

SEAFARERS LOG

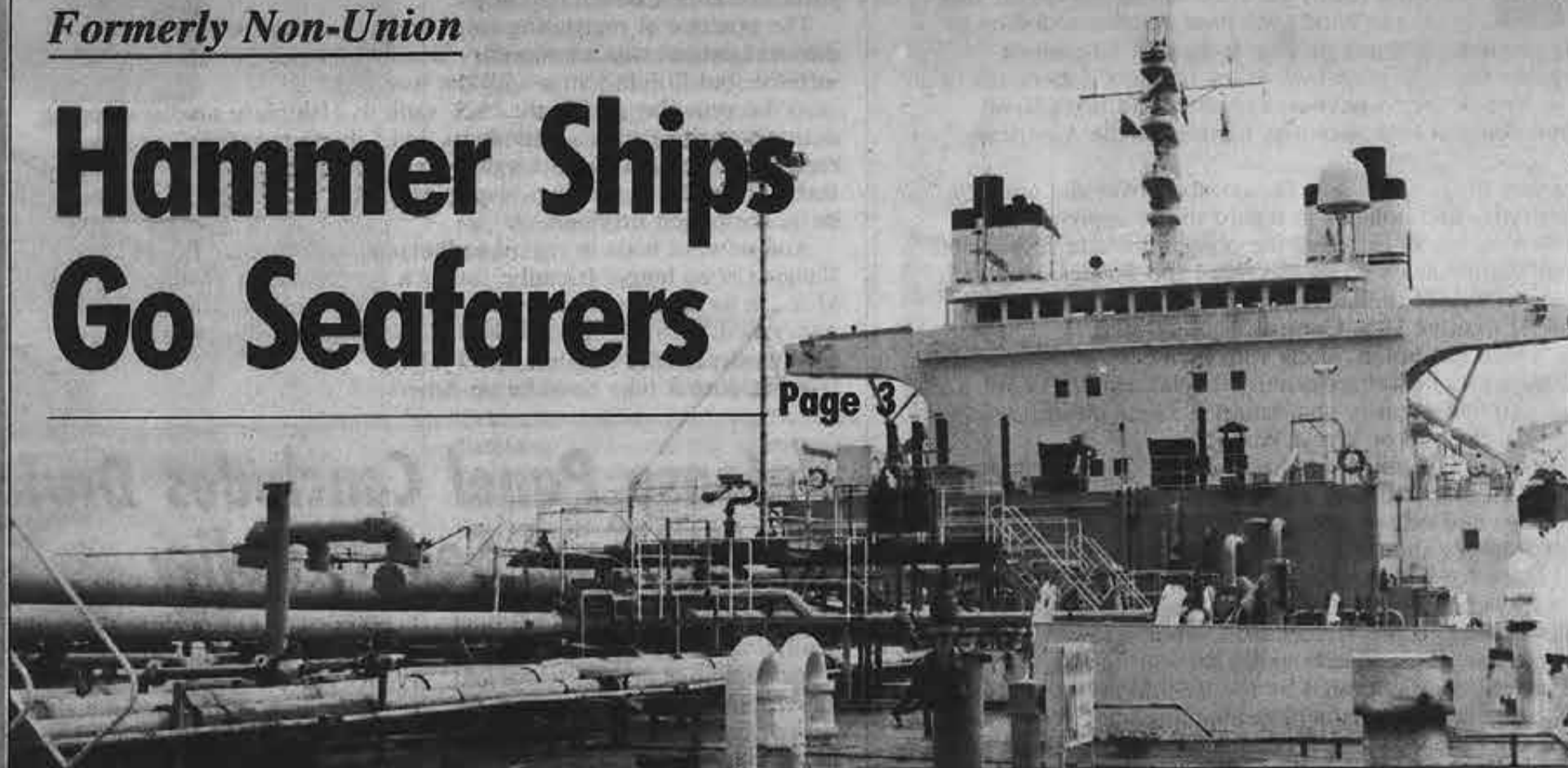
Volume 51, Number 9

September, 1989

Formerly Non-Union

Hammer Ships Go Seafarers

Page 3



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STATE HISTORICAL SOCIETY
OF WISCONSIN
816 STATE ST.
MADISON WI 53706

The Frances Hammer is one of two integrated tug/barge units which will now be crewed by SIU members. Previously, the vessels operated non-union.



A striking Pittston coal miner is arrested by a Virginia state trooper.

Mine Workers Hang Tough

Union Busting Tactics Mark Coal Miners' Strike

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After Hurricane Hugo

SIU Maps Aid for Virgin Islands Storm Victims

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Looking for Freedom

LNG Aries Crewmembers Rescue 133 Vietnamese Boat People

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Seafarers Vacation and Welfare Plans Summaries for 1987 Pages 16 and 20

President's Report

There's a situation moving front and center that could be the cause of considerable embarrassment to the United States. In fact it is hard to understand how the use of the Panamanian registry by American-owned vessels has managed to avoid becoming at least the subject of debate in these days of strained relations with Panama's political regime.

Eventually the inconsistency between U.S. practices and rhetoric has to become part of the national debate on how the dilemma over General Noriega will be dealt with.



On the one hand, Panama has been represented as a threat to U.S. security, while on the other hand, the U.S. allows American shipowners to hand over hard American dollars to Panama for the privilege of flying its flag. It doesn't take much insight to recognize that it is plain bad policy to allow Americans to transmit U.S. dollars in the form of registry fees and taxes to an unfriendly nation charged with activities harmful to the American people.

This Panamanian situation revives the question over the wisdom of America's attitudes and policies in regard to the approval of runaway flags as a means of escaping the obligations and responsibilities accepted by companies who fly the Stars and Stripes over their vessels. Once again we are reminded of the hollowness of the so-called theory of "Effective U.S. Control."

It is a policy which our union, along with members of the military establishment, members of Congress and just plain citizens concerned with the national security and America's best interests, have fought against since the end of World War II.

Leading the fight for the other side has been the State Department and the advocates of free trade at any price and, of course, the major oil companies and others who were running away from organized American workers and their standards of wages and conditions, without regard for national security considerations.

There have always been some shipowners who have resorted to foreign flags, going back to the War of 1812, when a few American shipping companies put their vessels under the Portuguese flag in order to avoid having them captured by the British navy. But foreign registry of U.S. ships never amounted to anything until World War II, when foreign shipping took a real beating from the German U-boats and America had to begin sending military supplies to the Allies. Because the U.S. neutrality law that had been enacted in 1939 restricted the use of U.S. ships in war trades, the government encouraged shipowners to put some vessels under the friendly but neutral Panamanian and Honduran registries which were then able to carry supplies to the Allies with less risk of being torpedoed.

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When the U.S. became involved in the war, the Panamanian and Honduran registered American-owned ships came under control of the U.S. government. After the war, the cheap, tax-free, lower wage, less-stringent inspection and safety standards of the Panamanian and Honduran—and newer Liberian registries—were attractive to oil companies, other proprietary carriers and all sorts of fly-by-night operations that were set up through the purchase of war-built surplus U.S. ships.

Because the mass move away from the American flag was viewed as a threat to the national security, and attacked by the unions and others sharing their concern, supporters of the runaway flag concept prevailed on the Department of Defense to set up the policy of Effective U.S. Control (EUSC).

The practice of registering ships under the Panamanian and Honduran registries was a temporary wartime measure in the national interest, but it didn't stop with the war's end.

In the post-war period the U.S. sank to 11th place among shipping nations, as the Panama, Honduras and Liberia registries expanded rapidly. Our union and others continued to fight the effective control theory over the years, but despite examples of its clear ineffectiveness, the policy survived.

And now, at least in regard to Panama, we've come full circle. Panama is no longer friendly, rather it is considered hostile, and the U.S., in so far as American ships flying the Panamanian flag are concerned, turns its head while U.S. foreign-flag shipowners keep feeding the enemy with cash and jobs.

What does it take to wake up America?

Defense Panel Concludes Draft Of National Sealift Policy

The critical issue of a national sealift capability was addressed by a partnership of private sector and government representatives from September 7 through 9 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, MD.

Brought together by the military sealift committee of the National Defense Transportation Association (NDTA), the group finalized a statement which will be presented to the organization's 1989 Annual Forum later this month.

The NDTA's sealift committee is made up of decision makers, including company CEO's and top military officers.

Seafarers International Union President Michael Sacco served as co-chairman of the subcommittee on manning with Admiral Paul Krinsky, superintendent of the United States Merchant Marine Academy at Kings Point.

Other issues of concern discussed in subcommittees included: the kinds of vessels in the U.S.-flag fleet, intermodalism and land transport, the ready reserve fleet, naval and defense considerations, ship construction and repair.

The first draft of the NDTA's

national sealift policy was submitted to the White House earlier this year. The group stressed the importance of the nation's ability "to respond unilaterally to security threats" without having to rely on allies or foreign-flag vessels owned by Americans.

Federal agencies, said the first draft of the NDTA's sealift policy statement, must promote, "through efficient application of existing laws and regulations . . . the readiness of the U.S. merchant marine . . ."

Responsibility for implementing a national sealift policy should be placed in the hands of the deputy assistant to the president for national security affairs and the administration should present legislative remedies to Congress, concludes the working draft of the NDTA statement.

The NDTA's sealift policy committee added to the group's first statement during its meeting in Piney Point. The finalized draft will be submitted to the NDTA's annual forum later in September. Once adopted, it will serve as a guideline for government action towards implementing a national sealift policy.



Some of the NDTA military sealift committee members discuss the final draft of the group's policy statement. Pictured left to right are: Farrell Lines President Richard Parks, American Bureau of Shipping President Dick Soper, Sea-Land Director of Government Sales Ken Gauden, SIU President Michael Sacco and CSX CEO Ron Drucker.

Two Product Carriers Now Under SIU Banner Will Transport Fertilizer to the Soviet Union

Beginning this month, two product carriers that previously have operated non-union will come under the SIU banner and will carry liquid fertilizer from Jacksonville to the Soviet Union.

The integrated tug barge units (ITB's) are owned by Occidental Petroleum subsidiaries and now will be operated by Ocean Shipholding, Inc., an SIU-contracted company, it was announced at the end of August.

Ocean Shipholding and its two affiliates, Ocean Chemical Carriers and Ocean Chemical Transport, have a 12-year contract to operate the Julius Hammer and the Frances Hammer for Occidental, the world's tenth largest oil company.

Owned by Armand Hammer

Occidental Petroleum is also an international gas, chemical and food processing company. The company's 91-year-old chairman and chief executive officer, Dr. Armand Hammer, is renowned in the business, art, medical and diplomatic communities.

Dr. Hammer was the first foreigner to do business with the Soviet Union in the '20's and continued to maintain contacts behind the iron curtain in subsequent decades.

In 1955, two years before Hammer took over the company's helm, Occidental Petroleum had a market value of \$108,000. In 1988, the company's market value was \$6.9 billion.

Dr. Hammer is the subject of a biography published in 1975 and written by Robert Considine: *The Remarkable Life of Dr. Armand Hammer*.

Ships in Tip-Top Shape

The Julius Hammer bears the name of Dr. Hammer's father, and the Frances Hammer is named for the CEO's third wife. Each vessel is "about the size of a good-sized product tanker," says Ocean Shipholding's Vice President for Corporate Development James P. McGregor.

The tanks are stainless steel, "spotless, it looks more like a brewery in there," said McGregor. Each tank has a special cargo heating system.

The pair of eight-year-old vessels—the Julius Hammer and the Frances Hammer—are designed for the carriage of 40,000 tons of superphosphoric acid, a highly concentrated liquid fertilizer feedstock.

Each voyage between Jacksonville, FL and Odessa, located on the Black Sea, will take 10 to 25 days. After crossing the Atlantic Ocean, the ITB's will make their way across the Mediterranean and Aegean Sea, through the Sea of Marmara and into the Black Sea.

Odessa, the ITB's major port-of-call, is located in the southern Ukraine. It is a major seaport and industrial center and the base of the Soviet Antarctic whaling fleet.



The pictures above were taken on the Frances Hammer just before it left Jacksonville last month. Top, Chief Steward JoAnne B. Knight frosts a chocolate cake. Second down from the top, Chief Cook Hasan Rahman passes lunch to a waiting crewmember in the galley line. Third down from the top, AB Doug Flynt in the crew lounge. Bottom, Mrs. Richard Wilson, wife of the bosun on the Frances Hammer, pays a last minute visit before the ship sets sail.



Bosun Richard Wilson (center) signs on for the first SIU voyage aboard the Frances Hammer with SIU Assistant Vice President Augie Tellez (left) while QMED Pumpman Richard Parish watches.



