hospital Ship Receives Quilt

Captain Ray Addicott, commander of the Military Sealift Command-Pacific Fleet, accepts a handmade quilt for the USNS Mercy, a hospital ship serving in the Persian Gulf. The vessel is crewed by members of the SIU's Government Services Division and is based in Oakland, Calif.

Ex-NMU Official Says Rank-and-File of Union Kept in Dark on Details of Merger with MEBA

Additional charges that the so-called merger between District 1 Marine Engineers Beneficial Association (MEBA) and the National Maritime Union (NMU) was forced on the NMU membership were revealed in a statement by a former top NMU official recently submitted in federal district court.

James F. Paterson, who served as the NMU vice president in charge of deep sea maritime activities from 1978 until he retired in 1989, said in his deposition that the merger discussions with District 1 MEBA were held in "relative secret" and were "conducted exclusively" by NMU President Shannon J. Wall and C.E. (Gene) DeFries, president of District 1 MEBA and their two lawyers.

Paterson, who first joined the NMU in 1947 and became a full-time union official in 1960, said in his affidavit that he learned of the merger agreement "at the same time, and in the same manner, as other NMU members" by reading the August 1987 Pilot, which at that time was the organization's monthly newspaper.

Big Bucks Go to Wall

In Paterson's statement, which was filed as part of a lawsuit seeking to unravel the 1988 merger of the two organizations, the former NMU official charges Wall with selling out the NMU membership for "personal, pecuniary gain."

In arranging for the NMU merger into MEBA, Wall "sold the NMU members into political and economic slavery," said Paterson in his deposition. Wall "saw the merger as a way to secure a huge cash 'severance' payment (\$272,795), plus allegedly unused vacation benefits (\$31,476)" despite remaining in the employ of the union, continued Paterson in his testimony.

Further, Wall's "annual salary was increased 46.6 percent (from \$136,398 to \$200,000) the day after the merger was consummated," said Paterson, adding that the NMU president also became a partici-

pant in MEBA's pension plan and money purchase benefit. "By virtue of the merger, Wall was able to begin drawing against his NMU seaman's pension at the rate of \$640 per month, and he received a lump sum disbursement from the NMU staff pension plan in the amount of \$1,275,126," Paterson's deposition reported.

Pension Fund Merger?

Paterson, who describes himself as an NMU "insider" in the affidavit, noted an important aspect of the proposed merger with MEBA was the "fact that the NMU pension fund would be absorbed by the MEBA pension fund which was over-funded and could afford to absorb the unfunded liabilities" of the NMU plan.

According to Paterson's statement, the "general outline" of the merger between the two unions was first discussed at NMU membership meetings on August 31, 1987 and this matter was brought up there and at subsequent sessions throughout the autumn.

Paterson's affidavit indicates he believes the primary factor advancing the merger "was the prospect that our pension plan would be merged into the MEBA pension plan." He said in the court-filed document that every NMU member that ever went to sea knew the MEBA plan permitted participants the option of taking lump sum buy-outs. Paterson added that option was "a great attraction to our members."

NMU officials lobbied for the merger on the grounds it would protect the NMU pension plan, Paterson charged in his testimony.

Real Structure Hidden

The former NMU official, who lost a bid against Wall for the position of chairman of District 1 MEBA/NMU's unlicensed division in a three-way race for the post in a 1989 election, also contends in his deposition that the constitutional structure of the merger—which made NMU rank-and-file members second class citizens—was never discussed at any

membership meetings in 1987 or raised during the merger referendum.

"... there was no way anyone, myself included, could possibly have known at the time of the 1987 merger referendum how the 100 delegate votes at union conventions would be distributed" between the two unions, Paterson said in the statement.

It is only now that the so-called weighted voting structure of the new union is becoming clear, pointed out Paterson in his 11-page affidavit. (This provision of the District 1 MEBA/NMU constitution allocates voting strength at the organization's convention based on the total amount of monies collected by each division as opposed to the traditional concept of apportioning votes by the number of members.)

Recently it has become clear, Paterson said in the court-filed affidavit, "how the licensed division (MEBA) and its officers can call all of the shots at conventions, and even determine which of the NMU candidates for District office will be elected."

Paterson indicated in his deposition that in late 1987, while attending a function, he "was shocked to hear NMU President Shannon Wall introduce MEBA President Gene DeFries as 'my new boss.'"

Paterson's affidavit noted, "given the fact that Wall had previously questioned the wisdom of any merger between the NMU and a supervisors' union representing licensed ship officers, and had terminated the infinitely wiser merger discussions with the SIU on the grounds that the NMU would never become subordinate to another labor organization, I was aghast."

The former NMU vice president ends his affidavit, submitted to the federal court in January, with the suggestion that the merger can be "undone." According to his deposition, Paterson believes the NMU's AFL-CIO charter "would almost certainly be reissued if the members of the two unions were to vote to part ways."

Labor Dep't Action vs. Pension Plan Attacked for Violating Procedures

Counsel for the Seafarers Pension Plan has voiced a strong objection to the Department of Labor's "highly unusual" decision to initiate a court action in dealing with differences between the agency and the trust fund over benefits provided to pensioners and rent collection procedures.

The plan counsel's communication was touched off by the Labor Department's issuance of a press release announcing the action without notifying the plan and the trustees. (At press time, none of the trustees nor the plan had been formally notified by the federal agency.)

The department's news release announced a suit had been filed against the plan and its trustees for "improperly using funds to provide housing and food service to retirees" and for not making "prudent arrangements for the rental of office space to the union and affiliated organizations."

In the protest registered with Secretary of Labor Lynn Martin, the plan's counsel, Leslie Tarantola, accused the department of deviating from "its usual course of action." Tarantola pointed out it was customary in such cases for the department's auditors to present a written report and for the agency to hold discussions for purposes of attempting to resolve any differences.

In the case of the pension plan audit, nothing was heard from the agency for some three years after the routine examination was concluded until the Seafarers learned of the labor department's law suit from the press.

Dep't Tactics Suspect

According to attorneys familiar with labor and pension law procedures, the actions of the department were regarded as "rather

strange." This has led some to believe the Labor Department may have had some motive other than the strict resolution of the issues.

The experts see no reason why the government agency's differences with the Seafarers Pension Plan could not have been raised through the department's standard operating procedures in conducting an audit, thus making the tactics employed in this case unnecessary and peculiar.

It is a standard practice for the Labor Department to routinely audit employee benefit plans and unions. Sometimes routine procedures are intensified depending on whether the administration in power is friendly or unfriendly towards working people and their unions.

The examination of the Seafarers pension fund occurred at the height of the Reagan administration, which was notoriously anti-union.

In addition, since the early 1980s, coinciding with the time when Ronald Reagan became the 40th president of the U.S., three Seafarers union entities and six affiliated plans have been audited by the government agency. The department, in each case closely examined between three and six years worth of records, assigning teams of two to six auditors at any given time to these reviews.

In the audit of the union entities, the Labor Department followed its customary procedures and held discussions and closed the cases. Of the six plans subjected to Labor Department scrutiny, the only pending action taken by the agency is the court filing against the Seafarers Pension Plan.

The union trustees named in the labor department complaint are Secretary-Treasurer John Fay, Vice President Collective Bar-

gaining Angus "Red" Campbell, Vice President West Coast George McCartney and Representative Herberto Perez.

Management trustees cited are Carmine J. Bracco of Bay Tankers; Edmund Davis of Sea-Land; Michael DiPrisco of Crowley; William Pagendam, Jeremiah Callan and Michael Marco of Great Lakes Dredge & Dock Company; and David Schultze of American Steamship Co.

Membership Informed

Seafarers President Michael Sacco expressed resentment at the Department of Labor's aspersions on the integrity of the plan and its board of trustees, which is made up of an equal number of union officers and management officials from SIU-contracted companies.

"Never has there been any question about the integrity of these people and all their actions which have been consistently motivated by a desire to protect the best interests of the plan's beneficiaries," Sacco said.

Speaking at the union's monthly membership meeting at Piney Point, Md., Sacco said, "SIU plans are effectively and efficiently administered and there have never been accusations of personal gains connected to anyone serving in any capacity with the plans." He assured the membership that the "interests of all Seafarers—active and retired—will be protected and secured by this union."

Sacco said, "We will have an opportunity to expose the Labor Department's shabby handling of this matter" and pledged to "get to the bottom of this thing." In the meantime, Sacco added, the membership will be kept informed of all matters concerning this dispute.



Six seamen died in an accident aboard the Stonewall Jackson, a LASH ship.

Deaths of Seafarers Mourned by Brothers

Continued from page 3

the Lundeborg School in 1982. He and his wife lived in Florida.

After a stint in the Army from 1970 to 1973, Brother Hyman joined the SIU. Brother Clayton served in the United States Marine Corp from 1959 to 1961 and joined the union in 1969. He attended courses at the Lundeborg School to advance his engine department rating in 1976.

Extending Condolences

The families of Brothers Clayton, Wescott and Hyman would like to hear from Seafarers who sailed with their loved ones. SIU members wishing to extend personal condolences can write to the following family members at these addresses:

Dorothy Hyman, who is the mother of Brother Henry C. Hyman, can be reached at Route 4, Box 644; Tarboro, N.C. 27886.

Brother Edmond Clayton's sister Joanna Lampart can be contacted at Route 6, Box 4085; Gloucester, Va. 23061.

Brother Prince Wescott's widow, Merle C. Wescott, can be written to at 1860 Beewood Court; Orlando, Fla. 32818.

War Ends After 100-Hour Allied Ground Assault

Continued from page 3

force never challenged the allied air superiority. In fact, Iraqi pilots flew more than 120 of Iraq's 700 aircraft to Iran to sit out the war after the allied bombardment started.

Iraqi dictator Saddam Hussein countered the bombardment by sending SCUD missiles into Saudi Arabia and Israel in hopes of drawing the neutral nation into the fight and breaking the Pan-Arab alliance with the Americans. Israel never entered the fray and Arab unity, led by Egypt, Syria and Saudi Arabia, remained intact throughout the war.

President George Bush announced a deadline of noon, February 23 (New York time) for Iraq to meet all the United Nations' provisions for withdrawing from Kuwait, repealing Iraq's annexation of the country and paying reparations or risk a ground war. When the deadline came and passed

without action, Bush ordered the allied forces into action.

Within the first hours of the attack, American, Saudi, Kuwaiti and British troops had retaken Kuwaiti soil, while French, American, Egyptian and other allied troops were moving through southern Iraq. Almost as soon as the allies attacked, Iraqi troops began surrendering en masse.

Allied casualties were minimal until the second day of the ground war when a SCUD missile hit an American barracks in Saudi Arabia and killed 28 persons.

March into Kuwait

On the third day (February 26) of the ground war, allied troops had reached the outskirts of Kuwait City. The next day, Kuwaiti and Saudi troops marched into the liberated capital city to the cheers of thousands of people.

Peace terms agreed to by Iraq included the prompt release of all

prisoners of war and the Kuwaiti civilians taken by Iraqi troops during their retreat, allied withdrawal from southern Iraq when the Baghdad government complies with the U.N. resolutions, Iraqi help in recovering land and sea mines laid in the war and a separation of forces to prevent further skirmishes.

A total of 96 U.S. personnel were killed in the fighting. Esti-

mates of Iraqi dead were listed at more than 100,000. Allied forces conjectured that more than 100,000 Iraqi troops were taken prisoner while Iraq captured 21 Americans.

Since the war ended, reports have come out of Iraq of Shiite Muslims supported by Iran's government fighting Saddam's troops in southern Iraq while Kurdish nationalists have taken on troops in mountainous northern Iraq.



Kuwaiti citizens wave their nation's flag to U.S. Marines as they drive towards the airport allied forces secured after heavy fighting with Iraqi troops.

N.Y. Hospital and Clinic Facilities Open to Seafarers

One of the major—and costliest—benefits offered to employees is health coverage.

While others have been forced to scale back benefits, the Seafarers Welfare Plan has arranged an alternative program which offers just as much to its members while controlling spiraling health care costs.

The program, known as the Preferred Providers Organization (PPO) matches members with one health center in each port. This arrangement allows Seafarers and their families to become well acquainted with the hospital and clinic and helps the facility streamline its procedures to meet the SIU members' needs.

While long-range plans call for most ports to have such an arrangement, New York is the site of the most recent PPO arrangement. Recently the Seafarers Welfare plan contracted the Methodist Hospital in Brooklyn to serve as the Seafarers' PPO in New York.

Centrally located, the Methodist Hospital offers an array of specialty clinics and a variety of expertise. SIU members use the occupational health facility on Union Street, which is six to eight blocks away from the inpatient main hospital and outpatient specialty clinics.

"The Union Street facility is for physicals and routine health care," said Sonja Mason, a Methodist Hospital administrator for the project. "From there, patients are referred to a specialty clinic or the main hospital if they require further treatment."

Among the staff at the center are two doctors, a physician's assistant, an X-ray technician and a medical assistant—all there primarily to serve SIU members.

"We do serve others here, but

SIU member's insurance doesn't cover, so most of our clinics are available to them," said Mason.

Family members also are welcome at the center, though they might have to pay for some of the

quality and for its ability to rapidly respond to our members' needs," said Deborah Kleinberg, the associate counsel for the Seafarers Welfare Plan, who is assigned to developing the PPO program.

"We've worked very closely with Methodist Hospital to insure all the paperwork is right so the changeover will go smoothly," Kleinberg said.

"The medical end has gone very smoothly," said Mason. "And we look forward to serving more members and their families at the clinic. We encourage them to drop by anytime to see our facilities."

For additional information on Methodist Hospital's services, programs and clinics, call the center at (718) 783-6578.



The medical staff at the New York PPO includes, from the left, Caroline Chariez, receptionist; Esther Herta, physician's assistant; Donna Chamber, V.P. Methodist Hospital; Sonja Mason, administration; Dr. Berlin, and Irene Reyes, medical assistant.

the SIU members are our primary focus," said Mason. "Since November 20 [when the facility opened] we've averaged 16 SIU members per day."

"It's a nice place," said Domingo Leon, a bosun who sails out of the port of New York. "And the staff was very helpful."

"I got good service, and it was very clean," said Rick Holloway, a wiper who also sails from the port of New York.

The Methodist Hospital has previous experience in being a PPO, though not on as large a scale as the SIU. "There's almost nothing the

outpatient care clinics.

"This is a different place from what SIU members had before, but we're an excellent hospital, and we'll do whatever it takes to make Seafarers happy and welcome," said Mason.

"Methodist was chosen for its



Dr. Berlin checks out Rick Holloway at the Union Street facility.

Relief Rule Waiver Extended To Meet Increased Shipping

The Seafarers Appeals Board has extended its ruling that relief positions including those for permanent ratings be waived for another 60-day period which would run until the middle of April.

The board decided to continue its original ruling, dated December 13, 1990, because of the increased demand for sealift capability created by the Persian Gulf war.

The extension, which took effect February 14, will be reviewed by the board, which consists of representatives from both the union and its contracted companies, after the 60 days to determine the needs of the shipping industry then. As before, this ruling does not affect the established relief procedures on Military Sealift Command and LNG vessels.

The whole text of SAB Action 354 is printed below:

SAB Action 354

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

Whereas, by Action No. 352, dated August 10, 1990, because of the national emergency created by "Operation Desert Shield," the

Shipping Rules were amended for the duration of the emergency, and

Whereas, the additional vessels from the Ready Reserve Fleet were assigned by the Maritime Administration to various Contracted Employers, and

Whereas, the additional vessels have escalated the demands on the Manpower Pool, the Shipping Rules were modified in the following manner:

Rule 5 A 12 (a) Trip Reliefs Permanent Ratings shall be waived for a period of sixty (60) days, at which time the manpower pool capability shall be re-evaluated to determine the need for further modification of the Shipping Rules to meet the sealift commitment to the various Armed Services. On Military Sealift Command and LNG vessels where established relief procedures have been in effect, such procedures shall continue.

And whereas, the war effort has been further escalated requiring the utilization of vessels from the Contracted Employers commercial fleets;

Therefore, Rule 5 A 12 (a), Trip Reliefs shall be waived for an additional sixty (60) days, effective February 14, 1991.

Dated: February 11, 1991.

New SIU Honolulu Hall Opens



Honolulu's new SIU hall is located at 606 Kalihi Street. An exterior view of the building is shown above.

Seafarers in Honolulu are getting acquainted with the SIU's newest hall which opened for business earlier this month. The new Hawaii SIU hall is located at 606 Kalihi Street, which is about four miles west of the union's previous hall on Cooke Street.

The new SIU Honolulu hall is larger than the old one and is only two blocks from the waterfront. It is closer to the facilities of two SIU contracted companies—Sea-Land and Matson.

American Hawaii Cruise Lines'



The new Honolulu hall's classroom space is pictured above.

office and pier are about 10 minutes away by car—unless traffic is bad, which would add time to the trip.

The new hall is accessible by public transportation and located in a semi-residential neighborhood. Parking for 24 cars is available on the property. The facility has a classroom so lifeboat and other maritime related classes will be held at the hall.

The new telephone number for the Honolulu hall is (808) 845-5222. Although the facility currently is open for business, renovations are taking place this month.

The property includes 9,214 square feet of land, while the building takes up 4,209 gross square feet.

The union's previous Honolulu hall was purchased by the state of Hawaii which exercised its right of eminent domain. The state intends to widen Cooke Street as part of the Kakaako district beautification project.

Mobile Drydock Brings Work for Seafarers

The addition of a new floating drydock in the port of Mobile, Ala. will mean more work for SIU crewmembers aboard Crescent Towing tugboats.

"It definitely will be a benefit to us," said Mobile Patrolman Ed Kelley. "The tugs are capable of pushing most any ship into the drydock."

Atlantic Marine Inc. moved the floating drydock, one of the largest in the world, from Galveston, Texas earlier this year. Crescent's three Mobile-based tugs were part of the crew that pushed the facility into place earlier this year.

One member involved in bringing the drydock to its new home in Mobile was **William Tucker**, captain of the Admiral Jackson. "This was my first experience in towing

and docking a drydock," he told the Seafarers LOG.

"This one was especially enjoyable because of its size and width. I know it is going to help the city of Mobile by bringing more jobs to the area."

"I really thought the job was going to be a lot tougher, but the entire job went as smooth as silk," Tucker continued. "I enjoyed being part of the operation and the experience of handling something that large."

The other SIU captains involved in the all-day operation were **Marion J. Raley** of the J. K. McLean and **Pete Burns** of the Ervin S. Cooper. Crescent employs nearly 30 SIU members.

The drydock is expected to be in operation by mid-April.



Admiral Jackson AB Pete Saranthus relaxes before a crew meeting aboard the Admiral Jackson.



Engineer Clyde Graugs fills out some paperwork in the galley of the J.K. McLean, one of the three Crescent tugs.



Deckhand Chris Walker (left) and Captain Charles Tucker take part in a union meeting aboard the tug Admiral Jackson.

Corgey Named To Tug Advisory

SIU Vice President Gulf Coast Dean E. Corgey has been appointed to the Department of Transportation's Towing Safety Advisory Committee (TSAC) by the Secretary of Transportation Samuel Skinner.

Sponsored by the U.S. Coast Guard, TSAC advises the Secretary of Transportation on shallow-draft inland and coastal waterway navigation and towing safety. Corgey is the only labor representative currently on the committee.

Made up of 16 industry members, TSAC has seven members from the barge and towing industry; two from port districts, authorities or terminal operators; two from shippers; two members from the general public; and one from the offshore oil supply and mineral vessel industry. A second labor representative is authorized but has not yet been appointed.

Corgey has been an SIU member since 1973 and an official of the union since 1979. He is a licensed chief engineer (limited oceans, 5,000 H.P.). He also is the vice president of the Texas AFL-CIO District 9 and a board member of the Harris County AFL-CIO. Corgey serves as the executive secretary of the West Gulf Ports Council.

Inland Member Writes Book on Frontier River Boatmen

Michael Allen, who sailed as an SIU inland member in the late 1970s, has published his first book, *Western Rivermen*, which is about the people who plied the Mississippi and Ohio waterways from 1763 to 1861.

Allen, an assistant professor of history at the University of Washington at Tacoma, chose the pre-steam, pre-industrialized boatmen as his topic because "I always have been fascinated by early American history and no one has ever written a documented account on frontier rivermen."

He based his book on the letters,

notes and memoirs of 80 different boatmen that have been preserved in state archives and university libraries. "Sailors and boatmen of that period didn't write many letters or diaries," Allen remarked. "Let's face it: they were illiterate."

The former Marine, who served in the Vietnam war, said he researched his subject for several months by travelling in his car from Pittsburgh down the Ohio River then driving to Minneapolis and following the Mississippi River south. When he finished he had several boxes loaded with copied material to use to write the book, an expanded version of his doctoral thesis.

But Allen claims his research actually started in 1977 when the Washington native moved to Greenville, Miss. to work on the Mississippi River. "Greenville is a non-union towboat town," he recalled. "I worked for four months at \$17 a day plus board. When we'd dock, I heard other boatmen talking about their jobs and what they were making. It didn't take long before the light bulb went off."

He moved to St. Louis and gained a job as a deckhand for an SIU-contracted company. He sailed along the Mississippi and its tributaries for the next three years (becoming a licensed tankerman) to acquire a knowledge of the waterways and the way of life in those river towns he would use to help him get his doctorate from the Uni-



Assistant Professor Michael Allen's office at the University of Washington at Tacoma houses a collection of early American memorabilia.

versity of Washington at Seattle.

"It was very rewarding. I still see people in the [Seafarers] LOG I knew when I sailed with the union. Even back when [the pre-Civil War days], people thought the life of a boatman was romantic. But those of us who have sailed know better."

In his book, Allen points out that frontier boatmen were a major part of the American folklore. "Mike Fink, the king of the keelboatmen,

was big in American folklore. He was the Davy Crockett of the waterways." Fink and others helped to chart the unexplored waterways of the west, like the Missouri River and its tributaries, so agriculture could reach its markets. "They were the truck drivers of the 19th century," Allen added.

The 256-page book is available from the Louisiana State University Press for \$25. Seafarers may order his book by writing LSU Press, Baton Rouge, La. 70893.



Pictured above is the cover of Michael Allen's book, entitled "Western Rivermen, 1763-1861: Ohio and Mississippi Boatmen and the Myth of the Alligator Horse."

Crew Aboard USNS Algol Received News Of Persian Gulf War in Different Ways

"The liberation of Kuwait is on" were the words CBS newscaster Dan Rather used on Armed Forces Radio. And they were the words which told some of the crewmembers onboard the USNS Algol they were in a war zone, according to OMU Albert Sweetman.

Moving War Materiel

The Algol, one of eight fast sealift vessels carrying heavy military equipment and troops to the Persian Gulf area, was in the region when allied bombers began attacking Iraq and occupied Kuwait January 17 (Persian Gulf time).

The Bay Tankers' vessel is capable of sailing up to 33 knots while fully loaded. The converted Sea-Land container ship can transport a full Army mechanized division. The Algol and its sister vessels have been moving tanks, personnel carriers, artillery and other materiel since Operation Desert Shield began in August following the Iraqi invasion of Kuwait.

"We knew about the beginning of the war before the alarms went off," said Sweetman, who sails from the port of Houston. "We had been listening to Armed Forces Radio and the BBC. All we wanted to do was get unloaded and get out safely."

Missile Alerts Sounded

Other crewmembers heard about the start of war in other ways. Chief Steward Leslie Davis was asleep at 3 a.m. when a missile alert

alarm sounded. "I was both excited and nervous," he recalled. "We had to get dressed and put our masks and survival gear on. I've never been through that before."

OMU Alex Taylor managed to hitch a ride to a post exchange near the ship only hours before the fighting started. "I was on a phone to the States when a soldier told me to hurry up because fighting would start in 45 minutes. I wondered, 'What does he know?'"

"Pretty weird," thought Bosun Tom Foulke, a five-year SIU veteran. "When they started talking about Operation Desert Storm on the radio, it sounded strange. In the middle of the night, we were notified over the intercom that a missile attack was under way. We had to get into our suits and masks."

Crew Works Together

Foulke commended the work of the crew aboard the Algol. "They had a good sense of responsibility and were well prepared. The crew was seasoned with lots of Vietnam vets."

AB Doug Lawton added that everyone "worked well together. All in all, it was a good operation."

Chief Mate Brad Wheeler, a graduate from class 239 at the Seafarers Harry Lundeberg School of Seamanship, backed up the reports from the deck department members.

"I can't say enough about these guys," Wheeler said. "We are mighty proud of the talent the SIU provides these ships. Whether it was unloading the vessel or per-

forming refueling at sea, the crew did a great job."

Wheeler said the captain received praise from naval refueling vessels that reported the Algol handled the at-sea operation better than some of the U.S. Navy fighting vessels. He specifically pointed out the work of one SIU member, Bob Natividad, who guided an 80-foot helicopter onto the landing pad of the Algol during a medical evacuation of an injured Seafarer on a previous voyage. (Natividad serves as a landing signal enlisted in the Army Reserves.)

Few of the members were not above saying they were scared when they heard the incoming-missiles alarms sound.

True Test of Seamanship

OMU Paul Skaar was working in the engine room. "We were left to our imagination. We had no idea what was going on," the Lundeberg School graduate recalled. "This was a true test of seamanship."

Third Cook Julio Guity was one of several members thinking of something else when the warnings came. "Everything goes racing through your head at that time," he remembered. "I was thinking of my family and my kids."

Wiper Jose Salcedo's eyes got very wide when he was asked about the missile alerts. "Oh! I heard that the war had started. I thought that was it," he stated.

Salcedo, who sailed aboard Isthmian ships into Vietnam, and Junior Engineer Gregory Farve,

who fought in the military there, explained the major difference between the Asian and Persian Gulf theaters was the threat of chemical attack from Iraq. "The fear was not as bad in 'Nam," Farve said.

A merchant marine veteran aboard the Algol who served in another war was QMED J. W. King. "I'd say the big difference between these guys and the ones who served in World War II was the GIs were draftees back then with a job to do," King reflected. "These (soldiers) now are professionals and want to have a fight."

Another black gang member, Junior Engineer Marvin Vadnais, served in the merchant marines off North Africa during World War II. The only real difference Vadnais noticed was the soldiers "seem much younger, but then everybody does."

All the members reported excellent cooperation between the crew and military. In fact, several soldiers sailing aboard the ship told crewmembers they had not eaten food that good since joining the Army. "We did everything we could to make their stay better because we knew what they were facing," Sweetman said.



OMU Paul Skaar (left) and Wiper Jose Salcedo wait for an elevator to take stores to the galley of the Algol.



In photo at right, Third Cook Julio Guity slices luncheon meat for sandwiches for the Algol crew.



Ordinary Seamen Mike Smith (left) and Walter Hamrick transfer stores aboard the deck of the Algol.



OMU Albert Sweetman (left) and Junior Engineer Gregory Farve make sure all bolts are secure on the bunkers line from the fuel barge.



Among those serving aboard the Algol are (clockwise from top left) QMED J.W. King, Junior Engineer Marvin Vadnais, AB Doug Lawton and Junior Engineer Alex Taylor.



Jacksonville Patrolman Anthony McQuay (right) answers a question from Bosun Tom Foulke during a recent payoff at the completion of a Desert Storm supply run.



Chief Steward Leslie Davis (center) assists Ordinary Seaman Roy Windham (right) who is bringing stores inside while Chief Mate Brad Wheeler, an SIU hawsepiper, directs the action on the deck of the USNS Algol.

Eleven Stewards Complete Rigorous Training



Classroom work is just as important as time in the galley as John McGill discovers.



John Bulawan applies a coating on a ham as part of his chaud-froid project.



Mathematics is important for members of the galley gang as (left to right) Tyler Lafitte, Sylvester Mason and Rickie Juzang work on problems.



Robert Firth (left) and Larry Vickers prepare a chicken during galley training at the Lundeberg School.



SIU Executive Vice President Joseph Sacco speaks to the recertified steward candidates during their trip to union headquarters in Camp Springs, Md.

Eleven galley gang members reached the pinnacle of their department earlier this month when they graduated from the recertified steward program offered at the Seafarers Harry Lundeberg School of Seamanship.

The members, whose experience on ships ran from five to more than 25 years, studied in both classroom and galley situations during their six weeks at Piney Point, Md. While noting their appreciation for the training they received in everyday baking, as well as specialty courses like ice-carving and chaud-froid food design (the art of decorating food with edible items), the stewards also praised the instruction they received on computers, mathematics and personnel management.

"We learned how to deal with everyday problems," said **Robert Firth** from the port of Jacksonville, Fla. "We are the bread-and-butter people and the training we received in communicating with the others aboard ship was great."

"I came here with the thought we would cover more managerial skills," relayed San Francisco's **John McGill**. "This course covered it all."

William Justi of Jacksonville stated he enjoyed working with the computers. "That's what we are going to be using. We need to know how to deal with them." He added the management skills and American Heart Association recipe seminars "were excellent."

John Bulawan, who sails from the port of Honolulu, agreed with Justi about the heart association culinary advice on reducing calories and eating healthier foods. "We learned a lot about nutrition to help our members at sea."

However, his favorite part was speaking to the trainees. "We told them what to expect when they went to sea and what would happen if they thought about being lazy." As Bulawan said this, he was smiling and the other recertified stewards were laughing. They explained they let "Big John," as he is known, make that speech because he was the largest member of the class.

For **Tyler Lafitte**, speaking to the trainees reminded him of his time in Class 332 in 1980. "I told them the union has been good for me. For the first time in my life, I

felt good about myself and I wanted to do good," the Mobile, Ala. native recalled. "I pumped it into them and told them the whole story. I love the SIU. It changed my life."

Lafitte noted he recently returned to the neighborhood where he grew up. He said most of the people he knew were either dead or jailed. "That could have been me if the school hadn't taught me discipline and pride."

Two of the classmates started their maritime careers as members of the Marine Cooks and Stewards (MCS) before it merged with the AGLIWD in 1978.

One of them, **Sylvester Mason**, praised the school for all the opportunities offered to mariners. "There are a lot of things here that Santa Rosa (the old MCS training facility in California) didn't have." He explained the West Coast school "was geared to only passenger ships. There is a full curriculum of what we are facing here."

Larry Vickers agreed with Mason. "I thought the school was great. It offers a lot of opportunity with a good staff."

Vickers stated travelling from San Francisco, where both Mason and he ship out, was no problem "because we fly to ships all the time. Basically, it was like coming to a ship."

Baltimore's **Bob Brown** said the course "was just about what I expected. Everything was fantastic."

His view was repeated by **Brian Gross**, who sails from Philadelphia. "I was not disappointed by it at all."

Gross, and his fellow classmates, could not say enough about instructor **Kate Richardson** who taught the computer and personnel management segments. "Kate Richardson was great; she did well by everyone of us." The class surprised her at their graduation with a bouquet of roses. She noted each of the students "was a character in his own right. But they all worked so well together and that made the class special."