Assistant Vice President George Ripoll (seated, center) discusses the new SIU contract for the Frances Hammer with (left to right) General Utility Alan Less, Chief Cook Hasan Rahman and Engine Utility George Demetropoulos.

SIU Announces Hurricane Relief

Immediately after Hurricane Hugo struck the Caribbean region, the Seafarers International Union and its industrial division, the United Industrial Workers (UIW), launched a program to collect emergency relief aid for workers in the U.S. Virgin Islands.

The union also announced it will work with the AFL-CIO to provide disaster assistance to the communities of Puerto Rico and Charleston, SC.

On September 17 and 18, Hurricane Hugo slammed through the Caribbean, leaving a chain of devastated islands in its wake. After wreaking havoc in the Caribbean, Hurricane Hugo hit Charleston, SC with winds of more than 140 miles an hour.

Among the thousands of people left homeless and in need of supplies are union members in the U.S. Virgin Islands, Puerto Rico and South Carolina.

Working with SIU-contracted company Crowley/TMT, which has regular service from the continental United States to the Caribbean, the union has established relief aid collection centers at the Philadel-

phia and Jacksonville halls.

Crowley/TMT has provided trailers which will be shipped by the company to St. Thomas and St. Croix in the U.S. Virgin Islands.

Union representatives in Philadelphia and Jacksonville are working with radio stations and civic organizations to secure materials which are needed in the U.S. Virgin Islands. Among the items being collected are canned and dry food, batteries, candles, bottled water and disinfectants.

The port of Philadelphia reported a contribution of 500 gallons of bottled water from Great Bear, the company which supplies the union hall with water for its cooler.

SIU industrial members in Ohio are securing several trailers of food while California UIW workers are raising funds and shipping batteries. SIU Vice President Steve Edney reported a donation of hundreds of cans of tuna fish.

The SIU's industrial division represents 3,500 government and private employees in the U.S. Virgin Islands.

Government Commitment Key To National Transport Policy

Government policy and commitment will determine whether or not the U.S. merchant fleet and its seagoing work force will have a future, the SIU and other maritime groups told a federal panel which will establish a national transportation policy in the coming year.

The Department of Transportation (DOT) has been holding a series of hearings around the country to determine what is needed for an efficient transportation policy which covers all sectors including air, water and land.

"The SIU hopes that the national transportation policy will treat the U.S.-flag merchant fleet as an equal partner in the nation's transportation network," the union's statement said.

Of particular importance to a national transportation policy, noted the SIU, is the combined loss of active ships and the drop in seagoing work force which could result in a "manpower crisis" in case of a national emergency.

"There is only one source for the highly trained and experienced American seafarers required in time of war: personnel who have been actively sailing in U.S. ships during peacetime.

"But with the decline of job opportunities and billets in the private merchant fleet, it is painfully apparent that trained American citizen crews will just not be available—barring decisive government action," the SIU said.

In its statement to DOT, the AFL-CIO's Maritime Trades Department said, "No merchant fleet can exist without assured cargoes to carry." The MTD statement also outlined several ways to boost cargo for the U.S. fleet:

- reserve a portion of U.S. bulk cargoes to U.S.-flag vessels,
- enforce federal agency compliance with current cargo preference laws,
- reform procurement practices of the Military Sealift Command and,
- encourage U.S. exporters to utilize U.S.-flag ships.

The Transportation Institute (TI), an organization representing deep sea, Great Lakes and inland waterways operators, also noted that current manpower and ship levels are not enough to meet a national emergency.

TI outlined three principles the government must meet if the U.S. merchant marine is to be counted on to fulfill its defense mission: "DOT must make revitalization of the U.S.-flag merchant marine a top priority, the U.S. government must ensure that U.S. flag operators carry a fair share of all cargo and the U.S. government must enable U.S.-flag carriers in foreign commerce to operate with crew cost, vessel cost and operational parity."

Richard C. Maybuck of Cove Shipping also called for a cargo reservation policy. "A cargo reservation policy is not a subsidy, nor would it create any additional burden on the taxpayer," he said.

The Department of Transportation will continue to accept testimony on the subject of a national transportation policy for the remainder of the year. From the recommendations and information supplied through hearings, statements and testimony, the agency expects to formulate national transportation objectives to present publicly early next year.

Academy Chief Inspects Union's School



Manpower Director Bart Rogers (center) explains the procedure for the computerized shipping of members to various ships to Rear Admiral Paul L. Krinsky, superintendent of the U.S. Merchant Marine Academy. In the foreground, Carol Johnson prepares a job order for the system.

Oil Spill Bill Moves in House

A House version of an oil spill clean up and liability bill is due to come to a floor vote in early October. The bill establishes a \$1 billion oil spill clean up and compensation fund and sets liability standards.

The maritime industry is concerned that whatever legislation passes, a single federal standard for clean up regulations and liability be established. The House bill sets federal standards, while a similar Senate bill allows state regulations to govern.

The House bill contains other differences from the oil spill legislation passed last month by the Senate, but if passed, a conference of both congressional branches will work out final language.

Representative Walter Jones (D-NC), the committee's chairman, said, "This bill now represents the

most comprehensive approach to the issue of liability, compensation, prevention and response ever undertaken by this committee.

"In addition to the earlier provisions which establish a \$1 billion oil industry-funded cleanup and compensation fund and ensure prompt and complete recovery for those injured by an oil spill, the bill now goes further and takes several steps to prevent and respond to future spills."

House version calls for single federal standards . . .

Along with the clean up fund, the House oil spill bill requires the Coast Guard to look at the entire scope of tanker construction, navigation, manning and safety issues and make a report to Congress. It also requires spill contingency plans for ships and facilities to be coordinated on a local and national level.

"We require the establishment of at least seven continuously manned, federal strike teams that can respond immediately to a pollution incident. And finally, we pump money into an R&D program because there has got to be a better way to clean up this kind of mess than with buckets and mops," Jones said.

Both the Senate and House bills make vessel owners liable for cleanup costs and damages up to specified liability limits. Once an owner's liability is reached, the cleanup fund kicks in. The fund will be financed by a 3 cent per barrel tax on imported crude oil and other petroleum products.

Congress has debated oil spill bills in the last eight sessions, but has not enacted one.

The Senate bill passed last month. Should the House approve its legislation, a conference committee made up of members of both legislative bodies would be created to settle the differences.

"User Fees," A Bad Idea is Before Congress Once Again

For the fifth time in nine years, the Department of Transportation is trying to tax the U.S. merchant fleet with the imposition of maritime user fees.

House and Senate conferees will decide the fate of the latest proposal, which is designed to raise \$180 million annually. The Senate Committee on Commerce, Science and Transportation passed the user fee proposal in July. The House Merchant Marine and Fisheries Committee has not yet considered the proposal during this session.

SIU President Michael Sacco has urged Congress not to pass the user fee legislation. "The user fee is inherently a tax and a method of raising revenue for discharging a traditional government function," Sacco said in a recent letter to U.S. Rep. Walter Jones, Chairman of the House Merchant Marine and Fisheries Committee.

The Department of Transportation, with the approval of the White House, has sought the tax since 1981 when user fees for Coast Guard services were first pro-

posed as a way to lower the budget deficit. In its first draft, the bill was designed to raise \$500 million by 1986 from recreational boaters, commercial fishermen and U.S. and foreign merchant vessels. It also proposed a series of direct

. . . fees are being sought from U.S. flag vessels and seamen . . .

charges for Coast Guard inspections and merchant seaman licensing.

Although proposed again in 1982 and 1983, the legislation never was passed from a congressional committee until 1986 when the Senate Commerce Committee approved it. As in 1989, the House did not consider the bill and it died in conference.

Under the present bill, direct fees again are being sought from U.S. flag commercial vessels and

seamen for licensing, documentation and inspection activities. On top of that, the Department of Transportation, which oversees the Coast Guard, also seeks a \$25 tax on virtually all commercial and recreational vessels operated on the navigable waters of the United States. The department estimates the net receipts would reduce the budget by \$180 million annually for each of the next five years.

The legislation as drafted by the administration does permit the Secretary of Transportation to grant exceptions "when he or she determines it is in the public interest to do so."

President Sacco, in his letter, said the SIU believes "that the items for which user fees would be imposed are the result of statutory requirements enacted by Congress for the common good.

"The industry must comply with statutorily mandated vessel inspections and the licensing and certification of seamen," Sacco continued. "These are clearly designed to benefit the nation as a whole."

LNG Aries Crewmembers Rescue Vietnamese Refugees

The 133 Vietnamese refugees had been crammed aboard the small junk for 10 days before Seafarers aboard the LNG Aries (ETC) spotted the boat's distress signals.

The Aries, on its way from Arun, Indonesia to Tobata, Japan, spotted the two-masted junk just before 7 a.m., July 2 in the South China Sea. "The junk was heavily laden with people waving frantically," Captain Daniel Spence, said in the ship's log.

The huge natural gas carrier was slowed and turned about to approach the junk. Because the wooden vessel had no engine, the Aries was turned again so the boat was alongside the starboard gangway.

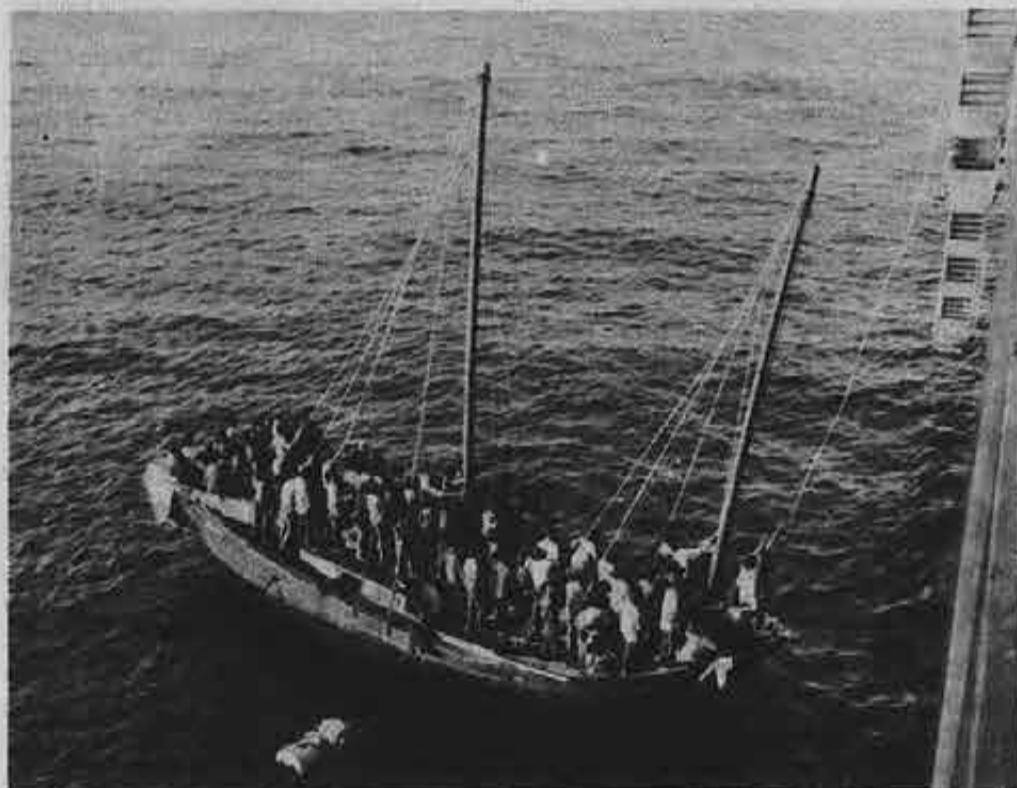
Crewmembers from the Aries went down the gangway to inspect the junk. There were only five gallons of water aboard and very little food for the 133 refugees, including several infants.

The crew helped the 133 aboard the Aries and each refugee was given a chance to take a shower. Their clothes were collected and washed, and the crew made donations of their own clothing so each individual had clean clothes after their long trip from Saigon.

The Aires fed and housed the group until it reached Japan, where the refugees were turned over to United Nations' authorities to await processing.



SIU crewmembers welcomed the refugees aboard the LNG Aries. Meeting with some of the ship's visitors are Steward Assistant Mark Holley (above) and Steward Dana Paradise (right). The galley crew worked a great deal of long hours to provide food to the boat people, many of whom had been without nourishment for days.



Rescue operations are under way to transfer the 133 Vietnamese refugees from their junk to the LNG Aries. The refugees had been drifting for 10 days before being discovered.



Third Mate John Bates, with the help of a translator, issues instructions to the refugees who have gathered on the deck of the LNG Aries.

SIU Members Express Concern Over Fate of Boat People

"In regards to the 133 brave men, women and children that at very hazardous risks to life, fled from Vietnam on a small boat into almost certain disaster in the South China Sea . . . Please do not let any of these brave people fall back into the hands of Vietnam again.