Thomas Wybo of Seattle summed up the experience of the training for the whole group: "There are facilities here to get whatever you want as long as you put forth the effort."



William Justi tells upgraders and trainees at the March membership meeting to continue working hard to advance themselves in the SIU.



Brian Gross works on a slicer as he prepares a special meal as part of his training at the Lundeberg School.



John Bulawan (right) helps Thomas Wybo through CPR training.



Even galley work like maintaining records and ordering stores is becoming more computerized, so Sylvester Mason gets all the training he can.



The members of the recertified steward class display their beautifully decorated examples of chaud-froid shortly before graduation from the steward recertification course.



Thomas Wybo (left) shows his sauce to Executive Chef Romeo Lupinacci while Robert Brown dices up some vegetables.

The William R. Roesch Is Ready for Action



Making sure the Roesch's engine room is clean is the job of Wiper Ehmed Mused.



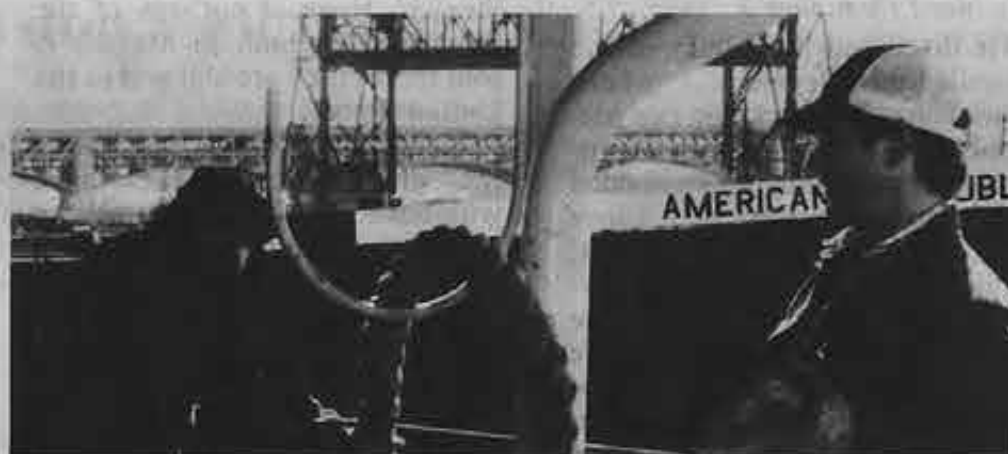
QMED Scott Cass pumps lubricant from an oil drum in the engine room of the bulk.

The William R. Roesch, docked along the Cuyahoga River in Cleveland, awaits the start of another shipping season on the Great Lakes in late March or early April.

The Pringle Transit bulk carrier usually carries stone from Stoneport, Mich. (near Alpena on Lake Huron) or calcite from Rogers City, Mich. (between Alpena and the Straits of Mackinaw) to either Bay City, Mich. (on Saginaw Bay) or Marine City, Mich. (on the St. Clair River). The vessel also makes occasional runs to Cleveland and Lorain, Ohio along Lake Erie.

The vessel had another successful season, according to Bosun Brett Fischbach. "The guys on here work hard and keep everything moving on time," he told the Seafarers LOG.

The Roesch is famous on the Lakes for the steer's horns that rest above the bridge. The deck department of the 630-foot vessel secures the horns during the winter to keep the weather from damaging them.



Ordinary Seaman Jack Chapin (left) and Able Bodied Seaman Mike McCarray inspect a deck line while the SIU crewed American Republic passes behind them.



Also working aboard the William R. Roesch are SIU members (left to right) Second Cook Richard Bellant, Deckhand Ray Bennink and Porter Ray Buzzwah.

Transplanted Hawaiian Learns to Love the Ice

Cold, hard winters are the norm for the Great Lakes states, especially in Michigan. For a transplanted Hawaiian, they can be twice as hard.

But Roy Calo, a cook-baker on the Sam Laud, has found a way to make the elements work for him. Calo, who joined the union in 1984, has taken up ice carving—with tremendous results.

Over the winter Calo won two local contests and finished fifth in two others, enough to take the edge off the roughest winter storm Michigan can throw at him.

"I started carving when I was still in Hawaii, working for American Hawaii Cruise Lines in Honolulu," he said. "You had to carve quickly there. You had just enough time to get the basic outline."

Calo originally came to Michigan in August 1988 to visit his wife's family, but ended up staying there after dropping in at the Algonac union hall. His wife was expecting the couple's first child at the time, which Calo said "had something to do with staying."

He has been there ever since, though he does admit the cold gets to him. "It's definitely not what I'm used to, but I've made a lot of friends here, and we have a house and new car and the [now two] children, so I like it."

In his new home state, ice carving is big in the winter. "I just joined an ice carving club this year," he said. "There will be lots more contests next year."

This year, he's won twice with Indian carvings. The first, in a Birmingham, Mich. contest, brought in a \$500 first place prize. His lat-



Roy Calo uses a chisel to carve a head made out of a solid block of ice.

est victory came in Monroe, Mich., netting Calo a chainsaw for his efforts.

"That's what they use here—chainsaws, chisels, special tools I never saw in Hawaii," Calo said. As he acquires the tools, his skills will improve, he added.

"They give us three hours to create here—lots more time than in Hawaii," he said. In that time, carvers whittle down a five foot tall, 450-pound block of solid ice to some exquisite creations.

Calo also garnered two fifth-place finishes, for which he received some cooking knives and a scholarship to a community college.

While winter may be waning in Michigan, at least one seafarer is sorry to see it go. For Roy Calo, there is always next year.

Mild Winter Permits Early Crewing on Great Lakes

SIU Great Lakes Division members are returning to their vessels as a mild winter is allowing shipping companies to fit out their bulkers and freighters early, reported SIU Vice President Lakes and Inland Waters Byron Kelley.

Kelley said SIU members should be in touch with the hall to find out when their ships will be crewing. The scheduled fitout for some American Steamship Company vessels has been pushed forward from early April to late March to take advantage of the weather.

Crewmembers already have boarded the Medusa Challenger, a cement carrier, which is expected to be sailing on the Lakes by the middle of the month, said Algonac (Mich.) Patrolman Andy Goulet.

Ice along the St. Clair River, which flows past the Algonac hall from Lake Huron to Lake Erie, is melting instead of staying solid and blocking the river channel. "[Construction] people have been able to work through the winter instead of shutting down," Goulet noted. "The factory stockpiles that were built up for winter already are getting low."

Late 1990 Season

The Great Lakes season for 1990 extended into January 1991 because the fall and early winter were so mild.

Bulkers were able to unload extra iron ore pellets, stone, coal,

cement and other products used in the region before tying up earlier this year. Normally the material would last several months because production decreases during the winter. That was not the case this winter, according to Goulet.

Engine & Galley Report First

As the fitout begins, engine and steward department members will be the first to arrive aboard the vessels. While the galley crew takes care of getting food ordered and prepared for the season, the black gang will make necessary repairs to the engines and refill all the pipes emptied during layup to prevent ice from forming and bursting the pipes.

Depending on what is being done in preparation for the season, the deck crew will arrive from a few days to two weeks later with the vessel leaving the dock a couple of days later.

Although the winter has been mild, Lakes Seafarers are looking for the one sure sign that summer is on its way, Kelley added. "We are waiting for a nor'easter to blow the ice from Saginaw Bay, then a westerly to blow it out of the bay and through the Lakes. Then we'll know summer is here."

Keep Informed

Attend the Monthly Membership Meetings

U.S. Workers Can Be Losers in any Mexico Trade Deal

Continued from page 3

He discussed the fallacy of the maquiladora system, where American companies ship raw materials to Mexican factories to produce items with only a value-added tariff being imposed when those goods return to the U.S. market. While building some of the newest, most productive plants in the world, American companies are paying Mexican workers around 60 to 80 cents an hour, then blaming American workers for not being as competitive, he said.

One specific example he cited was TriCo of Buffalo, N.Y. "They took 1,300 jobs from Buffalo to Mexico. They built a new plant with new equipment in Mexico and 650 (unionized) were left in Buffalo. They didn't try building in Buffalo; they preferred to run off to Mexico. No one knows if we're competitive because no one has tried."

Bieber noted his union was hurt not only by the flight of TriCo to cheap labor markets but other companies. He reported Ford Motor Company last year closed one of the two plants used to produce Ford Escorts and moved it to

Mexico. He said not one of the Ford Tracers built in Mexico is sold there; they are shipped to the United States.

Bieber then cited an example of the rights Mexican workers have with Ford. Mexican workers, who were taking home an average of \$6 a day, struck a Ford plant there three years ago for higher wages after the peso had been devalued.



TCU Vice President Jack Otero said a united and "fortress" Europe could close export opportunities to U.S. companies.

They were fired, he said, and wages then were lowered because they were "out of sync" with other workers in the country.

'Fortress Europe'

Otero warned, "Fortress Economic Europe is just around the bend. And American workers are going to be the losers again." While some administration officials have painted rosy pictures that U.S. exports will grow, Otero quoted the AFL-CIO's chief economist, Rudy Oswald, who said the European Community could cause "a loss of 2.5 million U.S. jobs per year and lower wages for U.S. workers."

New Trade Bill

"In 1992, we face a giant EC trading partner, surrounded by an underdeveloped Eastern and Central Europe groping to move from Communism to a market-oriented economy. And we can expect new maquiladoras in Poland, Czechoslovakia, Hungary, Romania, etc. This development, plus the huge political and economic strength of EC '92, is bound to have great adverse repercussions on U.S. trade with the attendant results of lower earnings and higher unemployment for U.S. workers."

Congressman Gephardt (D-Mo.), speaking as the majority leader of the House, said Congress would be watching what the administration barterers in GATT and the U.S./Mexico pacts.

As for his personal stand, he told the union leaders he was for free and fair trade but "I'm not for negotiations that takes away the rights of workers and unions."

He said he would introduce legislation designed to promote job trade instead of allowing U.S. jobs to be exported overseas.



RWDSU President Lenore Miller proposes a strategy for tackling the proposed trade agreement with Mexico.

Enactment on Anti-Scab Bill Is Top Goal for Trade Unions

Continued from page 4

Board) that has permitted scabs to be hired to replace striking workers.

Although the 102nd Congress is barely two months old, 191 members of the House and 27 senators already have signed their names to the legislation as co-sponsors. Hearings on the bills could come as early as late spring.

"Friends of labor must stand up for us and put their names on the bill," Trumka emphasized. "A two-faced skunk is not worthy of our support anymore."

George Kourpias, president of the International Association of Machinists, pointed out only two other industrialized countries allow workers to be permanently replaced: "South Africa and South Korea and they are both dictatorships."

Not Allowed in Europe

Kourpias noted the governments of Europe "reject the idea of dismissing workers. Sweden, even for illegal strikes, doesn't allow the dismissal of workers."

The Machinists leader thanked the union representatives at the meeting for their support of the striking workers of Eastern Air Lines, which stopped flying in January after trying for nearly two years to use scab employees. Without the support of brother and sister trade unionists, "the plight at Easter would have been worse," he said.

Trumka, whose members returned to work last year at Pittston Coal Company following a long and vicious strike, stated the true victims of scabs replacing striking unionists are children. "Take a

look into the eyes of the children standing in line with their moms at the welfare office. Their eyes are down, lifeless, sparkless. There is no joy." He said the only thing worse is the parents knowing they cannot provide their children with the items others have.

The 1938 ruling was ignored until 1981 when President Ronald Reagan fired striking air traffic controllers and replaced them. Since then, scabs have been used against trade unionists at Continental Airlines, the Chicago Tribune, Boise Cascade, Magic Chef, Colt Firearms, Trans World Airlines as well as the present job actions against the New York Daily News and Greyhound.

Tactic Recently Used

Congressman Perkins said employers rarely used the ruling in its first 40 years of existence because they "knew it was wrong to release people who had helped to build the companies."

The legislator noted the playing field changed in 1981. Companies started looking at short-term, rather than long-term performance. "They were overloaded with debt. Workers are assets to be used and discarded. They lacked any sense of loyalty to the workers."

He reported the U.S. Government Accounting Office noted permanent replacement workers had been used or threatened to be used in one of every three strikes since 1985.

The MTD executive board made the passage of the striker replacement bill one of its main priorities for this current session of congress and pledged to work vigorously for its enactment.

Keep AT&T Jobs in U.S., Says CWA President Bahr

American jobs in the telecommunications industry are steadily being wiped out, reported Morton Bahr, president of the Communications Workers of America (CWA) to the MTD executive board members assembled for the group's meeting last month.

Bahr reported that since 1984, when the Bell telephone system was broken up, more than 100,000 of AT&T's American jobs have been eliminated—most of those belonging to union members in either the CWA or the International Brotherhood of Electrical Workers (IBEW).

Americans Are Productive

He noted American workers are the most productive in the world. Bahr gave the example of an AT&T operation in Atlanta where American workers were proving their worth. "We told the company—give us a shot, bring some of the work back" from overseas, Bahr said.

At the Atlanta factory where repairs and tests are made on cordless telephones, "we demonstrated that if you give us a shot, we could do better than what the company was doing in Singapore," said Bahr.

Not only did the American workers perform well, Bahr said, but also management decided to institute a second shift. "It shows that with the skill of our workers and the technology we have, we can compete," concluded Bahr.

After Bahr's report, the MTD

executive board voted to assist its affiliates, the CWA and the IBEW, in calling on AT&T to "invest, grow and create job opportunities in America."



CWA President Bahr said AT&T has eliminated 100,000 U.S. jobs since 1984.

Roe to Transport Groups: Work for Common Agenda

Continued from page 4

pay taxes if they don't have jobs."

Rebuild Infrastructure

He said the challenge before the United States is not to rebuild the Middle East: "A reconstruction bank for Iraq? Wait a minute! I want a reconstruction bank for the United States! The challenge before us is how to merge the (transportation goals) together and how we build a system and how we put it together again to make American industry competitive in the next ten years."

The Seafarers Pension Plan announces the retirement of nine members of the union this month. From this group, five sailed in the deep sea division, two in the inland section, and one each from the Great Lakes and Atlantic Fishermen's division.

At 68, Cecil G. Nelson is the oldest member of the retirees' group, and at 57, James T. Rocker is the youngest. Both sailed in the inland division.

Brief biographical sketches of these two Seafarers and the others to retire follow.

DEEP SEA



LESTER A. BORGES, 63, joined the union in March 1967 in the port of San Francisco. The Hawaii-born oiler sailed frequently

on Hudson Waterways vessels, among others. He plans to reside in San Francisco.

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.

RICHARD S. JOHNSON, 61, joined the Seafarers in the port of New York in May 1947. A Virginia native, Brother Johnson sailed as a bosun, upgrading in 1973 at the Lundeberg School. San Francisco will serve as his hometown.



JORGE GI-RAUD, 65, a native Honduran, joined the SIU in December 1971 in the port of New Orleans. The black gang

member, who upgraded at the Lundeberg School in 1978, will make Kenner, La. home.

LEROY E. TEMPLE, 63, joined the SIU in the port of Wilmington, Calif. in July 1969. The Army veteran sailed with the deck department, completing recertification classes in 1982 at the Lundeberg School. Brother Temple was born in Sandusky, Ohio, but now calls Stockton, Calif. home.



R.D. WHALEY, 65, joined the union in February 1972 in the port of Houston. The black ganger was born in Tennessee and served in the Army during WWII, where he was wounded. Brother Whaley up-

graded in 1978 at the Lundeberg School. He plans to retire to Jackson, Tenn.

INLAND



CECIL G. NELSON, 68, shipped as an engineer aboard Allied Towing vessels. He joined the SIU in the port of Norfolk, Va. in

November 1977. Brother Nelson upgraded at the Lundeberg School in 1979 and will retire to Chesapeake, Va.

JAMES T. ROCKER, 57, joined the Seafarers in October 1956 in the port of Mobile, Ala. The lead deckhand and leverman, born in Alabama, sailed aboard Radcliff Co. vessels. He will call Jackson, Ala. home.

GREAT LAKES

HARRY KAWKA, 66, shipped with the deck department for American Steamship Co. He joined the union in May 1970 in the port of Chicago. Born in New York, the WWII Navy veteran plans to make Chicago his retirement home.

ATLANTIC FISHERMAN

JEREMIAH P. NICASTRO, 62, joined the SIU in the port of Boston. The fisherman was born in Gloucester, Mass., where he will continue to live.

Tommy Zee Donates Call Board to School

The call board of the former passenger ship, President Roosevelt of American President Lines (APL), has been contributed to the Paul Hall Library and Maritime Museum by **Tommy Zee**, retired SUP member and former instructor at the SUP Andrew Furuseth School of Seaman-ship.

Zee made the call board himself while he was deck yeoman aboard the vessel.

The President Roosevelt was originally built as the troopship General Richardson during WWII. After the war she was operated by American Export Lines as the Laguardia, a passenger ship carrying war brides to the U.S. from Europe. American Export sold her during the '50s to Hawaiian Textron which operated her as the Leilani in the West Coast to Hawaii trade.

Around 1960, Hawaiian Textron sold the vessel to APL which refurbished her and operated the vessel as the President Roosevelt in the West Coast-Far East trade and also on round-the-world cruises. American President Lines then sold her in 1969 to Chandris Lines which took her to Greece, again to be refurbished and converted to carry more passengers.

She presently is being operated out of Florida as the Emerald Sea by Commodore Cruises on trips to the Bahamas and West Indies under foreign flag.

Desert Storm Civilian Personnel Entitled to Tax Benefits and Relief

The following is the complete text of the IRS circular explaining the tax benefits and relief extended to civilian personnel serving in operation Desert Storm. The text is as follows:

The following is a brief description of the major tax benefits available to U.S. civilian personnel serving in direct support of Operation Desert Storm. The Operation Desert Storm theater was designated as a combat zone by presidential order, effective January 17, 1991; Congress subsequently included Operation Desert Shield personnel within this category, effective retroactively to August 2, 1990. The area included within the combat zone covers Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar, United Arab Emirates, the Persian Gulf, Red Sea, Gulf of Oman, and certain parts of the Arabian Sea and Gulf of Aden.

Section 7508 of the Internal Revenue Code postpones a wide range of acts required of the taxpayer. A long list of activities are specifically mentioned, including the filing of returns, payment of taxes, filing of tax court petitions, filing claims or bringing suits for refunds, assessing taxes, issuing notices or demands for payment, making collections, or doing "any other act permitted or required under the internal revenue laws." This postponement period is for the period in the combat zone plus 180 days.

It is important to keep in mind that Section 7508 temporarily stays these activities, it does not terminate them, reduce statutory

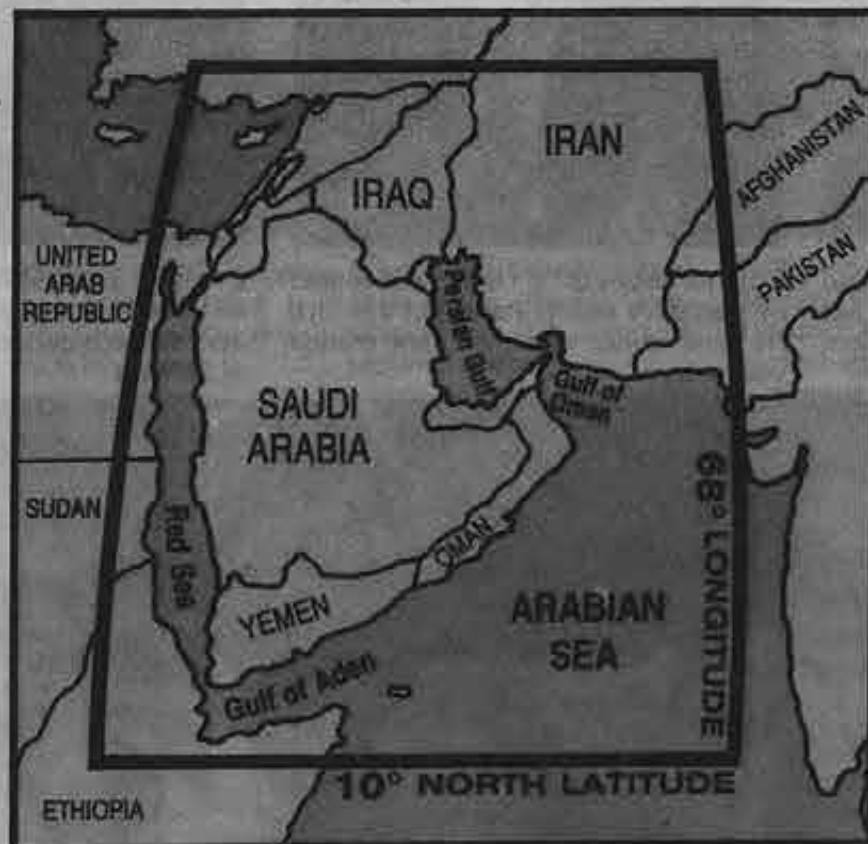
periods, or in any manner prejudice these actions after the postponement period is over. The provision covers all individuals serving in direct support of the Armed Forces in a designated combat zone.

Tax related activities are postponed for the period during which a qualified individual is serving in a combat zone, is hospitalized due to wounds, disease or injury suffered while serving in a combat zone, and for 180 days thereafter. Additionally, IRS is required to pay interest on refunds issued after April 15, 1991 to individuals serving in a combat zone. These inter-

est payments are to be paid from April 15, 1991 to the date of refund without regard to the "normal" 45-day processing period for timely filed returns as defined by IRC 7508.

Additionally, these benefits are afforded to the spouse of an individual who qualifies for the benefits without regard to being required to file a joint tax return.

Individuals within the United States may call 1-800-829-1040 for assistance. Those outside the U.S. may write to IRS 950 L'Enfant Plaza, Washington, D.C. 20024. A FAX may be sent to (202) 287-4466.



The war zone (outlined in black) encompasses the area north of 10 degrees north latitude and west of 68 degrees longitude. This includes the Persian Gulf, the Red Sea, the Gulf of Oman, parts of the Arabian Sea and the Gulf of Aden and the land areas of Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar and the United Arab Emirates.



AFL-CIO Secretary-Treasurer Thomas R. Donahue calls for an all-out effort to prevent the administration from bargaining away jobs for the sake of trade bills.



MTD Executive Secretary-Treasurer Jean F. Ingrao (left) announces the affiliation of the Mine Workers to the department. Frank Pecquex (center), the MTD's field coordinator, reviews the legislative gains made by maritime workers in the last session of Congress. William F. Zenga (right), MTD vice president, opens the meeting.



Novelty Workers President Julius Isaacson (left) and District 2 MEBA President Raymond T. McKay greet each other just before the first day's session is about to begin.



Pictured above is Ed Turner who retired as executive vice president of the SIU. He now works with merchant marine veterans.



MTD President Michael Sacco (left) and Dominic L. Carnevale, administrative assistant to the president of the plumbers and pipefitters union, confer.



President Emeritus of the ILA Teddy Gleason is recognized for his service. SIU Exec. VP Joseph Sacco is seated.



George F. Becker (left), the Steelworkers VP-administration, and Frank Hanley, president of the Operating Engineers, at the MTD executive board meeting.



Pictured above is Kenneth L. Coss, the newly elected president of the Rubber Workers.



Longshoremen's President John M. Bowers (left) listens to a speaker, and John J. Barry, president, International Brotherhood of Electrical Workers, reviews the submitted resolutions.



Photo Round-Up Of MTD Board Meeting

Executive board members of the AFL-CIO Maritime Trades Department called on Congress to immediately enact legislation that will make it illegal to replace striking workers with scabs once the beef has been settled. The board also pledged to work towards the defeat of any trade bills that switch American jobs for run-away opportunities for U.S. companies.

Over the course of the two-day meeting, the executive board of the MTD, which represents 43 national and international affiliated unions, heard from the commander-in-chief of the military's transport logistics arm on the important contribution American maritime workers made to Operation Desert Storm.

On these two pages are photos of MTD officers, executive board members and other trade unionists in attendance as they deliberated and reviewed the department's program for the upcoming year.



John J. Banovic (left), Mine Workers secretary-treasurer, and James E. Hatfield, president of the Glass Workers, hear Donahue's speech on America's trade policy.



Machinists VP Justin Ostro (left), who serves as the MTD western area executive board member, and President George J. Kourpias during the session on the pending anti-scab bill.



Above are John Kelly (left), president of the Office Employees, and Ed Panarello, secretary-treasurer, Port Maritime Council of Greater New York and Vicinity.



Jack F. Otero (left), International VP of the Transportation * Communications Union, and Hotel and Restaurant Employees General VP John O'Gara share a light moment.



Fire Fighters President Alfred K. Whitehead (left) and Iron Workers President Jacob F. West listen to Rep. Gephardt announce he will introduce legislation aimed at increasing American competitiveness.



Douglas H. Dority (left), VP of the Food and Commercial Workers, and Gilles Beauregard, secretary-treasurer of the Office Employees, study the department's legislative report.



Above is Greater Chicago and Vicinity Port Council President Bernard Puchalski.



Above are Charles H. Marciante (right), N.J. state AFL-CIO president, and secretary-treasurer Edward B. Pulver, who is also an SIU VP.



Eastern area MTD board member Roman Gralewicz is also the president of the SIU of Canada.



Sam Kovenetsky (left), retired president of Local 1 of the Retail Wholesale Department Store Union, and CWA President Morton Bahr reminisce about several beefs the two were involved in when both were in New York.



Pictured above is Andrew Boyle, secretary-treasurer of the Seafarers International Union of Canada.



President Emeritus of the National MEBA Jesse Calhoun (left) and newly-elected District 1 MEBA/NMU Licensed Division Chairman Gordon Ward were welcomed by the MTD board.



Guy DeVito, secretary-treasurer of the Graphic Communications Int'l Union, is pictured above.



Following General Johnson's report on recent seafarer activities are MFOV President Whitey Disley (left), SIU VP West Coast George McCartney (center) and SUP President Gunnar Lundberg.



United Textile Workers President Vernon A. Mustard hears Bahr describe CWA's fight with AT&T.



Robert J. Holton (right), president, Operative Plasterers' and Cement Masons' Int'l Association is joined by the union's president emeritus, Mel Roots.



In photos above are Charles W. Jones, president of the Boilermakers (left) and E.L. (Vera) Catalli, secretary-treasurer of the Distillery Workers.



Peter Rybka, vice president emeritus of the Grain Millers, goes over the resolutions.



Int'l Chemical Workers President Frank D. Martino (left) confers with the union's vice president emeritus, Angelo Russo.



Pictured above are N.Y. State AFL-CIO President Edward J. Cleary (left) and RWDSU President Lenore Miller.



Seafarers Secretary-Treasurer John Fay is pictured above.



Above is Richard Mantia, president, Greater St. Louis Area and Vicinity Port Council.

Dispatchers' Report for Deep Sea

FEBRUARY 1-28, 1991

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	17	10	7	22	5	5	0	45	12	9
Philadelphia	2	3	5	2	5	5	0	2	2	1
Baltimore	4	4	6	4	6	6	0	7	3	2
Norfolk	8	10	5	13	7	6	0	14	6	2
Mobile	8	6	15	6	4	10	0	11	5	9
New Orleans	21	7	11	20	13	8	0	36	10	13
Jacksonville	15	8	14	14	5	14	1	33	10	6
San Francisco	18	13	16	10	9	15	2	39	20	12
Wilmington	19	8	14	11	7	13	0	30	6	5
Seattle	18	7	14	26	13	11	1	38	4	6
Puerto Rico	8	2	2	2	1	1	0	12	2	1
Honolulu	4	12	6	5	13	5	1	6	15	6
Houston	24	15	17	37	13	20	0	37	11	8
St. Louis	3	2	2	2	4	2	0	1	0	0
Piney Point	1	4	6	2	1	1	0	0	5	7
Totals	170	111	140	176	106	122	5	311	111	87
Port	ENGINE DEPARTMENT									
New York	20	1	10	21	6	5	0	26	2	6
Philadelphia	2	2	3	3	5	3	0	2	0	1
Baltimore	2	4	6	3	5	6	0	3	1	1
Norfolk	3	4	7	2	3	7	0	3	3	0
Mobile	4	5	2	6	8	0	0	10	1	5
New Orleans	17	2	8	19	5	8	0	22	7	6
Jacksonville	12	6	9	9	3	9	0	16	4	4
San Francisco	13	10	9	12	8	7	0	25	13	9
Wilmington	7	3	9	7	2	11	1	12	4	5
Seattle	10	1	11	16	2	8	0	12	3	3
Puerto Rico	4	0	0	2	1	0	0	8	2	0
Honolulu	1	8	11	1	5	8	3	4	11	8
Houston	17	5	12	9	5	11	0	24	6	3
St. Louis	0	0	2	0	0	2	0	0	0	0
Piney Point	2	11	3	0	6	2	0	2	10	3
Totals	114	62	102	110	64	87	4	169	67	54
Port	STEWARD DEPARTMENT									
New York	16	6	2	11	9	2	0	30	1	3
Philadelphia	1	1	0	0	0	0	0	1	1	1
Baltimore	2	2	1	4	1	1	0	2	2	1
Norfolk	5	3	5	5	3	3	0	3	3	3
Mobile	9	3	1	3	3	2	0	10	1	1
New Orleans	3	5	2	4	2	2	0	10	4	2
Jacksonville	9	5	3	9	4	3	0	10	6	0
San Francisco	22	7	2	20	5	5	0	71	11	5
Wilmington	9	2	1	5	2	2	0	16	1	1
Seattle	13	5	2	14	3	4	0	29	5	0
Puerto Rico	0	0	0	2	0	0	0	5	0	0
Honolulu	1	15	13	3	6	6	19	5	38	29
Houston	13	4	3	16	2	1	0	14	2	6
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	5	8	2	3	7	0	3	7	1
Totals	106	63	43	98	43	38	19	209	82	53
Port	ENTRY DEPARTMENT									
New York	8	21	47	8	21	42	0	18	27	46
Philadelphia	1	3	8	3	4	6	0	1	2	6
Baltimore	2	5	2	2	2	2	0	4	4	0
Norfolk	2	9	10	2	7	7	0	4	4	6
Mobile	0	8	9	0	10	9	0	3	12	10
New Orleans	8	19	24	4	9	22	0	21	22	35
Jacksonville	2	4	23	1	6	22	0	4	4	15
San Francisco	15	14	45	8	14	28	0	34	20	52
Wilmington	4	6	13	3	0	9	0	13	11	14
Seattle	4	3	8	3	7	4	0	5	12	11
Puerto Rico	3	3	1	2	1	1	0	10	11	2
Honolulu	0	25	113	2	25	75	0	2	55	199
Houston	3	13	12	2	13	7	0	6	18	16
St. Louis	0	1	2	0	2	0	0	0	1	2
Piney Point	0	47	1	0	39	3	0	0	33	2
Totals	52	181	318	40	160	237	0	125	236	416
Totals All Departments	442	417	603	424	373	484	28	814	496	610

*"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 February was down from the month of January. A total of 1,309 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,309 jobs shipped, 424 jobs or about 32 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 28 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,627 jobs have been shipped.