"In remembrance of our war of independence, give them liberty or you will surely give them death."

The above letter was written and signed by the entire SIU crew of the Aries and delivered to the Jacksonville, FL hall by QMED David Terry. The union then forwarded the letter to the United Nations and the administration. LOG staff members also investigated the plight of Vietnamese boat people.

The 133 Vietnamese refugees rescued by the crew of the LNG Aries (see accompanying story) face a long wait and an uncertain future in their quest for freedom. If they are not classified "political" refugees, they could face a forced return to Vietnam.

The 133 have made an impression on the crew of the Aries, but now must convince United Nations and United States officials that they deserve political asylum.

More than one million people have fled Vietnam in the past 14 years, with about 800,000 settling in the United States. UN refugee experts say the flow of refugees has increased dramatically in the past year which has forced some Asian countries to review their refugee policies.

In the past when a group of refugees was picked up, they were assigned to the country of the ship. If an American ship rescued them, they would be processed for eventual immigration to America, if a

French ship made the rescue then France would be the host country.

On the average, according to Beth Rutledge of the International Rescue Committee, a private organization which monitors refugee problems worldwide, the processing took about a year.

After the refugees are disembarked, they are registered with the United Nations, which operates refugee camps throughout Asia.

At the camp, immigration authorities determine if a person is a political refugee or an economic "migrant." If a refugee has relatives outside of Vietnam, he or she may be passed on to the country where their nearest blood relative lives.

If a refugee is approved for immigration to the United States, he or she will be transferred to a refugee camp which the U.S. operates in the Philippines. There, they will receive English lessons and other schooling to help them assimilate when they reach American shores.

If they are not accepted by any country, they just sit and wait, Rutledge said.

But just a few weeks ago, Asian nations met and some guidelines were set up. At this time, refugee workers are not sure what type of effect the new rules may have.

The first step in the new guidelines will be a determination of whether a refugee is fleeing from political persecution or simply for economic reasons.

While no one has been forced back to Vietnam yet, refugee groups are concerned about the future of the boat people.

"We hope the new system is fair, but we just have to wait and see," Rutledge said.

GOV'T ORDERS NEW ELECTIONS FOR TWO MARITIME UNIONS

MM&P Membership May Vote for President, Secretary-Treasurer

BALTIMORE — Secretary of Labor Elizabeth Dole has asked the United States District Court to declare the Masters, Mates and Pilots (MM&P) 1988 elections "null and void" and to direct a new election.

The Department of Labor's action this summer was triggered by a series of complaints of election misconduct filed by MM&P members which prompted a government investigation.

In requesting a judgment directing new elections for the positions of International President and International Secretary-Treasurer, the government claimed the union violated its constitution and national laws. The MM&P election in question took place during a 90 day balloting procedure which ended December 30, 1988.

Specifically, the Department of Labor alleged the MM&P "failed to provide adequate safeguards to insure a fair election by: (a) permitting the voting of fraudulent ballots; and (b) permitting a union official to have access to the ballots."

The government also cited violations of law concerning "failing to mail an election notice to each member at his last known home address 15 days before the election; . . . failing to provide adequate notice of the balloting procedures; . . . denying members in good standing the opportunity to vote; and . . . failing to conduct its election in accordance with its constitution."

At stake in new MM&P elections will be the positions currently held by International President Robert Lowen and International Secretary-Treasurer Elwood Kyser.

The Journal of Commerce last month reported the 1988 election results as follows: Lowen received 2,247 while his challenger, Timothy Brown had 2,149 cast in his favor. Kyser won with 2,315 votes. His opponent, James Hopkins, carried a vote of 2,049.

Lakes Members Ratify 4-Year Pact

SIU Great Lakes sailors have ratified a new, four-year pact. The new contract between the SIU and the Great Lakes Association of Marine Operators (GLAMO) covers members shipping on vessels operated by companies that are members of the employer association.

There were considerable changes in the work rules from the previous SIU/GLAMO contract. "There had been some problems on board and the ships' committees made several suggestions to our negotiators," said Byron Kelley, SIU assistant vice president and chief negotiator for the contract talks.

Vote Set for Officers Of D1 MEBA/NMU Unlicensed Division

NEW YORK — The Journal of Commerce reported last month that arrangements for a government-ordered election will determine the officers of the unlicensed division of District 1 Marine Engineers Beneficial Association/National Maritime Union.

The unlicensed division is comprised of members who had previously been affiliated with the independent National Maritime Union (NMU). In March of 1988, NMU became part of District 1 Marine Engineers Beneficial Association (MEBA).

The Department of Labor sought an election after NMU member Albert Jackson charged that the union had violated national law when it did not hold an election within a five-year period. Under national labor laws, a union must elect officers every five years. The last NMU election was in 1983.

Voting in October, November

In the August 25 article, the Journal of Commerce reported ballots will be mailed to "some 20,000 members of the unlicensed division during September. Actual voting can take place in October and November. The ballots will be counted and the winners announced by December 15."

The article also noted that Shannon Wall will not seek a position with the union. Wall served as president of the National Maritime Union prior to its association with District 1 MEBA. Currently he holds the position of chairman of the unlicensed division in District 1 MEBA/NMU.

Three candidates for the position Wall holds currently were certified by the union because they met the requirements outlined in the organization's constitution. James "Pat" Paterson, Louis Parisi and Albert Jackson were all eligible to run, reported the Journal of Commerce.

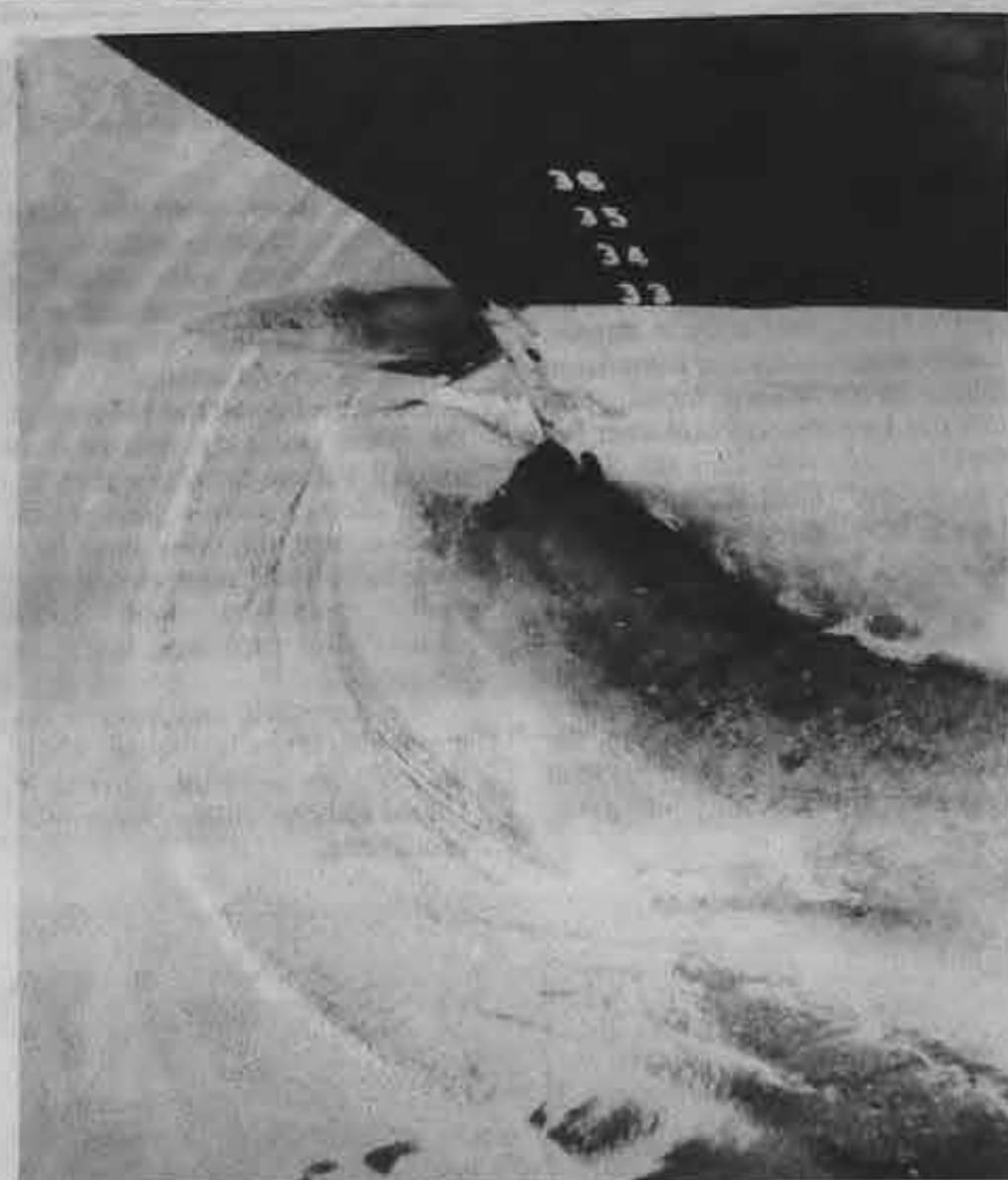
One of the major concerns of the membership had been the staggered work day some ships' officers were requiring for bosuns and AB's.

Under the new contract, the official work day is between 8 a.m. and 4 p.m., with automatic overtime for work done outside of those hours.

The contract runs through August of 1992.

The GLAMO fleet consists of ships from American Steamship Co., Pringle Transit, Litton Industries and Medusa Cement.

GLAMO's chief negotiator during the talks was David Schultze.



The remains of a whale dangle from the bow of the Sea-Land Patriot as it sailed across the Pacific last month. Bosun John W. Curlew took this photograph of the whale which was thought to be dead at the time of impact with the ship.

Sea-Land Patriot Crewmembers Discover A Whale in the Bow

Crewmembers of the Sea-Land Patriot made a gruesome discovery one morning in August as the ship was steaming in the Pacific near Japan. The Patriot had struck a 25 to 30 foot whale. The impact had almost cut the large mammal in half.

With the whale's body wedged in the ship's sharp bow, it took almost two days before it could be dislodged, reported the ship's bosun, John W. Curlew.

Crewmembers who feared they may have killed one of the sea's great creatures can rest a bit easier. Marine life experts contacted by the LOG said the whale probably was already dead.

"A live, healthy whale wouldn't let a 600-foot ship sneak up on it. A whale's senses are much too refined. Sometimes whales are curious and will investigate a passing ship, but I've never heard of whale being run over in the middle of the ocean," said Dr. Robert Plantz of the University of California at Santa Cruz, a marine biologist.

He said the most likely scenario was that the creature was dead, or seriously ill, when the Patriot struck it.

There have been cases of collisions between whales and small boats, mostly at night, but scientists attribute those incidents to larger animals whose size and strength may damage a small boat accidentally while checking the boat over.

Most whales in the oceans are wary of large ships and do keep their distance. But in some cases they become used to human contact, such as off Cape Cod. Atlantic humpback whales arrive off the

Cape Cod coast each late spring. Dozens of whale-watching ships take tourists to those areas to see the large sea mammals.

There the whales seem unconcerned about the intrusion on their natural summering area and some do approach close to the boats,

'A live, healthy whale wouldn't let a 600-foot ship sneak up on it.'

but for the most part stay several hundred feet away.

In the Gulf of California, between Baja California and Mexico, there is a small lagoon that is the winter home to the Pacific gray whale. The animals there have become so accustomed to human contact that many let small rubber boats approach and allow people to pet them. The whales are also very careful about maneuvering around the fragile craft.

That lagoon is protected by the Mexican government, but it once was a major whaling area, where every winter thousands of whales were slaughtered. After the whaling was stopped, scientists said it took many decades for the whales to accept the presence of humans in the area. Now some seem to seek out human contact.

Word of the ship's predicament was forwarded through the ship's minutes. Members were afraid that the Patriot had slain the mammal. Brother Curlew took photographs that were provided to the union.

TRAINING EXPERTS INSPECT UNION'S SCHOOL



SIU personnel Carl Peth (left), Jackie Knoetgen (third from left) and Sandy White (right) discuss how education helps Seafarers upgrade and advance to better paying jobs with the staff of HRDI during its recent visit to the Lundeborg School.

The staff of the Human Resources Development Institute, AFL-CIO, toured the Seafarers Harry Lundeborg School of Seamanship in August and held a conference at the site to plan its 1990 program.

HRDI is the employment train-

ing wing of the AFL-CIO, the federation of national and international unions in the U.S. HRDI is made up of union members from across the country who provide job training to laid off and displaced workers.