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

Piney Point
Monday, April 8
Monday, May 6

New York
Tuesday, April 9
Tuesday, May 7

Philadelphia
Wednesday, April 10
Wednesday, May 8

Baltimore
Thursday, April 11
Thursday, May 9

Norfolk
Thursday, April 11
Thursday, May 9

Jacksonville
Thursday, April 11
Thursday, May 9

Algonac
Friday, April 12
Friday, May 10

Houston
Monday, April 15
Monday, May 13

New Orleans
Tuesday, April 16
Tuesday, May 14

Mobile
Wednesday, April 17
Wednesday, May 15

San Francisco
Thursday, April 18
Thursday, May 16

Wilmington
Monday, April 22
Monday, May 20

Seattle
Friday, April 26
Friday, May 24

San Juan
Thursday, April 11
Thursday, May 9

St. Louis
Friday, April 19
Friday, May 17

Honolulu
Friday, April 19
Friday, May 17

Duluth
Wednesday, April 17
Wednesday, May 15

Jersey City
Wednesday, April 24
Wednesday, May 22

New Bedford
Tuesday, April 23
Tuesday, May 21

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

Personals

TELESFORO VASQUEZ
Please contact Carmen Vasquez
at (305) 661-8175 regarding an in-
heritance.

JUAN GILBERT TORRES
Please contact your son, Gilbert
Juan Torres, by calling (713) 649-
7848 or writing 7714 Dixie Drive,
Houston, TX 77087.

**SEALIFT CARRIBEAN
LICENSED MEMBERS**
Thanks for helping me get my
endorsements. Daniel "Ziggy"
Zealberg

CORRECTION

The photograph used in asso-
ciation with Operation Steel Box
on Page 5 of the January 1991
Seafarers LOG carried an incor-
rect credit. The photograph was
provided by the Bettman Archive.

Seafarer-Crewed Prepositioning Ships Critical to Rapid Deployment in the Gulf

One of the success stories of Operation Desert Shield, renamed Desert Storm since hostilities began, is the activity of the military's prepositioning ships, which are manned by Seafarers.



Sgt. Matej Kocak

While the maritime prepositioning ships (MPS) program has been overshadowed in the media by splashier successes such as the Patriot missile defense system, the vessels helped the United States in its early rapid deployment of military materiel to the Persian Gulf.

Developed under the Carter administration after the failed Iranian hostage rescue attempt, the prepositioning program allows for a rapid military deployment, complete with supplies, to any hot spot. Ships based in Diego Garcia, specially tailored to military transportation and cargo needs, stay permanently ready to supply and transport troops to the trouble spots. The ships are kept fully

loaded at all times for this contingency.

Though owned by the Navy, the ships are operated by three private shipping companies—Maersk, Waterman and Amsea—all of

When Iraq invaded Kuwait in August, the Bush administration response was to put the program to the test. The 13 ships, which are divided into three squadrons, provided two of those squadrons to the gulf operation after receiving orders on August 8.

In one week, three SIU crewed ships, the Cpl. Louis J. Hauge Jr., the 1st Lt. Alexander Bonnyman Jr. and the Pfc. James Anderson Jr. (all under the Maersk banner) already were safely anchored in Saudi Arabia to meet and supply the Marine Corps Expeditionary Brigades being airlifted there, according to the Military Sealift Command, the Defense Department's agency for coordinating the transport of supplies during a conflict or war.

While the three ships from

squadron two sailed from Diego Garcia, three more ships, from squadron three, cast off from the Guam-Saipan area. The 1st Lt. Jack Lummus, the 1st Lt. Baldomero Lopez and the Pfc. Dewayne T. Williams (all operated by Amsea) picked up U.S. Navy support personnel en route to their assignments, arriving August 25.

A day earlier, the Pvt. Harry Fisher (Maersk) had arrived in Saudi Arabia. The ship had been headed to the U.S. for routine maintenance, but reversed its course off the west coast of Africa. The Pfc. William B. Baugh, which had been undergoing maintenance checks in Florida, arrived September 5 via the Suez Canal.

The last of the squadron's nine ships, the Sgt. William R. Button

which have collective bargaining agreements with the SIU.

SIU Crews Trained

Seafarers crews have been specially trained for these vital vessels at the Seafarers Harry Lundberg School of Seamanship. "Sealift training at the school," said Bill Hellwege, who serves as the institution's instructor in this area, "includes underway replenishment—cargo and fuel transfers at sea—helicopter operations and some special training for the deck crew."

Deck department members are instructed in shipboard damage control, search and rescue and crane and forklift truck operations.



2nd Lt. John P. Bobo

Thirteen MPS Ships Honor Lives of Marine Heroes

Military heroes always live on through their actions—it is an unwritten military code. The 13 SIU crewed prepositioning ships now assisting the Marines are helping to carry on that tradition.

The ships serve a symbolic purpose as well as their vital supply mission; they are named for 13 Medal of Honor recipients, all Marines who gave their lives for their comrades.

What follows is a brief description of each Marine's heroic action:

Cpl. Louis J. Hauge Jr. on May 14, 1945 destroyed two enemy machine gun positions singlehandedly to free his imperiled squad and allow the company to advance. He was cut down by Japanese sniper fire only after he achieved his objective.

Pfc. James Anderson Jr. purposely took the force of an enemy grenade to protect other Marines pinned by heavy enemy fire in Vietnam. The first black Marine Corps Medal of Honor recipient was trapped with the rest of his platoon. When the grenade landed near his head, Anderson grabbed the unexploded piece and curled his body around it, absorbing the impact in February 1967.

Pfc. William B. Baugh was riding in a troop truck in Korea in November 1950, about to disembark with his squad, when a grenade landed in their midst. After

calling out a warning, he hurled himself upon the grenade. He died shortly after his life-saving actions.

1st Lt. Alexander Bonnyman Jr. led a shore party assaulting the Japanese on Tarawa Island in November 1943. After helping to solidify the area of operations, he led an attack on a heavily guarded garrison, flushing 100 of the enemy, who were cut down by his Marines, and killing 150 more with demolition charges before he finally was killed himself.

Pvt. Harry Fisher was killed while erecting barricades under heavy fire on a dangerous mission while serving with a Marine contingent in China during the Boxer Rebellion in July 1900.

Sgt. Matej Kocak singlehandedly drove off an enemy machine gun crew at bayonet point and later organized 25 French colonial soldiers in destroying another emplacement during World War I on July 18, 1918.

Pfc. Eugene A. Obregon courageously defended a wounded comrade, getting him out of the line of fire and protecting him with his own body until he himself was shot and killed in Korea on September 26, 1950.

2nd Lt. John P. Bobo, although mortally wounded took actions which enabled his men to repulse a North Vietnamese infantry assault

on his position on March 30, 1967. His citation commended his "superb leadership, dauntless courage and bold initiative."

Major Stephen W. Pless maneuvered his helicopter gunship to shield a small force under attack by 30 to 50 North Vietnamese soldiers. He drove off the enemy with his guns while his crew pulled the wounded soldiers to safety, then skillfully piloted the overweight aircraft to avoid crashing in the sea in August 1967.

Pfc. Dewayne Williams smothered a grenade with his own body to protect other members of his unit during action against the Viet Cong in South Vietnam on September 18, 1968.

1st Lt. Baldomero Lopez was shot while throwing a grenade in September 1950 and died while shielding the grenade from his men during the battle of Inchon in Korea.

1st Lt. Jack Lummus tenaciously disposed of three enemy installations before being fatally wounded by a land mine on Iwo Jima in March 1945.

Sgt. William R. Button was awarded the medal for successfully executing a mission that resulted in the dismantling of the group of 1,200 outlaws led by Haitian bandit chief Charlemagne Peralté. Sgt. Button lived from 1895 until 1921.

(Amsea), arrived the first week in September. It had been participating in a naval exercise in Washington.

Fully Loaded

Each squadron of MPS ships contains the equipment and 30 days of supplies for a Marine Expeditionary Brigade. According to Sea Power magazine, the ships are capable of off-loading at piers or from offshore with special equipment with which the vessels have been outfitted.

The vessels store everything from vehicles, to ammunition, to food and water, fuel and other materiel needed to supply Marine amphibious forces.



Pfc. William B. Baugh

Dispatchers' Report for Great Lakes

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

FEB. 1-28, 1991

*TOTAL REGISTERED

TOTAL SHIPPED

**REGISTERED ON BEACH

All Groups

All Groups

All Groups

Class CL Class L Class NP

Class CL Class L Class NP

Class CL Class L Class NP

Port	DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARD DEPARTMENT			ENTRY DEPARTMENT		
Algonac	0	12	0	0	2	0	0	35	5	0	16	9
Algonac	0	5	0	0	3	0	0	16	2	0	0	0
Algonac	0	3	0	0	0	0	0	15	1	0	0	0
Algonac	0	16	9	0	0	0	0	55	10	0	0	0
Totals All Departments	0	36	9	0	5	0	0	121	18	0	0	0

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

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

Dispatchers' Report for Inland Waters

FEBRUARY 1-28, 1991

*TOTAL REGISTERED

TOTAL SHIPPED

**REGISTERED ON BEACH

All Groups

All Groups

All Groups

Class A Class B Class C

Class A Class B Class C

Class A Class B Class C

Port	DECK DEPARTMENT			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	3	0	0	69	14	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	2	1	0	1	2	0	3
Jacksonville	3	0	3	4	0	2	1	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	4	0	0	0	5	2	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	2	8	0	2	0	5	0	8
Algonac	13	6	0	0	0	0	46	27	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	31	8	17	8	2	3	128	43	25
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	4	0	0	2	0	0	7	0	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	2
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	0	0	0	0	0	0	0
Houston	1	0	1	0	0	0	1	0	1
Algonac	15	11	0	0	0	0	35	24	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	20	11	1	2	0	0	43	24	4
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	0	0	1	0	0	7	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	3	0	0	1	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	2	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	0	0	0	0
Algonac	5	3	0	0	0	0	28	11	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	3	1	2	0	0	38	11	1

Totals All Departments 64 22 19 12 2 3 209 78 30

***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 Corgey

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
606 Kulihi Street
Honolulu, HI 96819
(808) 845-5222

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

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

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

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

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

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

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

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

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

PINEY POINT
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

Cape Meteor Steward Proud to be Part of Gulf Operation

Steward Baker Peter Schulz believed he was doing his part to prevent a dictator from forcing his will over an oppressed people when he took his job aboard the Cape Meteor last August.

Schulz has firsthand knowledge of what a tyrant can do to a nation. He was born in Germany in 1938 and lived there through World War II before immigrating to the United States. Although his memories are vague, he does recall the absolute destruction of his homeland caused by the war started by Adolf Hitler.

"From an historic standpoint, Saddam Hussein does not have the economic power compared to Hitler," Schulz told a reporter for the Seafarers LOG. "They are so different that they really cannot be compared. Saddam will somehow be eliminated and another political form will take his place."

Schulz forwarded to the Seafarers LOG photos he and other crewmembers shot while the Ready Reserve Force vessel was involved in the buildup of American forces in Saudi Arabia. The 24-year SIU veteran said each trip was emotional because the crew became friends with the military personnel carried aboard. "I got a letter from one of the men already," he reported.

"The young soldiers were extremely polite," Schulz recalled. "They were thankful even for a cup

of coffee. They need all the support they can get."

Some of that support came from the crew aboard the Meteor. Schulz said all the SIU members got together to hold barbecues for the troops.

He said members were anxious about the prospect of war. "Each member showed it in a different way. Some were worried because they have wives and children back home. But this was something important for the union to do and they realized it was history."

The Cape Meteor sailed from Los Angeles to Texas in August before it went to the Middle East. The vessel also shuttled equipment from Europe to the Persian Gulf before returning to the U.S. in January of this year.



Steward Baker Peter Schulz (with rifle) assists some troops aboard the Meteor clean their weapons.



Steward Assistant Stephen Mack takes time out for breakfast.



Steward Assistant William Wyatt straightens up one of the rooms aboard the Ready Reserve Force ship.



Ordinary Seaman David Smith enjoys a bite of lunch before going back to work.



Chief Cook William Simmons prepares a plate of food for a hungry crewmember aboard the Cape Meteor.

The Jobs and Interests Of Seafarers Are at Stake In Decisions Made By Elected Officials!



Elected legislators are confronted with issues concerning the maritime industry on almost a daily basis. Seafarers must make their voices heard on legislation that directly affects their livelihoods.

The Seafarers Political Action Donation, or SPAD, is made up of the voluntary contributions from SIU members. Through support of elected candidates, the SIU can work with legislators to promote the American merchant marine, protect the jobs of its members and pursue a better economic and social way of life for their families. SPAD monies are used solely to assist the agenda of Seafarers and their families.



Such mainstays of the American merchant marine as the Jones Act and Cargo Preference are debated continuously in Congress. Federal agencies like the Department of Transportation and its Maritime Administration and U.S. Coast Guard, the Department of Defense and its Military Sealift Command, the Federal Maritime Commission and the Department of Labor issue rules that regulate and concern the American maritime industry and its workers.



SPAD is your eyes and ears to government while you are at work. Keep it working for you. Donate today.



Steward Assistants Nancy Tan (left) and S.H. Aful (standing) help Steward Baker Peter Schulz plan a meal aboard the Cape Meteor.



The crew of the Cape Meteor takes part in gas attack training as the ship heads for the Persian Gulf.



At left, AB Philip Sauers (left) wears an Arab headdress and caftan as he serves coffee to OS Wallace Stephens.



Bosun Carlos Spina was in charge of the deck department for one of the voyages.

Messages in Bottles Are Slow but Romantic

"7-21-90. ALOHA FROM THE S/LNG TAURUS. 3 DAYS OUT OF HIMIJI [sic], JAPAN HEADING FOR BONTANG, INDONESIA."

That was the message that Stanley Kienna put in a bottle and threw off the LNG Taurus, along with his return address. Several months later, the bottle washed up on the Philippine shore and was picked up by Perfecto Sabiduria of Infanta, Quezon, P.I. He sent Kienna a note to let him know it had been found: "To whom it may concern. Sir, I write a letter to inform you that I found the bottle of Santori on Nov. 2, 1990 in Dinahican."

An Old Practice

Where did the idea of bottled messages come from?

The practice of placing messages in bottles cast overboard or from remote desert islands has a long and romantic history. Although the first instance of this practice is not known, it is thought to date back to the ancient world.

In more recent times, Queen Elizabeth I of the United Kingdom created a position known as the "Uncorker of Bottles." Apparently, a fisherman caught a bottle on the beaches of Dover. Being unable to read the message contained within, he took it to local officials who were astounded by its contents.

It appeared to be a letter from a secret informer which reported that the island of Novaya Zemlya had

been captured by the Dutch. The Queen flew into a rage that others would dare to read dispatches intended only for her Majesty. She therefore appointed an official bottle-opener, threatening with death anyone who read future messages that might wash ashore on the British Isles.

The romance and lure of finding such messages stems from the hint of danger and urgency which often leads the seafarer or castaway to undergo this inefficient means of communication. Indeed, throughout history there are stories of sailors in dangerous situations who have tried to alert the world to their plight or who bid their farewells to distant relatives.

In 1887, for example, John Lee of Nova Scotia launched this dramatic message: "May 17, 1887. To whom it may concern. Tell mother

I died fighting. John Lee, master mariner, Halifax." It wasn't until 40 years later when a German officer found the salt and shell encrusted bottle on the shores of the

Island of Bockum in the Baltic. Mr. Lee's mother had died five years after her son without ever knowing exactly what became of him.

In modern times, the practice of casting messages adrift has become more a matter of curiosity and science. At various times since the mid-'30s, for example, the U.S. government's Department

of the Navy has placed messages in the Gulf Stream and elsewhere in attempts to chart currents and flows.

The notes contained within ask for replies stating the time discovered and the location. These bottles have been picked up in times ranging from a few weeks to six years,

found in places as diverse as the Gulf of Mexico and Scotland, while many are never found or get trapped in the Sargasso Sea. Perhaps the government got this idea from Benjamin Franklin who used bottles to prove his theories about the Gulf Stream.

Others are simply thrown for the purposes of sending greetings to exotic locales or in order to make the message seem all the more important. In the latter case, there is an example of a radio operator on the Greek steamer Aristidis who in 1948 wished to send his congratulations to the newly married Lieutenant Phillip Mountbatten and Princess Elizabeth. The message stated:

"Although there are three modern wireless transmitters in my possession, I just thought it would be more interesting in this strange way to send you my heartiest wishes for a long and very happy life to you both. God bless you two."

Such a method was rewarded when the radio man learned upon arrival in Norfolk that the message did indeed reach Buckingham Palace.

The actress Mary Martin, who at the time was starring in the musical "South Pacific," had a message cast off in the South Seas sending her good wishes to whomsoever might come upon it. It took only a few months time before a reply was received from Tahiti, along with a picture of the finder's house, kind wishes for the future and "some Tahitian breeze."



Scholarship Opportunity for Seafarers

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.

The scholarship materials are available at any SIU union hall. The submission deadline is APRIL 15, 1991. 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 _____ Social Security Number _____
Address _____
City, State, Zip Code _____
Telephone number _____

This application is for ☐ Self ☐ Dependent

3/91

Plan Now for a Summer Vacation at Piney Point

The Seafarers Harry Lundeberg School of Seamanship is available over the summer months as a vacation site for SIU members and their families.

Nestled on the banks of the St. George's Creek in Piney Point, Md., there are boating and fishing activities available to vacationing seafarers and their families.

The school's location also allows for day trips throughout historic southern Maryland and the

Washington, D.C. metropolitan area.

Next month's Seafarers LOG will include additional information about the vacation program and a reservation form. In the meantime, any interested SIU member may call (301) 994-0010 to find out more about the program.

It should be noted that a vacation stay at the school is limited to two weeks per family.

Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

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

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

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

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



(The April 1989 edition of the Seafarers LOG contains a complete description of the Consolidated Omnibus Budget Reconciliation Act—or COBRA—program.)

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.

BROOKS RANGE (IOM), January 6—Chairman **Bob Edwards**, Secretary **Joe Pitetta**, Education Director **Robert Hamil**, Deck Delegate **S. Lagare**, Engine Delegate **Dave Goosby**, Steward Delegate **Kenyon M. Bragg Sr.** Chairman thanked deck gang and pumpman **Bob Hamil** for a successful tank cleanup on way to Portland, Ore. shipyard. He also reported ship is back on regular Valdez, Alaska to Panama run. Steward thanked crew for keeping mess hall clean and movies in order. Education director reminded people to upgrade at Piney Point, especially considering importance of being well-trained for service in Persian Gulf. He also thanked **Bart Rogers** and manpower staff for long hours in keeping ships crewed during Desert Shield. Steward department thanked for "tremendous" Christmas dinner. Special thanks to steward assistants **Joe Gonzales** and **Ali Mohammed** for exceptional work. No beefs or disputed OT reported. Motion was made and seconded to try to service TV and radio antenna. Crew felt that permanent personnel should not lose that status because of sickness or injury (uncontrollable occurrence). Proposal referred to negotiating committee for possible action.

CAPE HENRY (IOM), January 6—Chairman **Thomas Votsis**, Secretary **Mike Thornton**. No beefs. Disputed OT reported by engine delegate; none reported by other delegates. Next port: Houston.

USNS CAPELLA (IMC), January 17—Chairman **Mike Shappo**, Secretary **Joe Conlin**. Very little mail sent to ship, only six LOGs received for crew of 42. Union will send more in future. Chairman reported long, hard trip. Thanked **AB Joe Conlin** for work as chief steward and chief cook and for a job well done. Next port: Jacksonville, Fla.

CAPE NOME (IOM), January 19—Chairman **John E. Rountree**, Secretary **Alfredo Panico**, Deck Delegate **Carolyn Parnell**, Engine Delegate **Steve Brown**, Steward Delegate **Lonzell Sykes**. Payoff expected January 20 in North Carolina. \$100 in ship's fund. No beefs, no disputed OT by deck or engine delegates. Disputed OT reported by steward delegate.

GULF TRADER (All Marine Services), January 13—Chairman **C.N. Johnson**. Chairman reported very good trip so far. \$1,243.75 in ship's fund. No beefs or disputed OT reported by deck or engine delegates. Disputed OT by steward delegate. Chairman reminded everyone



Aboard Overseas Ohio

Chief Steward Grant Marzett prepares for the fire and lifeboat drill aboard the Overseas Ohio.

to get new shots in case of chemical warfare. Crew voted thanks to steward department for job well done.

LIBERTY SEA (Liberty Maritime), January 13—Chairman **Irvin S. Crutchlow**, Secretary **Joseph Moody**, Steward Delegate **Anderson J. Jordan Jr.** Payoff scheduled for New Orleans, La. January 15. Chairman reports good trip. No beefs, no disputed OT in any department. Next port: New Orleans.

OMI HUDSON (OMI), January 4—Chairman **Al Caulder**, Secretary **J. Rivera**. Dispute reported concerning restriction to port at Port Everglades, Fla. Payoff due January 5. Large ship's movie collection reported. No disputed OT, no beefs. Steward department given vote of thanks.

OMI HUDSON (OMI), January 17—Chairman **Al Caulder**, Secretary **J. Rivera**. No disputed OT, no beefs. \$70 in movie fund. Chairman reports crew working hard to prepare ship for shipyard in March. Said ship is fortunate to have lots of brotherhood onboard. Thanks to **Ray Singletary** and **Anthony McQuay** and whole Jacksonville staff for representing crew during recent payoff in Port Everglades, Fla. Next port: Wilmington.

OVERSEAS ALASKA (MOC), January 13—Chairman **Robert S. Wilson**, Secretary **Carl Woodward**, Education Director **R. Quinter**. Chairman cautioned crew on noise around quarters. He also reminded members about being careful with plastics. No beefs, no OT disputes.

OVERSEAS ALICE (MOC), January 6—Chairman **Steve Copeland**, Secretary **Alphonse Johnson**. No beefs or disputed OT reported by deck or engine delegates. Steward delegate reported OT dispute, no other beefs. Coast Guard inspection soon. Vote of thanks to steward department.

OVERSEAS ARCTIC (MOC), January 7—Chairman **J. Zepeda**, Secretary **C. Veazie**, Education Director **M. Will**, Deck Delegate **Ernest Zepeda**, Engine Delegate **Jose Rodriguez**. Nothing in ship's fund. No beefs or disputed OT in any department.

ROVER (Vulcan Carriers Ltd.), January 6—Chairman **D. Ellette**, Secretary **D. Wuerth**, Education Director **Earl Olsen**. Education director emphasized importance of attending Piney Point and offered help in filling out paperwork. \$140 in ship's fund. No beefs or disputed OT reported. Crew reminded to keep all quarters' doors locked at all times. Note of thanks to steward department for good job over past few months.

SEA-LAND CHALLENGER (Sea-Land Service), January 6—Chairman **Salvatore Rallo**, Secretary **Leticia Perales**, Steward Delegate **Jesse Lee Jones**. Crew requested new ice machine. It has spent 90 days without ice on a southern run (San Juan, Rio Haina and Jacksonville). New washer was requested as well. Secretary reported crew working together nicely. Members voiced thanks to captain for help in making holidays more pleasant. Thanks also extended to steward department for holiday meals. Next port: Elizabeth, N.J.

SEA-LAND DEFENDER (Sea-Land Service), January 6—Chairman **Luigi Aleulua**, Secretary **John J. Alamar**, Education Director **Phillip Tarantino**, Steward Delegate **Tommy Belvin**. Crew

requested coffee be made available during meal hours. Crew also voted no smoking in mess room during meal hours. Collection will be held for ship's fund as needed. No beefs, no disputed OT reported by deck or engine delegates. Steward delegate reported OT dispute, no other beefs.

SEA-LAND DEVELOPER (Sea-Land Service), January 4—Chairman **Terry Murphy**, Secretary **Diana Nason**, Education Director **A. Bell**. Chairman reminded everyone of importance of contributing to SPAD. Payoff scheduled for Tacoma, Wash. January 8. Education director urged members to take advantage of Piney Point. Crew also informed of random drug testing policy to take place this month aboard vessels. No money in movie fund. Disputed OT reported by deck delegate. No other beefs or disputes. Crew would like to see **Diana Nason** become a regular steward because of her fine work.

SEA-LAND DISCOVERY (Sea-Land Service), January 13—Chairman **Harry Fisher**, Secretary **Jose R. Colls**, Deck Delegate **Reyes Flores**, Engine Delegate **Pedro Gago**, Steward Delegate **Jorge Salazar**. Ship to lay up end of January in Tampa. Ship needs many repairs—in gal-



Lifeboat Drill Aboard Ship

Richard Hicks, Walter Johnson and Jessie James have donned their flotation vests in preparation for a lifeboat drill aboard ship in Diego Garcia.

ley, both messrooms, pantry and all state-rooms. List given to captain. No beefs, no disputed OT reported. Thanks to steward department for good food and good job. Next port: Elizabeth, N.J.

SEA-LAND EXPLORER (Sea-Land Service), January 20—Chairman **Ted A. Tolentino**, Secretary **Suhermadhy Ghani**, Education Director **Robert E. Blackwell**, Deck Delegate **Jabez E. Pegg**, Engine Delegate **Glen Henderson**, Steward Delegate **Ruben Casin Jr.** Chairman reported trip was very pleasant with good crew and fine food. No beefs, disputed OT reported by deck or engine delegates. Steward delegate asked for clarification on shifting (early) meal. Ship receiving mail and LOGs regularly. No other beefs. Next port: Oakland, Calif.

SEA-LAND EXPRESS (Sea-Land Service), January 13—Chairman **J.M. Ard**, Secretary **J.L. Johnson**. No beefs or disputed OT. LOG received in Yokohama, Japan. Crew thanked for keeping ship clean. Steward department (Chief Steward **Joe Johnson**, Chief Cook **Charles Gooch**, Assistant **Harry Bourne**) congratulated for Christmas and New Year's Day dinners.

SEA-LAND INNOVATOR (Sea-Land Service), January 13—Chairman **Claude J. Dockrey**, Secretary **Jose M. Bayani**, Deck Delegate **Herbert A. Greene**, Engine Delegate **Carmin J. Barbati**, Steward Delegate **G.W. Sallee**. Chairman noted captain was happy with crew. Deck and engine departments thanked for keeping ship clean. No beefs, no disputed OT. All unlicensed seamen thanked Captain **James E. Franklin** for getting new TVs and a VCR for the crew lounge. Crew had nice Christmas in dry dock in Kobe, Japan. Next port: Long Beach, Calif.

SEA-LAND LIBERATOR (Sea-Land Service), January 27—Chairman **M. Keefer**, Secretary **Nancy Heyden**, Education Director **E. Ford**, Deck Delegate **Steve Kastel**. Everything running smoothly in all departments. No beefs, no OT disputes reported. Education director encouraged all members to make extra trips to keep ships manned during Persian Gulf crisis. Steward department congratulated for job well done. Steward thanked crew for keeping things clean. Next port: Long Beach.

SEA-LAND QUALITY (Sea-Land Service), January 6—Chairman **C. James**, Secretary **G. Bonefont**. Chairman reported all going well—smooth and good voyage. \$125 in ship's fund. Deck and engine delegates reported some disputed OT. No beefs or disputed OT in steward department. Vote of thanks to steward department for job well done and for homemade soups. Next port: Boston.

SEA-LAND SPIRIT (Sea-Land Service), January 20—Chairman **John W. Schoenstein**, Secretary **Steve Apodaca**, Education Director **C. Henley**, Deck Delegate **William K. Stone**, Engine Delegate **George Silva**, Steward Delegate **Richard E. Casuga**. Chairman reported

everything running smoothly. Everyone doing fine job. Steward department received vote of thanks, especially for holiday meals. Movie fund was at \$193. Spent \$175 on blank tapes. Captain said \$200 from ship's fund will be contributed for more tapes to enlarge movie collection. Crew requested new washing machine and ship's antenna be hooked up to satellite to receive Armed Forces Radio.

SEALIFT CARRIBEAN (IMC), January 13—Chairman **Larry Baker**, Secretary **Paul Burke**, Deck Delegate **Michael P. Healy**, Engine Delegate **Alberto Garcia**, Steward Delegate **Grady Beasley**. No beefs, no disputed OT reported. Ship due in shipyard February 15. Crew talked about permanent jobs aboard Sealift ships and voted thanks to president and union officials for hard work they are doing. Next port: Houston.

SUGAR ISLANDER (P.G. Mariner), January 13—Chairman **C.O. Herrera**, Secretary **C. Miles**, Education Director **Lorie Christmas**, Deck Delegate **Tommy Lister**, Engine Delegate **Dale W. Seats**, Steward Delegate **Isaac G. Gardon**. No beefs or disputed OT. Ladder to cargo holds needs replacing. Crew requested more than four LOGs be sent to the vessel. Crew also asked for all forms and OT sheets.

LNG VIRGO (ETC), January 11—Chairman **Ulus S. Veach**, Secretary **Michael F. Meany**, Deck Delegate **John Gilston**, Steward Delegate **Ronald E. Aubuchon**. Chairman reported everything going smoothly. Motion made and accepted to buy video camera from ship's fund to be rented to crewmembers when they go ashore. Crew requested clarification on October contract: How will retroactive increase in vacation pay be handled? Next port: Arun, Indonesia.

Spica Wins Logistics Award for Second Time in 3 Years

The commander of the U.S. Navy Seventh Fleet has selected the USNS Spica for the 1990 Logistics Excellence Award. The supply ship is crewed by members of the SIU's Government Services Division.

This honor, which has been given to the Spica for the second time in the last three years, goes to the oiler, supply, ammunition or other logistics vessel in the civilian-crewed Military Sealift Command that performs its duties at a level beyond what is expected.

In announcing the award, Rear Admiral P. E. Tobin, commander of the Seventh Fleet, cited the role the Spica played in assisting several battle groups during operations Desert Shield and Desert Storm. "In addition to supporting the Midway and Independence carrier battle groups in the North Arabian Sea, (the) Spica conducted three replenishment cycles within the Arabian Gulf to naval units deployed to the commander (of the) Middle East force."

Since October 1990, when it was sent to the Middle East, the supply vessel has distributed more than 3,000 tons of food and other provisions while serving as commodity manager for 54 naval units.

"The USNS Spica has consistently responded to all commitments with excellence, a 'can-do' attitude and unprecedented professionalism. She has steamed more hours and provided more stores than any other (ship) during the year," the citation continued.

Several other Government Ser-

vices Division-crewed vessels, including the oiler USNS Walter S. Diehl and ammunition ship USNS Kilauea, were nominated for the award.