"We thought the school was an

appropriate and good setting for our meeting," said Laura Perlman, HRDI information specialist. "We learned a lot at the school about what SIU can carry out for its members."

Group Inspired by School

Although HRDI's executive board had held several meetings at the school, Mrs. Perlman explained this was the first visit for much of the staff.

While visiting Lundeborg School classrooms and talking with instructors, HRDI staff members constantly were expressing amazement about the institution.

"There is so much here that SIU members can use," said Daniel Marshall, HRDI national coordinator. "There are so many ideas that we can use to help others as well."

HRDI was created by the AFL-CIO 21 years ago to work with state and local labor federations. It has several regional coordinators across the country to work with the Washington headquarters.



Joseph Mazzola

Mazzola, Friend Of SIU, Dies

Joseph Mazzola, a long-time leader in San Francisco's labor community, was killed last month in an auto accident. Mazzola, 72, was business manager for the Plumbers and Steamfitters Local 38.

Before he joined the marine local of the steamfitters and pipefitters, Mazzola sailed as bellman on the passenger ships of Matson and American President Lines in 1939-40. He was a member of the old Marine Cooks and Stewards Union.

"Joe had a real soft spot for seamen," said SIU Vice President George McCartney. "He'd help the guys on the beach find temporary work in the shipyards or construction."

Mazzola was elected business agent of the Marine Union of Shipyard Workers in 1941. The union represented some 20,000 people working in San Francisco's shipyards during World War II. In 1947 four plumbers and pipefitters unions merged to become Local 38. Mazzola was elected business agent of the merged union.

Under his leadership, Local 38 established college scholarship programs for children of union members and advanced health and pension plans.

"No labor leader in any city has done more for his men than Joe Mazzola has done for his," said Joseph Alioto, former mayor of San Francisco.

Always Helped Seamen

At a mass for Mazzola, MFOW President Whitey Disley said, "Whenever there was a crisis, he never failed to call and ask if he could be of any help to the Marine Firemen's Union."

Mazzola's son Lawrence said his father "realized at a young age, that it took unions to speak for workers and he fought for the little guy all his life."

"Joe was a dreamer, a builder and a doer in the grand Frisco tradition, sort of a William Ralston with a pipe wrench. He was a short man who built big things for the little guy to enjoy. He virtually built the Apostleship of the Sea, a place of welcome for merchant seamen," Warren Hinckle, a columnist for the San Francisco Examiner, wrote.

Along with his son and brother, Mazzola is survived by his wife Vera, a daughter, JoAnne Kennedy and five grandchildren.

Sneak Attack on Cargo Preference Laws Fails

It was 25 minutes to ten at night on September 20, and the Senate was considering an amendment to an appropriations bill which would increase U.S. assistance to Poland. Senator Charles Grassley (R-IA) announced he had an amendment to the amendment. Grassley proposed that all aid to Poland be exempted from existing cargo preference laws.

Senator John Breaux (D-LA), who serves as Chairman of the Senate's Merchant Marine Subcommittee, immediately objected.

What Senator Grassley's amendment does, said Breaux, "is that in order to help Poland, it takes a final blow at the American merchant marine."

"The amendment says, 'Well,

Poland is so important, we are going to eliminate Americans' jobs, we are going to eliminate the one program that we have that helps the U.S. merchant marine, and we are going to do it for Poland.'

... If we do it for Poland, should we not do it for all foreign countries? Should we not eliminate the whole program? I say the answer is no."

Breaux concluded, "While I am all for helping Poland, it simply should not be done at the expense of the U.S. merchant marine which is vital to our national security and the national defense..."

Senator Bennett Johnston (D-LA) noted that the amendment came as a surprise. "This waives," he said, "the Jones Act, the Cargo

Preference Act and, why? Because it is Poland? Well, sure we like Poland. But we also like Ethiopia. They have starving people in Ethiopia. We have friends all around the world to whom we ship agricultural commodities..."

'(the aid) should not be done at the expense of the U.S. merchant marine...'

There is no logical basis, other than perhaps sentimentalism, to exempt Poland from the Jones Act.

"If we say by this amendment we are going to exempt this just because it is Poland—and I do not mean to minimize the importance of Poland and Lech Walesa, and what is going on there—but if we are going to exempt it from this, we might as well repeal the whole act."

That, Johnston pointed out, was legislation and the rules of the Senate did not allow that kind of proposal to be added to an appropriations bill. The Louisiana senator asked the Senate to declare Grassley's amendment out of order. The presiding officer of the Senate agreed.

Grassley challenged the ruling of the chair. In a vote on whether the presiding officer had been correct in not allowing Grassley's amendment, 64 Senators voted with the chair and 33 against.

Thus, around ten o'clock on the night of September 20 a surprise attack on the nation's cargo preference laws was beat back.

Gov't Service Division Members On USNS Kawishiwi Recognized

In an awards ceremony earlier this summer, several USNS Kawishiwi crewmembers were recognized for their contributions towards the smooth running of the vessel, a fleet oiler.

Engine utilityman Gordon S. Wilson received a letter of appreciation for his outstanding work. Wilson previously had been nominated for the Military Sealift Command Pacific (MSCPAC) citation of "Mariner Award of Excellence."

AB Curtiss Miner's 15 years of service with MSCPAC were recognized with the presentation of a special pin from the group's acting inspector, Captain J.W. Bruckner.

Special Act Awards were presented to utilitymen Rodolfo

Cachin and Willie Moore who helped the steward department receive a top rating during the annual ship inspection and survey.

USNS Kawishiwi Captain Nate Smith also presented the MSCPAC Award of Excellence to Michael Sullivan, the ship's first assistant engineer, for his accomplishments in the repair of equipment which had malfunctioned or broken down. Smith noted how Sullivan's actions had prevented costly repairs and vessel downtime. Chief Engineer Carl Chavarec nominated Sullivan for the award.

Third Mate Douglas Choy was recognized by Captain Smith for his work in repairing fire fighting and damage control equipment which had been rendered useless during the ship's overhaul last year.

SIU on the Move in N. Bedford

Close to 100 fishing boats in the nation's biggest revenue producing fishing port sail under SIU contracts.

The SIU fishermen crew both the 12-man scallopers and the six-man draggers that sail from the port of New Bedford.

SIU Port Agent Henri Francois said half of the membership is made up of individuals who have immigrated from Portugal or who are of Portuguese descent.

The union has represented fishermen in the port for decades, and organizing continues as new boat operators enter the industry.

Francois notes that belonging to the SIU provides security and benefits not available to non-union fishermen. Along with the many normal benefits, such as pension and welfare plans and grievance procedures, the SIU contract addresses issues that are unique to

the fishing industry.

For example, a fisherman's pay depends on the catch and expenses of the boat he works on. At the end of each voyage on an SIU fishing vessel, fishermen have a right to inspect the boat's settlement sheet. That document outlines the boat's expenses, such as fuel and ice to keep the fish fresh, the weight of the catch and the price it brought. Each crewmember receives a percentage of the proceeds.

Francois said about 90 percent of the non-union fishing boats do not allow the crewmembers to see the settlement sheet.

The SIU has been working to help bring down the cost of insurance for fishing vessels. Recently the union was instrumental in passing federal legislation which improved safety standards on American fishing boats.



Two crewmembers on the F/V Jenny & Cristina prepare the nets before they go out fishing on their first trip.



After another successful voyage, crewmembers aboard the F/V Linda & Ilda prepare the day's catch as the vessel returns to port.



SIU-contracted fishing vessel, the F/V Senhora da Boa Viagem, is pictured during a blessing-of-the-fleet ceremony.



Just part of a day's haul on the F/V Linda & Ilda: a 135-pound halibut. From left to right are Manuel Ferriera, deck; Antonio Renderio, engine; Antonio Campos Jr., captain; John Ferriera, deck; and Antonio Campos Sr., mate and owner.

Crowley Boatmen Approve Contract

The 456 SIU boatmen working for Crowley Maritime Corporation/Trailer Marine Transport ratified a new five-year contract last month. There are close to 500 unlicensed and licensed seafarers employed at Crowley.

The ballots were counted at SIU headquarters by a Crowley tallying committee consisting of John Rakya representing licensed personnel and Luis Gonzalez attending for the unlicensed boatmen.

Crowley operates 88 tugs and

barges engaged in coastal, deep sea and harbor work. The new pact covers seafarers working in Crowley operations out of the ports of Philadelphia, Jacksonville, San Juan, PR, Lake Charles, LA and Wilmington, CA.

The contract runs through July, 1994.

Crowley Maritime is headquartered in San Francisco, CA. Its Atlantic division is based in Jacksonville, FL. The company provides marine transport services worldwide.



Executive Vice President Joe Sacco (seated, second from right) and Crowley bargaining committee members discuss strategy during an earlier negotiating session. Seated are (left to right) James Adaway, SIU Philadelphia Port Agent Dave Heindel, Steve Walsh, Ronald Chavers, David LaPorte and Willie Pettway. Standing are (left to right) Roberto Candelario and Luis Gonzalez.

Lundeberg School Commended for Quick Response to Accidental Oil Spill

The oil spill response actions of upgraders and trainees from the union's Lundeberg School were commended by a Coast Guard officer. The agency's representative arrived after receiving a call from the Lundeberg School reporting an accidental oil spill. By the time the Coast Guard officer came to the site of the spill, 95 percent was cleaned.

More than 30 students and instructors were called into service at the school's docks to contain lubrication oil when it began to spew from one of the barges into St. George's Creek.

"This is an example of what could happen and how to handle an oil spill on a smaller scale," said school instructor Jim Shaffer after the situation was contained. Shaffer, who will teach the new oil spill training class, supervised the clean up.

Shaffer and two upgraders from a tankerman course were preparing the barge for a trip to a Baltimore shipyard for repair work. Shaffer said he had started to pump water into the tanks when a gasket ruptured on the pump causing the lube oil to spray across the deck and into the water.

Shaffer directed the students to get the tankerman class to the docks to assist the clean up operation. He also advised them to contact the Coast Guard about the spill.

"Lube oil dissipates very quickly and spreads fast," Shaffer said. "At first glance, I thought about 30 gallons had spilled into the water. It created a 10-foot by 100-foot sheen."

When the students arrived, instructor Jeff Swanson used a skiff to deploy the school's new 600-foot oil containment boom. Others, including trainees, grabbed sorbent mops and cloths to begin removing the oil from the creek. Then, instructors Bill Hellwege and Swanson positioned the training tug Susan Collins so that its firehouse could be used to push the oil back toward the dock if it had flowed past the boom.

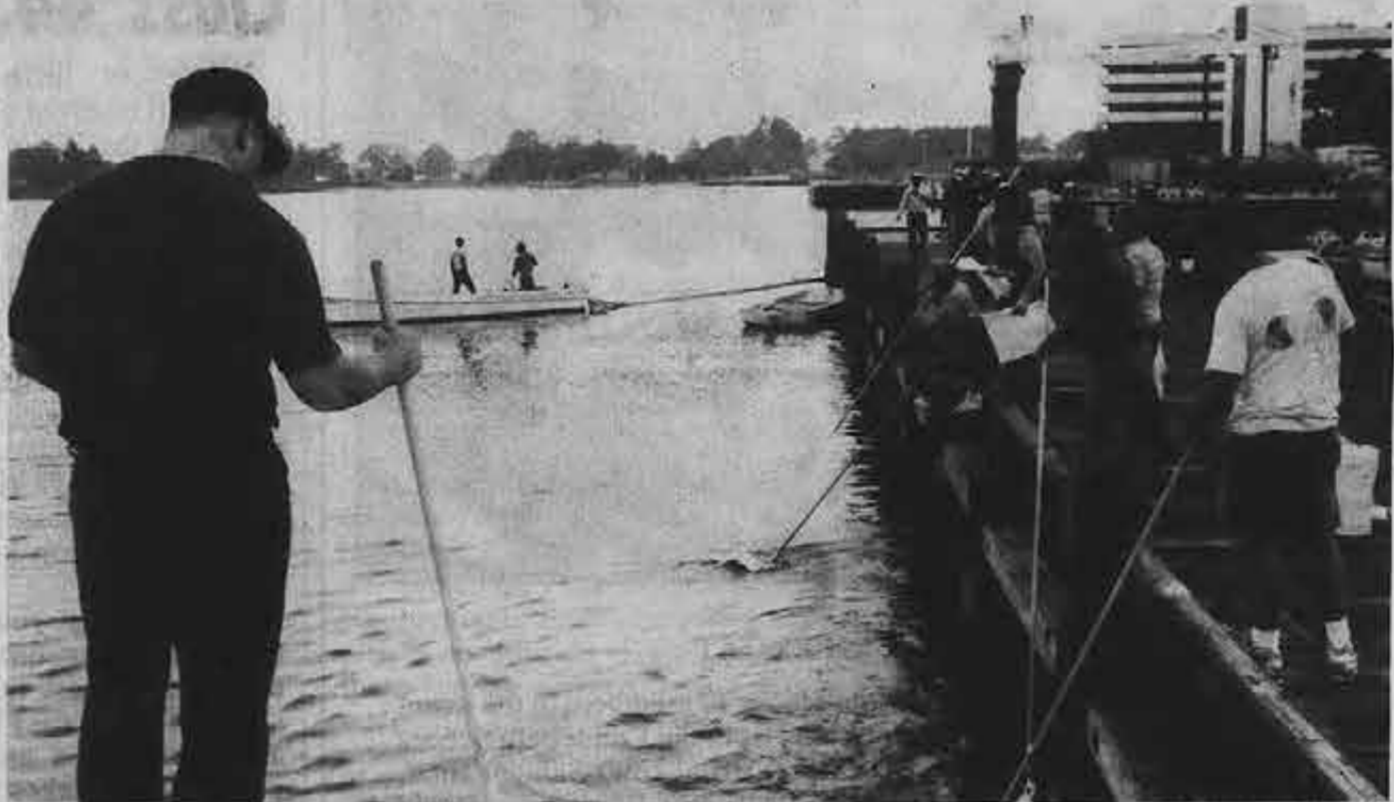
Shaffer reported that the Coast Guard officer investigating the spill was very pleased and surprised at the work done by the students at the school.

"Most people don't call the Coast Guard for a spill this small," Shaffer said. "In fact, some marinas normally operate with this much oil in the water around them."

Shaffer reported that the whole effort, from the first drop of oil to cleaning and replacing the equipment, only took four hours.



AB upgrader Debra Staff and trainee Kevin Sicher work side-by-side to mop the oil spill created when a pump gasket accidentally ruptured on barge at the Lundeberg School dock.



Ronny Miller (back to camera) assists the clean up efforts while a boom is laid to prevent the spill from drifting away from the dock.



Upgrader Stephen Penny left his class to lend a hand in the clean up efforts. Above, he sweeps the water in order to gather oil being trapped at the dock by a boom.



Sorbent mops, like the one being used by Dennis McKendall, are a vital part of the clean up effort.



Scott Horn rings out his mop while Ronny Miller waits his turn during an oil spill clean up at the Lundeberg School.

Lundeberg School Graduates Five Classes



MET CLASS

Graduates of the Lundeberg School's new Marine Electrical Technician class on August 4 include (left to right) Mark O'Malley, Tyler Womack, Instructor Russ Levin and Phil Maguire.



UPGRADER LIFEBOAT

Lifeboat training provides valuable knowledge to members in the event of an emergency. Upgraders who graduated from the Lundeberg School course August 3 include, from left to right: (front row) Samuel Bilal, Robin Palmer, Debbie Staff, (back row) Instructor Ben Cusic, David Tillma, Tim Weber, Everette Brooks and Cal Saunders.



AB CLASS

These upgraders graduated August 8. They are now Able Seamen. From left to right are: (front row) Ralph Saunders, Michael Wilson, Arturo Garcia, (second row) Marcus Dawson, Clemens Kessler, Pablo Torres, Albert Knever, Daniel Hanback, Instructor Jake Karaczynski, (back row) Anthony D. Smith, James E. Peterson, Lee White, Lisa Allard, Robert Rock and Tilbert Lettsome.



INLAND LIFEBOATERS

Pictured above are members of trainee class 442 after completion of lifeboat training. From left to right are: (front row) Raymond Jones, Gregory Truvia, Kim Janics, Kevin Sicher, Marshall Sanford, (back row) Instructor Ben Cusic, Kaun Roberts, Tyrome Brookins, Keith Kahley, Thaddeus Jalvia and Keith Sicher.

Class 443 Thanks Instructor

Lundeberg instructor Bobby Clinton III received something very special in the life of a teacher—a thank you note from his students.

Upon graduation, the trainees in class 443 got together to sign a personal note of appreciation to Clinton for everything he did for them, both on and off the clock.

The note, dated August 17, reads: "Class #443 would like to express our appreciation to you for the help you have given us in the past month of classes. Your effort and consideration have not gone unnoticed.

"We feel that you are the best type of teacher: one that takes a personal interest in each of his students. Your easy going manner and the relaxed atmosphere of your classes makes them enjoyable as well as educational.

"We are grateful for the extra

time you spent working with us. We realize that this time was your personal time and that you sacrificed it in order for us to get the most out of your classes. Once again, thanks.

'Your effort and consideration have not gone unnoticed. . .'

"As we remember our time at HLSS, we will think of your class as some of our best times. And, of course, some of the most educational. 'In a major way.' Thanks!"

The trainees then added personal touches when they signed their names.



LIFEBOAT

Instructor Bobby Clinton (left) poses with the members of trainee class 443 after they completed their lifeboat training class. From left to right are: (front row) Richard Boleware, Kenneth Spruill, Samuel Lampshire, Paul Cadran, Thomas Guffy, Debra Allred, Mark Moran, James DeMony, (back row, beginning second from left) Christopher Dixon, William Steele, Victor Honigsfeld, Doug Blanchard, David Vogt, Steven Talley, O'Shawn King, Kenneth Greenidge, George Owen III, Stoney Hardy, Pete Hokenson and Junior Crosbie.

Letters to the Editor

Donald Everitt Wants To Hear from Friends

To the Editor:

Would you please put a personal note in SIU LOG column that Donald Everitt is a patient at Brookhaven Medical Facility in Muskegon, Michigan?

He had a stroke and can't talk or use one hand or arm. I am a patient here too. I've known Donald for 26 years.

So if it is possible to put it in SIU LOG, he sure would love to hear from his friends. He only gets the SIU LOG.

He also needs a color T.V. and mail from friends. Also, he needs cigarettes. He doesn't have much money. He smokes Pall Malls.

I hope this is not an inconvenience for you. He would like to hear from his friends.

A good friend
Muskegon, Michigan

Editor's Note: Donald Everitt can be reached at Brookhaven Medical Care Facility, 1890 East Apple Avenue, Muskegon, MI 49442.

Child Care Legislation Discussed

To the Editor:

My father, Ed T. Callahan, was an SIU member during the 1940's and 1950's. I believe he was active in organizing Cities Service and Isthmian. He died in December of 1966...

I note with interest that the union is urging support for the ABC bill. What little I understand of the ABC bill is that it puts the government in the child care business. I believe that mothers can care for children better than Uncle Sam can. Why not provide mothers with some kind of government grant that lets them take care of their own kids until they are big enough? I'm in favor of keeping families together.

As I think about it, what reason do we have to believe that the U.S. would provide good child care? Looking at the S&L situation, Pentagon influence scandals, the HUD robbery and our lack of a maritime policy makes me wonder why Senator Kennedy and others think they will do anything different with our children under their care.

I think ABC will become the law but will also be a financial disaster. Children and mothers belong together.

Please let me know why the SIU favors ABC. I think the union is out of its area on this one.

Ed T. Callahan Jr.
Danville, California

Editor's Note: Today's reality is that the traditional American family—with a father who works and a mother who stays home with the children—now accounts for only 10 percent of all families. While

many parents would prefer to stay home with their children, economic necessity forces most able-bodied adults to seek work. Lack of adequate child care services has meant that many parents, while trying to support their families, have left their children in inadequate, and sometimes dangerous, child care situations.

The Act for Better Child Care (ABC) bill was introduced by Senators Chris Dodd, a Democrat from Connecticut, and Orrin Hatch, a Republican from Utah. The majority of monies allocated in the bill would be used for direct assistance to low-income working families to help them purchase child care from facilities which have met stringent regulations. The remaining funds would be used to increase child care services, upgrade the quality of day care and establish guidelines for licensing facilities. The bill also calls for the establishment of a refundable dependent care tax credit, a child health insurance tax credit and a young child supplement to the earned income tax credit.

In supporting the legislation the AFL-CIO has said: "Organized labor historically has been committed to the premise that work and its rewards are the foundation for stability in family life. . . . No worker should be forced to choose between economic survival and the welfare of his or her children. Access to affordable, high quality care for children is an urgent national need requiring a national commitment." The ABC bill makes a significant step in that direction.

Florida Newspaper in Hands of Foreign-Flag Cruise Ships

To the Editor:

I am a retired NMU seaman of which I have been a member since 1953. My last 22 years of service was as a chief steward with United States Lines. My wife and I own a restaurant here in Marion, North Carolina.

I have been receiving the LOG for many years and enjoy it very much. My thanks to your organization for this privilege. I have a cousin who is a member of your union whom I have never met. His name is William Anderson.

. . . the Florida Today newspaper, which is located in Melbourne, Florida. . . would not publish two letters I had sent regarding the American Merchant Marine . . . When I lived in Florida I had a running battle with this editor in efforts to have my letters printed. I was able to get them printed because I hand delivered them to him, but he watered down some of my letters.

In my last letter, I sent a copy to Congressman Bill Nelson's office in an effort to assist me in having this letter printed. . . . Yesterday I sent copies of these letters to the ACLU in Miami to demand that my rights to freedom of speech

and access to the press be preserved.

Would it be possible for your publication to edit and print whatever parts of these letters you feel might be of interest to your members and readers? I hope that these letters will encourage your members to write to their representatives as well as their local newspapers regarding jobs on foreign-flag cruise ships that are home based in American ports that provide jobs for foreign seamen and not Americans.

I had served on the Constitution and five years aboard the Independence when they were with American Export. I am glad that these two fine ships continue to fly the American flag. Hopefully legislation will be enacted to have more cruise ships fly our flag and provide jobs for number one Americans.

Jack Otte
Marion, North Carolina

Editor's Note: Jack Otte wrote the following message to the editor of Florida Today:

"It is obvious that your publication is biased. Recently I sent a letter to your attention regarding jobs aboard cruise ships that are home based in U.S. ports. These jobs are given to foreign nationals, and Americans are not considered for employment in this lucrative industry. This seems to be a sore subject and . . . my last letter, in all probability, wound up in your trash can.

"As of this writing, American merchant seamen are required to be tested for drug and substance use before they can be cleared for employment. Recently I saw an article in Florida Today where three foreign seamen from a Premier Cruise Line ship were caught attempting to smuggle drugs from their ship into Port Canaveral. Further investigation by Customs officers revealed that one of the seamen that was involved had \$5,000 in his cabin aboard ship, which leads me to believe that

perhaps this might be more wide spread aboard these cruise ships that ply between the Bahamas and U.S. ports. I would like to know if the crews aboard these cruise ships are required from time to time to be tested for drug use and if not, why?

" . . . The way the policy of testing only American seamen surely discriminates against Americans, and this needs to be enforced for all seamen or eliminated. Perhaps you as editor might review this matter as what is sauce for the goose is sauce for the gander. . . ."

Brother Otte's letter to Congressman Bill Nelson informed the elected official of Florida Today's reluctance to print his letters to the editor. Congressman Nelson's administrative assistant, Ted Moorhead, wrote to Brother Otte, saying: "I agree that your letter is substantial and informative. However, a congressman and his staff cannot tell an editor what to publish in a paper. Sorry we can't help you with this."

'Mighty Proud' of Husband

To the Editor:

Indeed I am so very grateful and thankful on behalf of my deceased husband Geronimo B. Gapac and myself. SIU organization paid our hospitals, doctors and medical bills.

I greatly appreciate the death benefit check, was able to pay his funeral expenses.

I am mighty proud of my husband's achievements during his hard working life; he was a good man, good husband, good father, good grandfather and good great grandfather. He served this country . . . during . . . WWII and was a recognized Merchant Marine Veteran.

May God Almighty bless all the Seafarers International Union officers and members.

With a heart full of appreciation I remain respectfully yours.

Infanta Santos Gapac
Savannah, Georgia

Aboard the S.S. Jeremiah O'Brien



Admiral Tom Patterson of the National Liberty Ship Memorial, Inc., is flanked by Paul Dempster, Sailors Union of the Pacific President, and George McCartney, SIU West Coast Vice President, during a Labor Day celebration aboard the S.S. Jeremiah O'Brien in San Francisco Bay. The O'Brien, a World War II veteran vessel, serves as the floating National Liberty Ship Memorial.

News Analysis

Labor Strife Shows Two Sides of Corporate America

Three major strikes of national proportions have brought labor relations to the forefront of public debate. Since the spring of this year union workers have found themselves on strike against Eastern Air Lines and Pittston Company, a coal mining operation. This summer employees struck regional telephone companies, known as the "Baby Bells."

Maximizing profits and advancing job security are not mutually exclusive goals.