SIU crewmembers aboard the Spica include from the deck department Bosuns Hans H. Rook and Richard Martinez; Carpenter Ricardo Sanchez; Bosun Mates Patricio F. Arabaca, Milton D. Anderson, Oscar Taufaasau, Eric M. Jackson and Jerry L. George; Watch ABs Samuel F. Sturdevan, Raymond P. Belisle Jr., Phillip B. Adams, Hiram M. Elia, Kuzuyuki Ito and Thomas J. Bruce; Day ABs Lenard E. Sidener, Wilbert E. Scott, Josefino B. Cabanban, Ronald King, James C. Ogg, Leonard E. Green, Raymond C. Spencer, Horace N. Brodie Jr., Joseph E. Urso, Dennis L. Johnson, Reynaldo A. Bautista, Anthony R. Mills, Jose C. Bendol, Larry A. Melvin, Paul Arredondo, Adu Nurk, L. C. Craney, Edward Fernandez, Samuel Wilson Jr., David Wernet, Haruki Nakamoto, Terry D. Melvin, Gerald K. Hermanson and Ivory C. Mason; and Ordinary Seamen Vincent H. Anders, Charles Abernathy and David Chase.

Government Services Division members working in the black gang were Chief Electrician Warren S. Nagata; Day Refrigeration Engineer Domingo Castro; Watch Refrigeration Engineers Donnie S. Turner, Carlos S. Isles and John G. Duffy; Deck Engineer Machinists Ruben V.



The USNS Spica

Madarang and John H. Bellar Jr.; Day Second Engineers Ellis W. Island and David L. Smith; Engine Utilitymen Sam Blalock, Juan A. Cruz and John F. Walsh; Oilers Antonio Siarot, Oscar C. Williams and Kevin S. O'Shaughnessy; and Wipers Edgardo S. Sanding, Loyd L. Bartolome and Leodegario D. Arenas Jr.

Those sailing in the galley gang were Chief Steward Dionisio L. Manila; Third Steward Roslito T. Toledo; Chief Cook Homer Gordon Jr.; Night Cook and Baker Ismael Corpuz; Second Cook and Bakers Teodoro A. Flordeliza and Jose D. Reyes; Assistant Cooks Bernard Chaffers and Aquilino S. Pili Jr.; Utilitymen Ramon E. Caymol, Jose Mendoza, Conrado T. Antonio, Rolando T. Mota, Nolito B. Imperial, Joseph Racoma, Decano C. Venzon, Abraham J. Dalit, Floro

M. Jimenez, Rustico F. Torres, Leopoldo L. Legaspi, Angelito V. Buenviaje, Juvencio A. Yopez, Cecilio T. Bartolome, Eddie A. Danetaras, Gilberto J. Cruz, Cecil C. Foor, Silvestre T. Robles, Isaac W. Newton, Rodrigo J. Diaz and Theodore T. Fable; and Laundryman William J. Johnson.

Members serving in the supply department included Supply Officer Ronald M. Roach; Assistant Supply Officer Arthur D. Hill; Yeoman/Storekeepers Fabian F. Aglubat, Rizaldy D. Deliguin, Dominador Galit, Pedro H. Magisa, David C. Spencer and Herreld M. Dockery; and Assistant Storekeepers Robert A. Young, Alfonso V. Domingo, Ernesto V. DeGuzman, Patrick B. High, Ernesto B. Roodique, David E. Terrell, Clark A. Wyatt Jr. and Rufus A. Warren Jr.

Summary Annual Report SIU Pacific District Pension Plan

This is a summary of the Annual Report for the SIU Pacific District Pension Plan [Employer Identification No. 94-6061923, Plan No. 001] for the year ended July 31, 1990. 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 a trust arrangement. Plan expenses were \$15,008,453. These expenses included \$1,096,187 in administrative expenses and \$13,912,266 in benefits paid to participants and beneficiaries. A total of 6,357 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 \$139,915,212 as of July 31, 1990, compared to \$145,425,056 as of July 31, 1989. During the plan year the plan experienced a decrease in its net assets of \$5,509,844. This decrease included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had total income of \$9,498,609 including employer contributions of \$1,524,339, earnings from investments of \$7,561,994, stock dividends of \$781,215, net realized gain on sale or exchange of assets of \$4,973,210, unrealized depreciation of assets of \$5,359,342 and other income of \$17,203. Employees do not contribute to this plan.

Minimum Funding Standards

Our 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 investments;
3. Actuarial information regarding the funding of the plan.

To obtain a copy of the full Annual Report, or any part thereof, write or call the office of the Plan Administrator, SIU Pacific District Pension Plan, 522 Harrison St., San Francisco, CA 94105. Telephone Number: (415) 495-6882.

You also have the legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison St., San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Ave., NW, Washington, DC 20210.

MM&P President Ousted In Rerun of 1988 Vote

Continued from page 5

Lines or American Ship Management (two companies associated with the venture) for contributions on behalf of Monterey employees, who were members of the MM&P.

(Various companies associated with the Monterey filed for bankruptcy protection in 1989. In March 1990, a federal court-ordered foreclosure resulted in the sale of the Monterey for \$14 million to a foreign-flag operation.)

Retirement Funds an Issue

According to an MM&P member, an issue near and dear to all offshore members is their Individual Retirement Account Plans (IRAP). The funds in each member's account supplement the pension he will receive when retiring. The MM&P member pointed out that the MM&P IRAP fund and the pension fund had lost \$34 million over 18 months, largely through poor investment strategies of Tower.

(A number of MM&P members filed a class action lawsuit against the trustees and plans administrators of the MM&P IRAP and pension plans in an attempt to restore the millions of dollars lost by Tower's so-called investments. The lawsuit is not yet settled.)

The case is complicated by the fact that a number of related lawsuits have been filed, although most

of these have been consolidated and are before one judge. Among the litigated matters are a Department of Labor suit against the MM&P IRAP and pension plans trustees and administrators and lawsuits brought by the trustees against others connected to the plans.

According to some MM&P members a settlement may be in the wings. One MM&P mate said the action of the union's members to protect the plans assets was likely to result in restoration of millions of dollars to the trust funds, although it would not make up all the monies lost in bad investments.)

Experienced Hands

Brown has sailed in all the licensed deck officer capacities aboard MM&P-contracted ships. He served as MM&P assistant port agent in Baltimore in 1975. Brown graduated from the United States Merchant Marine Academy in 1965. In 1974 he obtained a masters of science degree in accounting and a masters of business administration degree from Wharton.

Hopkins, who has served in every licensed deck officer capacity aboard MM&P-contracted vessels, currently sails as a master/mate with Puerto Rico Marine. From 1969 to 1974 he served as the dean of students at MM&P's MITAGS training facility. He graduated from the U.S. Merchant Marine Academy in 1959.

Inquiring Seafarer

Question: Do you think merchant mariners who sailed in war zones during the Korean and Vietnamese conflicts should gain veteran's status?

(Asked of SIU members at the union hall in Seattle, Wash.)



James Miller,
Officer's Bedroom Steward—I thought they were considering that. If they got it for World War II,

then they should get it for Korea and Vietnam. I had a friend on a Victory ship who carried 5,000 refugees out of Pusan, Korea and got a medal for it.

David Atkinson,
Bosun—They're all going to say yes because they want veteran's benefits, but seamen were only there about 15 days and left. We got compensated for our time.



Earl Brannan,
Able Seaman—They sure should. I started in '45 on the Waterman Liberty, but then they put me

in the Army during Korea.

Joe Graves,
QMED—Well, yeah. I was on one and a bomb hit, busting the anchor chains. Some of our guys got killed when a round went through a mess hall.



Gary Correy,
Officer's Bedroom Steward—Yes. The seafarers that sailed during World War II received it. I feel that anyone who sailed into the war zones carrying supplies was doing service and falls into the same category.

Jake Arshon,
Waiter—Sure, why not? They went into war zones too.



Jim Howison,
QMED retired—Yes, all the way.

LET US HEAR FROM YOU!



Talbert Goes Non-Stop

There is always work aboard the Orgulf's Tom Talbert. Cook Daisy Belt (above) boils eggs in preparation for a meal while (below) Deckhand Keith Riddle tightens a cable on one of the barges being pushed by the tugboat.



Send in old Photos, Documents, etc. for the SIU archives

ELIGIBILITY REQUIREMENTS FOR UPGRADING MEMBERS

The chart listed below is designed to help Seafarers understand the basic requirements needed to upgrade in the three unlicensed departments at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. To use the chart, members should locate their department on the left. In the next column is a listing of the basic Group I and II ratings available through study at the school. On the right are the requirements members should meet before applying to the school. A list of classes being offered by the Lundeberg School can be found on page 27. Contact your port agent or the admissions office at the Lundeberg School if you have any questions.

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

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the Union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all Union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the Union and the employers, they should

notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event 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 SIU PD-PMA Supplemental Benefits Fund, Inc.

This is a summary of the annual report for the SIU PD-PMA Supplemental Benefits Fund, Inc. [Employer Identification No. 94-1431246, Plan No. 501] for the year ended July 31, 1990. 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 a trust arrangement. Plan expenses were \$7,908,683. These expenses included \$264,235 in administrative expenses and \$7,644,448 in benefits paid to participants and beneficiaries. A total of 1,075 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 \$3,016,834 as of July 31, 1990, compared to \$2,793,303 as of the beginning of the plan year. During the plan year the plan experienced an increase in its net assets of \$223,531. The plan had total income of \$8,132,214 including employer contributions of \$7,805,427, earnings from investments or \$310,009, and other income of \$16,778. Employees do not contribute to this plan.

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 investments;
3. Transactions in excess of five (5) percent of the fund assets.

To obtain a copy of the full Annual Report, or any part thereof, write or call the office of the Plan Administrator, SIU PD-PMA Supplemental Benefits Fund, Inc., 522 Harrison St., San Francisco, CA 94105. Telephone Number: (415) 495-6882.

You also have the legally protected right to examine the Annual Report at the main office of the plan, 522 Harrison St., San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Ave., NW, Washington, DC 20210.

Lundeberg School Self Study Courses

Seafarers can take advantage of the opportunity to increase their knowledge through the Lundeberg School's self study courses. The materials are prepared in a straight-forward, easy-to-understand manner.

Please send the materials checked below:

MATH	SOCIAL STUDIES	STUDY SKILLS
Fractions <input type="checkbox"/>	Geography <input type="checkbox"/>	Listening Skills <input type="checkbox"/>
Decimals <input type="checkbox"/>	U.S. History <input type="checkbox"/>	How to Improve Your Memory <input type="checkbox"/>
Percents <input type="checkbox"/>	Economics <input type="checkbox"/>	How to Use Textbooks <input type="checkbox"/>
Algebra <input type="checkbox"/>		Study Habits <input type="checkbox"/>
Geometry <input type="checkbox"/>	ENGLISH <input type="checkbox"/>	Test Anxiety <input type="checkbox"/>
Trigonometry <input type="checkbox"/>	Grammar Books <input type="checkbox"/>	Test Taking Tactics <input type="checkbox"/>
Plane <input type="checkbox"/>	Writing Business Letters <input type="checkbox"/>	Stress Management <input type="checkbox"/>
Spherical <input type="checkbox"/>		Note-taking Know-How <input type="checkbox"/>
	COMMUNICATION SKILLS <input type="checkbox"/>	

Name _____

Address _____

Telephone () _____

Social Security # _____

Book # _____ Rating _____

Cut out this coupon and mail to:

Adult Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, Maryland 20674

Final Departures

DEEP SEA

ANTONIO ARELLANO



Pensioner Antonio Arellano, 67, died December 31, 1990. The former chief

steward joined the union in May 1956 in the port of San Francisco. Brother Arellano, a Los Angeles native, completed recertification courses at the Lundeberg School and frequently sailed aboard Maritime Overseas Co. vessels. He retired in 1984.

POLICARPIO R. BALENDO



Pensioner Policarpio R. Balendo, 73, passed away December 22, 1990.

Born in the Philippines, he joined the Seafarers in the port of San Francisco in January 1955. The former steward retired in 1980.

MARVIN J. BLANTON



Pensioner Marvin J. Blanton, 76, died of respiratory failure at Leesburg (Fla.) Regional Medical Center on January 26. The Alabama native

joined the SIU in the port of Jacksonville in September 1944 as a carpenter. He retired as a bosun in 1976.

KEN N. CHEN

Pensioner Ken N. Chen, 68, passed away January 2. A former steward, Brother Chen was an Army veteran of World War II who joined the union in June 1952 in the port of San Francisco. The native of China retired in 1978 as a member of the Marine, Cooks and Stewards Union prior to its merger with the AGLIWD.

GERALD ELEGAN

Pensioner Gerald Elegan, 68, died January 3. The former chief steward was born in Washington state and joined the Seafarers in the port of Seattle in March 1971. Brother Elegan sailed extensively aboard Sea-Land Service vessels. He retired in 1987.

JOHN C. HOWARD



John C. Howard, 64, died January 17. The Greensboro, N.C., native

joined the SIU in the port of New York in October 1958. He was graduated from the Andrew Furuseth Training School in 1958 and attended upgrading courses at the Lundeberg

School in 1976. He was a 10-year Navy veteran who was twice wounded in World War II. Brother Howard was an active member at the time of his death.

WALTER F. ERIKSON

Walter F. Erikson, 86, passed away February 7. He joined the union in the port of Philadelphia as a deckhand. A native of Norway, Brother Erikson last sailed with the SIU in 1975.

WOODROW JOHNSON



Pensioner Woodrow Johnson, 63, succumbed to a heart attack January 4 at the

Doctor's Hospital of Montclair (Calif.). Born in West Virginia, Brother Johnson joined the Seafarers in November 1944 in the port of New York. He retired as a bosun in 1975 and is survived by his wife, Nancy, a stepfather, three children and four grandchildren.

MORTON KERNGOOD JR.



Pensioner Morton J. Kerngood Jr., 79, passed away January 18. The Air Force vet-

eran of World War II joined the union in the port of Baltimore—his hometown—in April 1955. Brother Kerngood completed the bosun recertification course in 1973 at the Lundeberg School. He retired in 1983.

FRED D. LEWIS

Pensioner Fred D. Lewis, 84, died January 22. The former steward joined the union in the port of Mobile, Ala. in June 1945. He was a native of the British West Indies. Brother Lewis retired in 1976.

WILLIAM McCLINTIC

Pensioner William R. McClintic, 65, passed away February 11. A former deckhand, he started his sailing career with the Sailor's Union of the Pacific. Brother McClintic joined the SIU in August 1967 in the port of San Francisco. A graduate of the Andrew Furuseth Training School, he upgraded to bosun at the Lundeberg School in 1978. The Navy WWII veteran had retired last year.

JOSEPH A. MILUKAS



Pensioner Joseph A. Milukas, 77, passed away January 4. The former

QMED joined the union in the port of New York in March 1956. An Army veteran, Brother Milukas was born in Mahanoy City, Penn. He was a Lundeberg School graduate who retired in 1980.

ALGIE McWASHINGTON

Algie McWashington, 47, died August 2, 1990. Originally with the Marine Cooks and Stewards Union, he joined the SIU after the merger in November 1978. The Houston native retired in December 1988.

HERBERT MORRIS



Pensioner Herbert Morris, 68, died January 11. The Alabama native joined the

Seafarers in the port of Mobile in December 1946. Brother Morris sailed as an able bodied seaman, including some voyages to Vietnam during the hostilities. He retired in 1985.

VINCENT SAN JUAN JR.



Vincent San Juan Jr., 67, passed away January 16. He joined the union in Decem-

ber 1942 in the port of New York, retiring as a bosun in 1970. Brother San Juan was a Savannah, Ga. native.