In only one case has management behaved in a relatively responsible manner. Unlike their counterparts at Eastern and Pittston, phone company managers demonstrated a greater sense of community and found a common ground with their employees.

The phone company strike showed that labor strife can result in a positive collective bargaining agreement. The recalcitrance of Eastern and Pittston, despite op-

portunities to settle the beefs, indicates nothing short of plain old union busting.

Frank Lorenzo, Eastern's owner, wants to reduce the company and its unions to impotence, Pittston, despite a healthy balance sheet and a healthy industry, wants to destroy in one swoop what was built over decades.

As Morton Bahr, president of the Communications Workers of America, noted, "The strike against the Baby Bells represented a classic case of management trying to maximize profits and the employees, through their union, advancing job security and workplace dignity." The settlement of six of the seven Baby Bell contracts indicates that these goals are not mutually exclusive when both parties are committed to the process of collective bargaining.

On the other hand, Eastern and Pittston are seeking to redefine the relationship between owners and their employees. Both companies manipulated corporate structures to undermine existing relationships with employees. Both siphoned off resources from their union companies to less healthy non-union operations.



CWA President Morton Bahr

When presented with opportunities for mediation and other positive steps towards reconciliation, both Eastern and Pittston remained entrenched and isolated. While Eastern and Pittston unions were negotiating for a contract, management was bargaining for a strike.

Eastern and Pittston represent the dark side of corporate operations. These companies personify greed at the expense of people who produce and consume their products.

The Baby Bell strikes prove that, despite differences and occasional upheavals, collective bargaining works. It is a democratic system for balancing the interests of profit and the interests of those who work.



While miners have used peaceful civil disobedience tactics, state troopers have responded harshly. Officers have used any means possible to arrest protesting mine workers.

would not disclose a financial justification for concessions."

Finally on April 5 this year, the UMWA had enough and Pittston's miners left the mines for the picket lines. Using non-violent civil disobedience tactics, strikers and their families sat in at mine gates, blocking scab coal trucks.

Miner James Gibbs was in one

The strike has pulled the people in the small communities together. Wayne Rasnick owns a small grocery store in Martintown. He is a grandson of miners who originally organized some of the local coal mines. He has supported the strike with donations of food, money and time. He also refuses to serve state troopers.



In a show of union solidarity, AFL-CIO President Lane Kirkland (center in sunglasses), Richard Trumka, president of the Mine Workers Union (wearing UMW T-shirt), and other national union officers are arrested with striking coal workers.

of the first sit-ins. He and several hundred others sat with arms locked in front of the gates of one mine site. State police pushed and roughly shoved their way through crowd.

"They were pulling people apart by the hair, planting their feet in our chests and doing anything they could to drag people apart," Gibbs said.

He suffered a sprained wrist and dislocated thumb. But he has gone back to the sit-ins and been arrested again. Police also detained him two other times but let him go.

SIU Stands by Eastern Unions

As the Eastern Air Lines strike heads into its seventh month, members of the SIU remain on the picket line in a show of union solidarity.

At airports across the country, the SIU has provided manpower, food and financial donations as well as moral support for the striking employees from the International Association of Machinists, Air Line Pilots Association and Transit Workers Union.

Since the first day of the job action, a steady stream of Seafarers has marched with Eastern employees at Washington's National Airport and this will continue until the strike is over.

SIU Aids Capitol Rally

The port of Piney Point provided a contingent of active and retired members who served as marshals at the recent Journey for Justice rally on the steps of the U.S. Capitol.

More than 1500 unionists from across the Washington area joined with uniformed Eastern pilots, flight attendants and machinists in urging senators to pass a House resolution calling on President Bush

to appoint an emergency panel.

Four senators—Edward Kennedy (D-MA), Paul Simon (D-IL), Paul Sarbanes (D-MD) and Tom Harkin (D-IA)—announced at the rally their support for such legislation. All said that they would work in the Senate to pass the resolution.

The Washington gathering was the culmination of a nearly month-long effort known as labor's longest picket line. The Journey for Justice started in Miami, the corporate home of Eastern, on August 12. Members of the airlines' three unions travelled across the eastern United States to gain signatures on a petition calling for President Bush to empower an emergency panel of the National Mediation Board to end the strike.

After leaving Florida, the caravan ventured north to Atlanta before going to southwestern Virginia where striking coal miners joined. After proceeding to Boston, the caravan took part in the New York City Labor Day parade before coming to Washington.

Eight cases of signed petitions were delivered to AFL-CIO President Lane Kirkland at the steps of the Capitol.



Across the country, Seafarers have walked picket lines in support of their brothers and sisters on strike at Eastern Air Lines. Chester Ricky, Jeff Davis, Ramon Perez and Ed Colvin are among the many members who have assisted the machinists, flight attendants and pilots at Washington's National Airport.

Phone Workers Settle Pacts With Six out of Seven Bell's

More than 400,000 telephone company workers at seven regional phone companies dug their heels in earlier this summer and beat back management attempts to slash their health benefits.

The members of the Communication Workers of America (CWA) and the International Brotherhood of Electrical Workers (IBEW) have ratified or are voting on contracts at six of the seven so-called Baby Bells, the companies formed in the wake of the break up of AT&T. But some 60,000 employees of the large northeastern phone company NYNEX remain on strike.

Each regional company made more than \$1 billion profits.

Each one of the regional companies has made more than \$1 billion in annual profits, CWA spokesman Steven Rosenthal said. But in contract talks, the companies came in with "hardball proposals" for health plans that would "erode our health benefits in a big way," costing workers \$1,500 a year or more, he said.

While no one can argue that the cost of health care has risen and that many companies have made attempts to shift costs onto the workers' backs, none of the Baby Bells could legitimately claim that they couldn't pay. On top of their massive profits during the past few years, the companies had richly compensated their top managers, Rosenthal said.

Both unions were prepared for the companies' tactics and had undertaken a massive workers education and mobilization effort throughout the telephone industry. There was a coordinator for every 10 workers. Health Care Action Days were held prior to the August expiration dates of the contracts.

The unions established a slogan, "Cutting Our Health Benefits is a Sick Idea."

When the contracts expired (August 5 and 12) workers at five of the seven struck and in all cases except NYNEX, their determination and solidarity lead management to back down for the health care costs cuts and offer to maintain benefits.

"They realized, as far as health benefits, we were not going to give in, that we'd stay out as long as we had to," Rosenthal said.

Six of the seven fell in line, but NYNEX has not budged. "We're not asking for more, we just won't settle for less. Workers should not be required to choose between affordable health care and the other necessities in life," CWA President Morton Bahr and IBEW President John J. Berry said in a large advertisement in the New York Times.

They pointed out that at NYNEX, while the company wants to cut health care, they have given managers there a 94 percent increase in salaries during the past three years.

"We believe that health care is right for everyone, not a privilege for a few. If NYNEX would only listen and follow the example of AT&T and the other Baby Bells, this strike could end in 24 hours," Bahr and Berry said.

Coal Workers Take On Pittston

Since April 5, some 1,700 coal miners, about 1,500 retirees, widows and disabled miners and their families in the southwestern corner of Virginia have been fighting the kind of labor war most modern union members have only read about.

During the United Mine Workers of America (UMWA) six-month long strike against the Pittston Coal Co., these miners and their families have seen their Appalachian mountain towns become occupied. UMWA members report the following:

Private security forces patrol company property, cruise public roads and nose around miners' private property in an attempt to intimidate.

State troopers run protection for scab coal trucks. They have arrested dozens of local motorists for driving "too slow," including

a Catholic nun and nurse on her way to see patients.

Police and private security helicopters whirl over homes, rallies and picket lines. The choppers even ferry scab miners from their barracks to the mines.

More Than 2,500 Arrested

A judge imposed a series of spiraling fines against the UMWA after he banned peaceful civil disobedience demonstrations. Those fines could reach more than \$1 trillion. The costly civil disobedience? Coal miners and their families would sit their bodies in the middle of the road, in front 20-ton coal trucks. More than 2,500 have been arrested.

But after six months of harassment and intimidation, miners and their families are on the picket lines everyday. The union's members, families, friends and retirees

say they are there because Pittston Coal wants to bust the UMWA in its mines and Pittston Coal wants to bust the spirit and way of life of the men and women who mine the coal.

The UMWA went to extreme lengths to avoid a strike, protect its members jobs and save Pittston money.

Seven months before the contract was set to expire, the UMWA offered a proposal which would have saved the company about \$.78 per ton of coal. The company turned it down.

The contract between the UMWA and Pittston was set to expire Jan. 31, 1988. When the UMWA offered to stay on the job through a contract extension, the company turned it down.

Cut Off Health Benefits

UMWA miners stayed on the job after Jan. 31 as a gesture of good faith. The company's response to the good faith gesture? They terminated all health insurance for 1,500 disabled miners, retirees and widows, they stopped pension contributions for working miners, eliminated arbitration and refused to check off union dues.

Through most of 1988, Pittston bargained in bad faith with the UMWA, a recent NLRB decision said. While attempting to extract economic and working concessions which would be an "economic death warrant" according to UMWA President Richard Trumka, Pittston refused to offer any evidence of the need for such concessions.

The company had no economic need and eventually admitted as much. Pittston, it said in a later statement, is "in good financial condition, and is pleading neither poverty nor an inability to pay any union demand. To set the record straight once and for all, the books



Heavily armed state troopers force striking mine workers to kneel by the side of the road after the union members sat in the roadway to prevent trucks from transporting Pittston coal.



U.S. Senator Paul Sarbanes (D-MD) affirms his solidarity with the striking employees of Eastern Air Lines at Capitol Hill rally earlier this month. Seafarers Frank Jaworski (left) and Johnny Philips, standing beside the senator, were two of the marshals provided by the union.



Michael Sacco (second from left), SIU president, talks with striking machinists at Washington, DC's National Airport. The IAM's DC chapter presented Sacco with a plaque thanking the SIU for its support in the fight to keep Eastern a union company.



CWA members are still on strike against NYNEX. Above, the regional phone company workers march in a demonstration publicizing NYNEX's intransigence.

Dispatchers' Report for Deep Sea

AUGUST 1-31, 1989

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	40	11	5	28	4	4	6	68	12	3
Philadelphia	2	4	5	2	2	4	2	2	2	1
Baltimore	5	2	1	5	0	0	0	7	3	1
Norfolk	13	7	5	11	6	4	3	10	4	2
Mobile	19	4	7	17	3	6	3	15	5	4
New Orleans	35	14	11	20	13	7	9	50	7	9
Jacksonville	28	8	7	28	9	6	4	37	4	7
San Francisco	32	9	11	32	3	7	7	57	20	7
Wilmington	12	10	10	18	7	3	2	20	10	14
Seattle	32	11	3	31	11	4	3	50	7	4
Puerto Rico	11	2	2	11	0	3	1	17	3	0
Honolulu	8	10	2	5	10	6	1	12	10	5
Houston	44	9	7	37	8	8	5	43	7	1
St. Louis	0	2	2	0	0	2	0	0	2	0
Piney Point	1	1	3	0	1	1	0	2	3	3
Totals	282	104	81	245	77	65	46	390	99	61
ENGINE DEPARTMENT										
New York	27	9	1	16	7	0	6	40	11	5
Philadelphia	2	4	0	2	3	0	1	2	2	0
Baltimore	8	4	0	3	2	0	0	15	4	0
Norfolk	5	2	1	3	3	2	0	5	4	0
Mobile	14	2	1	6	3	1	2	20	3	0
New Orleans	23	5	4	11	6	4	2	32	5	4
Jacksonville	19	3	3	12	4	2	1	22	5	5
San Francisco	22	10	7	21	6	3	3	30	8	5
Wilmington	13	1	2	7	5	4	4	19	1	0
Seattle	18	7	1	13	7	1	6	28	6	1
Puerto Rico	4	1	0	1	1	0	1	6	0	0
Honolulu	4	5	11	2	9	15	5	3	9	6
Houston	19	4	0	15	3	0	2	35	4	0
St. Louis	0	0	1	0	0	2	0	1	0	0
Piney Point	1	8	1	1	5	1	1	0	6	0
Totals	179	65	33	113	64	35	34	258	68	26
STEWARD DEPARTMENT										
New York	16	6	0	15	1	0	5	33	8	0
Philadelphia	0	1	0	0	0	0	0	0	1	0
Baltimore	2	3	0	0	0	0	0	3	4	0
Norfolk	5	1	1	8	1	2	0	5	1	2
Mobile	11	3	1	3	0	1	1	13	6	0
New Orleans	15	3	2	8	2	0	3	17	3	3
Jacksonville	11	4	0	11	4	0	0	15	3	1
San Francisco	41	3	6	32	1	5	12	74	6	5
Wilmington	13	4	0	14	4	0	1	16	4	0
Seattle	23	0	1	20	3	0	8	29	3	1
Puerto Rico	1	0	1	0	0	1	1	7	0	0
Honolulu	5	21	12	3	20	18	45	5	31	13
Houston	16	0	1	15	0	0	5	26	4	1
St. Louis	0	0	0	0	1	0	0	0	0	0
Piney Point	3	14	0	3	8	0	1	2	10	0
Totals	162	63	25	132	45	27	82	245	84	26
ENTRY DEPARTMENT										
New York	19	13	5	5	7	3	0	36	18	5
Philadelphia	2	2	3	2	1	1	0	0	3	2
Baltimore	2	0	0	1	1	0	0	6	2	1
Norfolk	1	2	6	1	7	7	0	3	6	4
Mobile	2	2	3	2	1	0	0	2	5	4
New Orleans	12	4	10	5	2	4	0	27	10	18
Jacksonville	3	7	9	4	6	4	0	2	4	12
San Francisco	11	6	17	13	4	9	0	35	17	19
Wilmington	5	11	8	3	3	6	0	13	17	7
Seattle	15	4	0	11	6	0	0	27	8	0
Puerto Rico	6	3	0	3	5	0	0	10	5	0
Honolulu	4	48	147	2	42	152	0	6	54	127
Houston	10	6	11	8	2	5	0	11	15	11
St. Louis	0	1	0	0	0	0	0	0	2	0
Piney Point	0	2	2	1	3	1	0	0	0	1
Totals	92	111	221	61	90	192	0	178	166	211
Totals All Departments	715	343	360	551	276	319	162	1,071	417	324

Totals All Departments

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

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

Shipping in the month of August was down from the month of July. A total of 1,308 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,308 jobs shipped, 551 jobs or about 42 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 162 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 10,608 jobs have been shipped.

Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point
Monday, October 2
- New York
Tuesday, October 3
- Philadelphia
Wednesday, October 4
- Baltimore
Thursday, October 5
- Norfolk
Thursday, October 5
- Jacksonville
Thursday, October 5
- Algonac
Friday, October 6
- Houston
Tuesday, October 10
- New Orleans
Tuesday, October 10
- Mobile
Wednesday, October 11
- San Francisco
Thursday, October 12
- Wilmington
Monday, October 16
- Seattle
Friday, October 20
- San Juan
Thursday, October 5
- St. Louis
Friday, October 13
- Honolulu
Friday, October 13
- Duluth
Wednesday, October 11
- Jersey City
Wednesday, October 18
- New Bedford
Tuesday, October 17

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

Personals

Larry Vouga

Please call Steve collect. Very urgent. (808) 934-3400.

William Brack

Please contact Marie Brack, 1860 Sunset Strip, Sunrise, FL 33313.

Stanely Vernus

Please contact your brother-in-law, John Kohler, 4121 N. 6th St., Philadelphia, PA 19140.

Barney Loan

Call your mother.

Neal Moor

Contact John Liston, 180 Driggs Ave., Brooklyn, NY 11222.

R.J. Anderson Jr.

Please call Ira Jessie at (702) 735-0955.



Politics is Porkchops
Contribute to SPAD

Boy Scouts Thank MTD, Union, School

To the Editor:

I would like to thank you for the opportunity you gave me. Visiting the Harry Lundeberg School of Seamanship was both fun and educational for me. I enjoyed everything at the school, particularly the new simulator and television production.

The people at the school, especially the trainees, took good care of us and made our stay there fun.

I also enjoyed meeting other scouts from different states and in two weeks we became very good friends.

Once again, thank you for a great trip.

Billy Balmes
Brooklyn, New York

Editor's Note: The letter above was originally directed to SIU Vice President Jack Caffey. Billy Balmes was nominated for the Maritime Trades Department, AFL-CIO summer scout program by the New York Maritime Port Council. An article on the scout's educational program appeared in the August issue of the Seafarers LOG.

To the Editor:

Hello, I'm Kisha Ringer. Thank you for allowing me to take the trip to Piney Point, Maryland. The Seafarers Lundeberg School of Seamanship is a great school! I really enjoyed it. Everyone was so nice. All of the trainees there were like brothers and sisters. I had fun and enjoyed myself.

We went on a tour of the school; learned about audio visual equipment, simulators and made a TV show. . . . The AFL-CIO headquarters was fun. I enjoyed our conversations about unions. I really learned something. . . . We also went to Seafarers International Union headquarters. . . . We went to Capitol Hill, Senate and Congress. During this we heard a debate about waste. . . .

Thank you for allowing me to take this wonderful trip. I got a chance to see and meet new people. . . . I would very much like to go again. I have made a promise that is where I would like to continue my career after I get out of my two years of college.

SHLSS is like a home away from home. Mr. Gildersleeve and Mr. Clinton were like parents and so were their wives. There wasn't anything Mrs. Clinton and Mrs. Gildersleeve wouldn't do for us girls. . . .

Kisha Ringer
Girl Scout Council
Newport News, Virginia

Editor's Note: The above letter was directed to the Norfolk area Maritime Port Council, the organization which nominated Ms. Ringer for the MTD's summer scout program.

To the Editor:

My name is Sean Montgomery. I am the senior patrol leader of Troop 223 of Algonac. I am writing this letter to thank you for sending me on the trip to the Harry Lundeberg School of Seamanship.

This trip was one of the best times I have had in a Boy Scout uniform. The school is run excellently, and the staff, as well as the students, were very nice and hospitable. I feel that the trip was fun and educational. This trip has made me seriously consider seafaring as a career.

I would hope that you would continue to offer this experience to our Troop in the future. If there is anything we can do for you as a Troop, I would appreciate hearing from you in the future. Once again, thank you for the opportunity to witness first hand your training facilities.

Sean Montgomery
Algonac, Michigan

To the Editor:

On behalf of the New Orleans Area Council, Boy Scouts of America, I wish to express my sincere appreciation to the Seafarers International Union and the Harry Lundeberg School of Seamanship for the outstanding hospitality shown to Boy Scout Troop 35 during their recent Jamboree Trek.

John Brown, scoutmaster of Troop 35, related the unbelievable food . . . as well as the unique tour of the Piney Point facility that was afforded to his troop. It is through organizations such as the Seafarers International Union that scouting units are given greater opportunities to develop responsible and positive character traits in today's young men. Every member of the union that Troop 35 came in contact with was kind, courteous and helpful. Special thanks should be given to Mr. Ken Conklin, Mr. Eddie G. and Mrs. Jean who worked untiringly to assure their successful arrival and stay in the Piney Point facility.

Again, my thanks for your efforts. . . .

Ron Hegwood, Scout Executive
New Orleans Area Council
Boy Scouts of America

Editor's Note: Mr. Hegwood directed his letter to SIU President Michael Sacco, who forwarded it to the LOG.

Coast Guard Spill Center

The U.S. Coast Guard operates a 24-hour, toll-free telephone number for anyone to report oil or chemical spills to the National Response Center (NRC).

The NRC is the first step for federal response to a spill incident. Once a report is received, the NRC will contact federal coordinators in the location of the oil spill who will then assess the situation and decide what type of response is needed, from funds to special equipment and personnel.

The Coast Guard operates the NRC which receives support from 13 different federal agencies. The NRC's toll-free number is 1-(800) 424-8802.

AMERICAN EAGLE (Pacific Gulf Marine), June 26—Chairman Benedict B. Born, Secretary Frank Costango, Deck Delegate F.M. Rose, Engine Delegate R. Bolin, Steward Delegate C.C. Williams. Everything is running smoothly, with no beefs or disputed OT reported. Payoff will take place in Bayonne, NJ. Then it's on to Charleston, SC, Castilla, Honduras and Beaumont, TX. Copies of Seafarers LOG were received in last port. Vote of thanks given to steward department for all the good food and service—and especially for Steel Beach cookouts.

CPL. LOUIS HAGUE (Maersk), June 7—Chairman George Allen, Secretary/Steward Delegate Michael J. Curtis, Deck Delegate John Alan Laird, Engine Delegate Mohamad Hadwan. No beefs or disputed OT reported. There is \$150 in ship's fund. Motion made to use \$130 of that amount for a party. Bosun noted everything running smoothly and it had been a good crew and ship. In its report to the Seafarers LOG, members expressed a desire to be kept apprised of new contract negotiations between the union and Maersk Lines. Ship is currently in Diego Garcia.

Director P.E. Johnson, Engine Delegate Edward L. Haynes, Steward Delegate Camilo Rojas. No beefs or disputed OT reported. Captain said ship will pay off on the West Coast. Suggestion made for everybody aboard ship to work together for the good of all. Vote of thanks given to steward department for a job well done. Next port: Los Angeles, CA.

OMI WABASH (OMI Corp.), June 18—Chairman J. Moore, Secretary P. Shauger, Educational Director G. Spell, Deck Delegate J. Davidson, Engine Delegate J. Grayson, Steward Delegate J. Brooks. No disputed OT reported. Complaint registered about mail service being very poor. Payoff will take place in Newark, NJ this voyage. Captain managed to get a new VCR and TV antenna. There is \$125 in ship's fund. Motions made include: time aboard ship should go back to a six-month period, members should be able to collect vacation pay every 60 days and the pension plan should be raised. Next ports: Bayonne, Newark, and Paulsboro, NJ.

OVERSEAS ALASKA (Maritime Overseas), June 11—Chairman F. Cottogin,

Digest of Ships Meetings

The following ships minutes are just a sampling of the many meeting reports the SIU receives each month from its ships around the world.

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 ship's minutes.

GALVESTON BAY (Sea-Land Service), June 11—Chairman Donald Fleming, Secretary J. Rivera. No beefs or disputed OT reported in any departments. Engine department would like clarification on minimum weekend and holiday OT hours allowed for wiper. This will be brought to the attention of boarding patrolman in Houston. Chairman reported ship will arrive in Charleston, SC on June 14. Secretary thanked deck and engine departments for cooperation. Everything was running very smoothly. There is \$270 in movie fund which will be turned over to radio operator to purchase new VCR. Steward department reported problem with keeping some basic items in stock such as bread, juice and KoolAid. Steward department given vote of thanks for a job well done despite lack of stores. Next ports: Charleston, SC; Port Everglades, FL; Houston, TX, and Jacksonville, FL.

NUOVO SAN JUAN (Puerto Rico Marine), June 14—Chairman A.A. Mohsin, Secretary/Chief Electrician C.J. Gallagher, Steward Delegate Jackson Fong. No disputed OT reported, but deck department said shore gang made a lot of noise working at night in engine department. Ship will pay off in Baltimore June 16. Captain instructed all crewmembers' failure to clear with regulatory officials could result in a fine, and each member would be responsible for any fine incurred. Everyone was asked not to use door on crew deck going to engine room. Steward department given vote of thanks for a good job.

OMI HUDSON (OMI Corp.), June 16—Chairman John O. Frazier, Secretary Rafael Sepulveda, Educational

Secretary Carl Woodward, Deck Delegate Tom Stephens, Engine Delegate B. Drumgoole, Steward Delegate Ali Hydera. Steward delegate reported some disputed OT reported by chief cook and asked that it be looked into. He is getting off this trip and all members hate to lose him. Chairman noted a cadet working on deck. This was brought to captain's attention and resolved. Chairman cautioned members on proper dress in mess hall and reminded crew to keep down noise when watching TV. New business included need for gaskets for reefer boxes and an exterminator service to get rid of roaches. Problem has gotten too large to handle by members.

OVERSEAS JUNEAU (Maritime Overseas), June 18—Chairman Brian T. O'Hanlon, Secretary L. Martin, Educational Director R. Gummans. All three departments reported disputed OT. Changing sailing board on weekends or any other time after 1900 hours is considered OT because members have to return back to the ship according to what was on the board when they left. Ship's chairman noted captain would not call for a replacement and there would not be a payoff this trip. Chairman said he will try to find out why this ship does not pay off every 90 days as per the agreement. TV and antenna need some repair work.

OVERSEAS MARILYN (Maritime Overseas), June 25—Chairman/QMED Pete Vasquez, Secretary Norman J. Duhe. No beefs or disputed OT reported. Chairman talked about need for some kind of insurance identification card when going to doctor's office or hospital. Secretary stated

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Digest of Ships Meetings

Continued from page 15

every member should take time to go to Piney Point to upgrade so he or she will be ready for jobs of the future on all types of ships. Vote of thanks given to steward department for a job well done.

PATRIOT (Ocean Carriers), June 4—Chairman John S. Bertolino, Deck Delegate Edwin Rivera. No beefs or disputed OT in any departments. Chairman noted payoff would take place in Bahrain on or about June 13. Educational director advised crewmembers to take advantage of upgrading opportunities available in Piney Point. Two motions made: one DEU should be added to crew and time on shuttle ships should be four months minimum with an option to stay six or eight months. Under good and welfare, it was suggested the ship be fumigated for roaches when next in dry dock. Steward department given vote of thanks for a job well done. Next port: Bahrain.