JOSEPH SCHENK



Pensioner Joseph Schenk, 87, died February 8 of longstanding heart problems.

Born in Austria, Brother Schenk joined the SIU in the port of Baltimore in April 1940. The black gang member retired in 1966.

ANTONIO SCHIAVONE



Pensioner Antonio Schiavone, 82, passed away February 4. The Massachusetts native joined the Seafarers

in July 1941 in the port of Norfolk. Brother Schiavone, a former steward, retired in 1967.

FREDERICK SELLMAN JR.



Frederick S. Sellman Jr., 58, passed away January 29. An Air Force vet-

eran, he joined the union in June 1970 in the port of New York. The Houston native completed the bosun recertification course in 1980 at the Lundeberg School. Brother Sellman was an active member when he died.

PAUL R. SIMMONS



Pensioner Paul R. Simmons, 72, died of emphysema December 15, 1990

after a 10-year battle with the disease. The former FOWT joined the SIU in the port of Mobile in May 1946. He was born in Lilian, Alabama and died in Mobile. Brother Simmons was buried in Pine Crest Cemetery in Mobile. He had retired in 1974.

HAROLD W. SUMMERS



Pensioner Harold W. Summers, 72, passed away December 29, 1990.

The former bosun joined the Seafarers in November 1968 in the port of San Francisco. He was a West Virginia native who retired in 1983.

MING F. SUNG

Pensioner Ming F. Sung, 75, died January 15. Born in China, Brother Sung joined the SIU in the port of New York in April 1972. He upgraded his steward's rating at the Lundeberg School in 1976, retiring in 1984.

RAMON F. TOYEN

Pensioner Ramon F. Toyen, 77, passed away September 29, 1990. The former steward sailed for the Marine Cooks and Stewards Union before its merger with the AGLIWD. Brother Toyen retired in 1975.

WILLIAM C. TRASER

Pensioner William C. Traser, 76, passed away December 9, 1990. Born in Richmond, Va., Brother Traser joined the union in June 1944 in the port of New York. He upgraded to QMED at the Lundeberg School in 1976 and retired in 1985.

NORRIS M. TRIPP

Pensioner Norris M. Tripp, 67, died January 21. The former bosun joined the SIU in the port of Norfolk, Va. in January 1944, upgrading in 1976. Brother Tripp, born in Mabel, Minn., retired in 1983.

INLAND

JAMES E. BOYCE



Pensioner James E. Boyce, 61, passed away January 2. The North

Carolinian joined the Seafarers in the port of Norfolk, Va. in August 1966. Brother Boyce was a cook aboard Interstate Oil Corp. vessels, retiring in 1983.

WILSON BRACY

Pensioner Wilson Bracy, 79, died February 7. He joined the union in June 1967 in the port of Norfolk. Born in Rich Square, N.C., the former chief engineer sailed on Stuart Transportation Co. vessels. The Navy WWII veteran retired in 1978.

HARRY A. HANSEN

Pensioner Harry A. Hansen, 83, passed away January 21. A native of Norway, Brother Hansen joined the SIU in June

1961 in the port of Philadelphia. The oiler retired in 1976.

COYT R. PROPST

Coyt R. Propst, 61, died January 12. The able bodied seaman joined the Seafarers in the port of Norfolk, Va. in November 1972. A veteran of both the Navy and Army, he was born in Gaston County, N.C. Brother Propst upgraded at the Lundeberg School in 1975. His last active sailing day was November 25, 1989.

ANTHONY J. RAYMOND

Pensioner Anthony J. Raymond, 67, passed away February 6. The Baltimore native joined the union there in 1956. He sailed as a deckhand on Baker Whitley Towing Co. vessels, retiring in 1979.

LOUIS SZALEJKO



Pensioner Louis Szalejko, 73, passed away February 14. The former tug

captain sailed on Curtis Bay Towing Co. vessels. He joined the union in June 1961 in the port of Philadelphia. Brother Szalejko, an Army WWII veteran, retired in 1982.

GREAT LAKES

HOWARD C. KRAMER



Pensioner Howard C. Kramer, 79, lost his battle with leukemia January 6. The former conveyor-

man and engine department member joined the SIU in October 1960 in the port of Detroit. He was born in Hazleton, Penn. and had retired in 1975. Brother Kramer's remains were placed in the Woodlawn Cemetery in Toledo, Ohio.

GUSTAVAS RENARES



Pensioner Gustavas Renares, 59, died February 8. Born in Toledo, Ohio, Brother Renares

joined the SIU in 1957 in the port of Detroit. The former deckhand retired in 1978.

RAILROAD MARINE

CHARLES F. McGOVERN



Pensioner Charles F. McGovern, 75, died October 20, 1990. A deck-

hand on tugs sailing from the Brooklyn Eastern District Terminal, he joined the Seafarers in July 1960 in the port of New York. Born in Jersey City, N.J., he was buried in St. Catherine's Cemetery in Wall Township (N.J.).

Lundeberg School Graduates Six Classes



Trainee Lifeboat Class 466—Graduating from trainee lifeboat class 466 are (from left, kneeling) Ben Cusic (instructor), Thomas Griffin III, Jody Johnston, Frank Nino, Anthony Grant, Erik Doyle, Gregg Guzman, Tommy Bourne III, Shawn Tapp, (second row) Jim Crate, Pedro Medina, Shawn Sims, Jessie Jones, Allen Quade, Greg Brandani, Philip Martin, Kenneth Epps, Amancio Crespo, Matthew Roberson, Laurence McNutt, Mark Jeffers, John Seal, Grant Schuman and James Whalen III.



Upgraders Lifeboat—Graduates of the upgraders lifeboat class include (left to right, kneeling) Ben Cusic (instructor), Alfred Archer, Eugene T. Rice, Hector C. Rivera, (second row) Albert J. Dunn, Albert Schroeder, John Moore, Jr., George Moss and Theodore White.



Firemen, Oilers, Watertenders—FOWT graduates receiving their endorsement this month are (left to right, front row) Curtis Bolware, Daniel J. Zealberg, Tim McCroy, Allen Ward, Chris Weiss, German Valerio, (second row) Bobby Williams Jr., Reinaldo Roman, Peter Benanti, Don Davis, Eric Oladovich, Mike LaBar, William Jaffray, (third row) Diana Thomas, J.C. Wiegman, Michael Visone, Mark Krause, Edmond Hawkins Jr., Enrique Silver Jr., Edward Correa, Carlton Lewis, Robert Lee Baptiste II, and Kelly Feldman.



Trainee Lifeboat Class 467—Recently graduating from trainee lifeboat class 467 are (from left, kneeling) James Perez, Robert Scott Constantino, Catharine Small, James Howard, Rashawn Richardson, Victor Nunez, (second row) Richard Schneider, Mark Faucette, Willie Sean III, Keith Nixon, Gary Kostopoulos, Joseph Moake, Alan Brewer, Doug Crosby, Glenn Baker Jr., Shawn Taylor and Jim Moore (instructor).



Advanced Fire Fighting—Completing the advanced fire fighting course are (left to right, front row) James Paul Miller, Joseph Allyn, Gerald Freeman, Donald L. Somers, James Wilson, Craig Melwing, Joe Pomraning, (second row) Byran Cummings (instructor), Robert L. Foltz III, Gordon P. Cherup, Chip Noell, Alan Barry, John Walsh, John Herrlein, Butch Yanson, Michael McCarthy Woodrow Shelton, Steve McKittrick and John Smith (instructor).

Galley Department Graduates



Gregory Broyles of Honolulu completed the cook/baker course at the Lundeberg School.



Clarence Clanton of Mobile is also a graduate of the cook/baker course at the Lundeberg School.



Executive Chef Romeo Lupinacci (left) poses with Ngoe T. Allen, a graduate of the Lundeberg School's chief cook course.

MARCH 1991

1991 UPGRADING COURSE SCHEDULE

The following is the current course schedule for April-August 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	May 13 July 8	June 21 August 16

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

Lifeboatman	April 1 April 15 April 29 May 13 May 27 June 10 June 24 July 8 July 22 August 5 August 19 May 27 June 24 August 19	April 12 April 26 May 10 May 24 June 7 June 21 July 5 July 19 August 2 August 16 June 7 June 21 August 5 August 19 September 2
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Ship Handling

Radar Observer Unlimited

Inland Deck Licenses
Celestial Navigation

Upon completion, the Sealift Operations course must be taken.

Tankerman

March 4 May 27 August 19	March 29 June 21 September 13
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SHLSS College Program Schedule for 1991		
FULL 8-week Sessions	March 25 June 3 August 12	May 17 July 26 October 4

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 3	July 8

UPGRADING APPLICATION

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

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

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

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

Social Security # _____ Book # _____

Seniority _____ Department _____

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

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____ (dates attended) ☐ Yes ☐ No

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

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 _____

Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	April 1 May 13 June 24 August 5	April 5 May 17 June 28 August 9

Upon completion, the Sealift Operations course must be taken.

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating Fireman/Watertender and Oiler	May 13 April 29 June 10	August 2 June 7 July 19

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

Pumproom Maintenance & Operations Marine Electrical Maintenance	April 15 April 1 August 5	May 24 May 24 September 27
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Refrigeration Systems Maintenance & Operations	May 27 August 19 May 27	July 5 September 27 August 16
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Marine Electronics Technician Electro-Hydraulics Basic Electronics Hydraulics	June 10 April 15 June 10 July 22 July 8	May 10 May 10 July 5 August 16 August 2
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Refrigerated Containers Maintenance
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)	April 29 July 29	June 14 September 13
Adult Basic Education (ABE)	April 29 July 29	June 14 September 13
English as a Second Language (ESL)	April 29 July 29	June 14 September 13
ABE/ESL Lifeboat Preparation Course	April 22 June 17	May 17 July 12

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, P.O. Box 10674

Cape Cod's SIU Crew Praised for Hard Work Under Adverse Conditions in Persian Gulf

The SIU crew aboard the Ready Reserve Force vessel Cape Cod was praised by the ship's captain for its work handling cargo during missile attacks while docked in Saudi Arabia recently.



Ervin Bronstein

Master Thomas Tray wrote Angus "Red" Campbell, SIU vice president for collective bargaining, in a letter dated February 9: "I would like to express my appreciation for the job done by the crew of this vessel during this past voyage. The crew has performed magnificently throughout, particularly shining during the stay in the Middle East."

Tray praised the crew for remaining calm while offloading for four days despite "eight known SCUD missile attacks and at least four gas attack warnings."

While stating all departments performed well, the captain specifically pointed out the work of Bosun **Ervin Bronstein** and ABs **James Groby** and **James Higgins**.

"Mr. Bronstein organized the crew and spent countless hours working the ship's gear to get cargo off. Despite the fact that all the cargo was supposed to be unloaded by shore cranes, a shortage of crane operators made this difficult. The ship's crew turned to and offloaded about 40 percent of the cargo by themselves. I would like to commend AB James Groby who spent almost 32 straight hours at the winch controls and AB James Higgins who ran the other winches."

Tray noted galley gang members stood as extra lookouts as the ship ran through mine fields, while the engine department crew put in

extra hours to keep the vessel moving.

"I write this letter not only to commend this crew, which is one of the best I have had the pleasure to command, but to make you aware of what your union members are going through. This has been no picnic. When next you go to Washington..., remind them that at the time we were in the gulf, the (Maritime Administration) representative in Bahrain confirmed that two foreign-flag ships had to be offloaded in Muscat because the foreign crews refused to enter the war zone. We may be scared half to death, but we're getting the job done," Tray concluded.

Campbell sent letters to both Bronstein and Tray praising their efforts. He told Bronstein he understood the difficulty of offloading during an attack as he was part of merchant marine force supporting the D-Day landings in France on June 6, 1944. "Perhaps the refusal by some foreign-flag vessels chartered by U.S. operators to enter the imminent danger area will strengthen our argument to

Congress when Desert Storm is over that if you want a class performance use an American crew," he wrote to the bosun.

Campbell told Tray he was forwarding his letter praising the crew to Maritime Administrator Warren Leback.

Besides Bronstein, Groby and Higgins, others sailing in the deck department of the Cape Cod, which is operated by OMI Corporation, included ABs **Charles F. Thompson**, **Roger E. Plaud** and **Ronald A. Makowiecki** and Ordinary Seamen **Chris L. Stringer**, **Joseph C. Tengler** and **John B. Hutchinson**. Black gang crewmembers were Chief Electrician **Robert H. Caldwell**; QMEDs **Frank J. Bakun** and **Linton L. Reynolds Jr.**; FWT **Edward Ezra**; OMU **Alberto Gutierrez** and Wipers **Tomas B. Martinez**, **George Mulvenna** and **Baudilio B. Ruiz**. Those sailing in the galley gang included Chief Steward **Henry Manning**; Chief Cook **Samuel P. Sinclair** and GSUs **Gene R. Tuttle**, **Gary D. Damron** and **Eduardo A. Gonzalez**.

Scholarship Applications Due April 15

April 15 is the deadline to apply for a Seafarers International Union scholarship.

Since 1952 when the program began, 203 scholarships have been awarded. Recipients have used the prizes to launch careers in law, medicine and business management as well as other sectors.

A total of seven scholarships are available this year. Children of SIU members are eligible for four of the awards valued at \$15,000 each over

a four-year period at whatever college or university the winner may choose. Three other scholarships are set aside for SIU members planning to further their education. One is set for \$15,000 for four years at the college or university of choice while the other two are valued at \$6,000 over two years.

Scholarship materials and applications are available at all SIU union halls. They also can be received through the mail by filling out the coupon found on page 20.

Help Sought in Missing Child Case

The National Center for Missing and Exploited Children is seeking the help of Seafarers in locating Tammy Michelle Call. Considered an endangered runaway, the child was last seen at school on February 20, 1990 in Leesville, La. She was wearing a white jacket, black blouse and blue jeans.

At the time of her disappearance, when she was 15 years old, Tammy Michelle Call was 5 ft. 6 in., weighed 135 pounds and had sandy colored hair and brown eyes. She has pierced ears.

Anyone having information on the whereabouts of Tammy Mi-

chelle Call should contact the center at 1-800-843-5678 or the Missing Persons Unit of the Vernon (La.) Sheriff's Office at 1-318-238-4844.



Tammy Michelle Call

Maritime Briefs

Foreign-Flag Cruise Ship Crew Unable to Extinguish Fire

More than 3,000 passengers were evacuated when the crew of the Sovereign of the Sea, one of the newest foreign-flag cruise ships sailing out of the port of Miami, was unable to extinguish a storeroom fire on February 20. The vessel was docked in San Juan when the blaze started in the fifth floor storage area near a 1,050-seat show lounge.

While crewmembers spent two hours searching for the fire and another two fighting it, the captain of the Royal Caribbean Cruises Ltd. vessel refused to allow local firefighters aboard to help. He relented when his crew was near exhaustion and four San Juan firefighters had the blaze out within a few minutes.

In a hearing conducted by the United States Coast Guard and the National Transportation Safety Board a week after the fire, it was revealed the vessel had only 10 crewmembers trained in firefighting and the crew quickly used up its portable oxygen supply trying to douse the flames. At one point, 44 empty tanks were stacked on the floor, crewmembers testified. Neither the storage locker nor the adjoining lounge are equipped with sprinklers. The fire, believed to be electrical in origin, sent smoke through the rear of the vessel.



USCG Random Drug Testing Regs Will Be Announced in Mid-April

The United States Coast Guard is expected to announce its random drug testing policy for merchant mariners by mid-April. The Department of Transportation agency was forced to create a new random drug testing policy after the federal district court found the Coast Guard's regulations on the matter to be in violation of an individual's privacy rights.