ROBERT E. LEE (Waterman Steamship Corp.), June 18—Chairman M. Trepp, Secretary G.T. Aquino, Educational Director B.F. Cooley, Deck Delegate C.D. Moll, Engine Delegate William Parker. No disputed OT reported. One man in steward department got off injured in Singapore and was replaced in the port of Suez. Engine department reported during voyage the day QMED was put to work under chief mate. The question was raised: Should practice of working a man outside his department be allowed even with payment of OT? Bosun was able to acquire the sum of \$200 from sale of excess metals. This money was put into ship's fund. He noted there were no major problems aboard vessel and trip was smooth and weather perfect. He also reminded members of importance of donating to SPAD. Only by supporting SPAD can the SIU maintain a strong position in the maritime trades. Steward gave a short talk about benefits obtained by going to Piney Point and upgrading. Not only do members increase their earning power, but they learn skills that will assist them in all walks of life. Electrician asked all hands to let him know of any minor repairs. He said he would be glad to fix anything that would make life more livable aboard the Robert E. Lee. Next port: Newport News, VA.

SEA-LAND CRUSADER (Sea-Land Service), June 27—Chairman Robert U. Dillon, Secretary H.H. Fielder. No beefs or disputed OT. Captain thanked crew for cooperation. Suggestion made to ask patrolman to find out why doors to engine room are left open at sea and in port. It makes ship hot and requires air conditioner to work harder. Electrician suggested each member check his room thermostat. Needed repairs include the outside water cooler. Sea-Land has agreed to fix tiles throughout ship. Patrolman will be asked to find out about harassment of BR by chief engineer.

SEA-LAND DEVELOPER (Sea-Land Service), June 27—Chairman Roger W. Pinkham, Secretary P. Lopez, Educational Director/Engine Delegate Michael P. Donlon, Deck Delegate Clyde B. Luse, Steward Delegate Jose Ortega. Disputed OT reported in deck and steward departments. There is \$100 in ship's movie fund. Chairman stated everything is run-

ning well and a new chairman would be elected next trip. Suggestion made to get another washer and dryer. Crewmembers were asked and encouraged to donate to ship's movie fund. Vote of thanks given to Chief Cook John Tinsley for a job well done. Next port: Tacoma, WA.

SEA-LAND DISCOVERY (Sea-Land Service), June 6—Chairman Harry Fisher, Secretary J.R. Coll, Deck Delegate R. Rivera, Engine Delegate V. Martinez, Steward Delegate J.R. Salazar. No disputed OT reported. Latest Seafarers LOG was received aboard ship and posted for everyone to read. Crewmembers reported ship has been running short on food, but no action has been taken. According to the contract, fresh provisions are to be put onboard at every U.S. port. Bosun brought up need for clarification on deck department having to search ship under unsafe conditions in port of Haina. New washing machine is needed for crew laundry and some old repairs still have to be taken care of. Next port: San Juan, PR.

SEA-LAND FREEDOM (Sea-Land Service), June 17—Chairman L.E. Watson, Secretary L.A. Lamphere, Educational Director R. Chapman, Deck Delegate R. Caruthers, Engine Delegate R. Schwender. No beefs or disputed OT reported. There is \$45 in ship's fund. Members will have a pilot pool next trip to get money for charcoal and other items necessary for a barbecue. Crew is supposed to be getting a new microwave for the lounge this trip. Information regarding new drug testing procedures was posted for all to read. Captain inspected rooms and found no major problems. Sea-Land Freedom will dock in Tacoma, WA at approximately 1500 hrs. All hands getting off were reminded to make sure rooms are clean for the next person. Educational director noted ship's performance record has been good for past month, according to current figures. Crew is doing a good job separating plastic from other trash. Crewmembers would like a second washer for laundry room for greasy clothes. Vote of thanks given to steward department. Next ports: Tacoma, WA and Yokohama, Japan.

SEA-LAND MARINER (Sea-Land Service), June 10—Chairman James Lewis, Secretary W. Spratley, Educational Director Joseph D. Disarno, Deck Delegate Oscar C. Wiley. No beefs or disputed OT reported. Secretary thanked all departments for helping keep ship clean. Educational director stressed importance of contributing to SPAD and of upgrading skills at Piney Point. The SIU has one of the best schools around, and members should be encouraged to make use of it. Motion made and seconded that if one crewmember has to take a drug test, everyone should, including officers. Copies of latest Seafarers LOG were well received aboard ship. Steward thanked for his great barbecue. Next ports: Yokohama and Kobe, Japan, Hong Kong and Singapore, with the next expected payoff on July 23 in Tacoma, WA.

SEA-LAND NAVIGATOR (Sea-Land Service), June 25—Chairman Peter Bean, Secretary John Alamar, Edu-

Continued on page 18

Summary Annual Report Seafarers Welfare Fund 5201 Auth Way; Camp Springs, MD 20746

This is a summary of the annual report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 31, 1987. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was a deficit of (\$21,215,323) as of December 31, 1987, compared to (\$25,205,351) as of January 1, 1987. During the plan year, the plan experienced an increase in its net assets of \$3,990,028. This increase included unrealized appreciation and 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. During the plan year, the plan had total income of \$30,467,439, including employer contributions of \$30,089,529, miscellaneous income of \$4,095, and earnings from investments of \$378,815. Plan expenses were \$26,433,733. These expenses included \$2,581,733 in administrative expenses and \$23,852,000 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or

any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
 2. Assets held for investment
- To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$1.30 for the full annual report, or \$.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan, 5201 Auth Way, Camp Springs, MD 20746, 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 covering costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

Shipboard Sketches

by Ben Graham



"I was worried there for a minute... I thought I lost my OT sheets."

The cartoon above appeared in the March 11, 1960 edition of the Seafarers LOG. Brother Graham, who sailed in the deck department with the SIU, contributed many cartoons to the LOG.

Dispatchers' Report for Inland Waters

AUGUST 1-31, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	0	0	14	0	0	64	25	5
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	2	2	0	3	4	0	1
Jacksonville	1	0	9	0	0	2	0	0	13
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	3	17	21	7	47	7	7	65
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	2	0	0	2	0	0	0
Houston	1	0	0	2	0	0	0	0	0
Algonac	31	12	0	16	1	0	41	23	0
St. Louis	0	0	1	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	53	15	31	55	8	55	117	55	84
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	0	0	2	0	0	18	8	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	2	0
Jacksonville	0	0	0	0	0	0	0	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	3	1	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	2	0	0	0
Houston	0	1	0	0	1	0	0	0	0
Algonac	21	9	0	12	1	0	25	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	24	10	1	14	2	5	45	34	7
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	3	0	0	2	0	0	13	3	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	1	0	0	0	0	0
Jacksonville	0	0	2	0	0	0	0	1	5
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	1	0	4	2	0	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	9	5	0	7	0	0	10	6	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	2	0	1	2	0	0	0
Totals	14	6	4	11	1	6	26	10	14

91 31 36 80 11 66 188 99 105

*"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 Great Lakes

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	20	8	0	38	19	0	9	3
ENGINE DEPARTMENT									
Algonac	0	15	2	0	16	5	0	1	3
STEWARD DEPARTMENT									
Algonac	0	12	3	0	7	4	0	5	2
ENTRY DEPARTMENT									
Algonac	0	12	29	0	0	0	0	11	39
Totals All Departments	0	59	42	0	61	28	0	26	47

*"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

Michael Sacco, President
 Joseph Sacco, Executive Vice President
 Joe DiGiorgio, Secretary-Treasurer
 Angus "Red" Campbell,
 Vice President of Contracts
 Jack Caffey, Vice President
 Thomas Gildewell, Vice President
 George McCartney, Vice President
 John Fay, Vice President
 Roy A Mercer, Vice President
 Steve Edney, Vice President

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Juncos St.
 Stop 16
 Santurce, PR 00907
 (809) 725-6960

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

**SEAFARERS
 WELFARE PLAN
 1-(800)-CLAIMS-4
 1-(800)-252-4674**

Digest of Ships Meetings

Continued from page 16

ational Director W.H. Walton. No beefs or disputed OT reported. At end of voyage 18—after steward buys blank tapes—there is expected to be \$12.48 in ship's fund. Motions and suggestions made included the following: a three-man committee for contracts should go to sea for eight months and see how union members are putting up with long work days and fewer men, the ship should not sail again until a new ice machine has been put onboard, and Sea-Land should order Lava soap instead of some off-brand cleaning soap. Vote of thanks given to good-feeding steward department. Steward department, in turn, thanked members for helping keep crew areas clean.

SEA-LAND PACER (Sea-Land Service), June 19—Chairman U. Nolan, Secretary Joseph Williams, Educational Director C.R. Dunn, Engine Delegate Richard Butch. No disputed OT reported. There is \$70 in ship's movie fund. Crew would like arrangements made for bus service to lessen danger of walking to and from ship while at port in Manila, PI. Crewmembers also do not have keys to mess hall and suggested captain have some made as soon as possible. Vote of thanks given to steward department for a job well done. Next port: Subic Bay, PI.

SGT MATEJ KOCAK (Waterman Steamship Corp.), June 4—Chairman William Kratsas, Secretary E. Gray Sr., Educational Director J. Graham, Deck Delegate Richmond Matthews, Engine Delegate Charles D. Polk. Departmental delegates reported all is well in the three departments, with no beefs or disputed OT. Chairman stated it has been a great trip so far. Chief Mate Needham Wiggins will be retiring after this trip. Payoff will be in Rota, Spain on June 12. Secretary noted there has been a lot of goodwill shown by crewmembers this trip. Goodwill always makes work aboard these vessels more tolerable, and it is hoped this will continue. Educational director reminded all members to continue to take advantage of union's school at Piney Point. Brother Frank Casby expressed his hope the union will continue to successfully fight to keep these military vessels under Waterman operation. Vote of thanks given to steward department for a fine job. Next port: Rota, Spain.

STUYVESANT (Bay Tankers), June 10—Chairman Jack Kingsley, Secretary Ron Fluker, Deck Delegate D. Seagle, Engine Delegate R. Groening, Steward Delegate T. Barrett. No beefs or disputed OT. Ship should anchor before noon on June 11 in Long Beach, CA. Stores will be taken on. Payoff will probably be held at sea since ship has a very short stay in port this trip. All crewmembers getting off were reminded to leave rooms clean for next person. Recent copies of Seafarers LOG were received aboard ship and passed around. Next ports: Long Beach, CA and Valdez, AK.

THOMPSON PASS (IOM), June 25—Chairman James R. Colson, Secretary Louis E. Vidal, Educational Director John Gomard. Ship is due in Long Beach, CA on June 28 for a payoff and a Coast Guard inspection is expected at that time. Bosun strongly urged anyone who has not attended an upgrading class at the Harry Lundeberg School of Seaman-

ship in Piney Point to do so as soon as possible. Vote of thanks was given to steward department for job well done. Next port: Long Beach, CA.

BALTIMORE (Apex Marine Corp.), July 5—Chairman James S. Rogers, Secretary R. E. Hicks, Educational Director S. Perdakis, Deck Delegate Alan A. Barnett. No beefs or disputed OT reported by the deck, engine and steward departments. Under good and welfare, it was noted that a vent in the laundry needs to be reopened. A vote of thanks was given to the steward department. Next port: St. Croix.

CAPE HORN (Interocean Management), July 12—Chairman Howard Gibbs, Secretary J. Venables, Deck Delegate Louis Smith, Engine Delegate Gary Mitchell, Steward Delegate Larry Hoffman. Ship's educational director reminded crew to upgrade in order to increase skills. Ship's treasurer reported \$130 in the vessel fund. Departmental delegates reported no disputed OT or beefs. Under good and welfare, discussion was held about reviewing vacation pay for those voyages that end before 120-day minimum. Also watch standers were told to notify the steward department so they could eat first.

CAGUAS (Puerto Rico Marine), July 30—Chairman M. Silva, Secretary C. Scott, Educational Director E. Richman. Ship's chairman noted payoff scheduled for August 4 in Jacksonville, FL. No beefs or disputed OT reported by the departmental delegates. Under good and welfare, it was requested that crew dress properly before using the mess rooms. Next port: Jacksonville, FL.

FALCON DUCHESS (Seahawk Management), July 7—Chairman Leo Paradise, Secretary H. G. Williams, Educational Director L. P. Wright, Deck Delegate Willie Chestnutt, Steward Delegate Jimmy L. Williams. No disputed OT or beefs reported by the three departments. Under good and welfare, it was noted that the crew needs a new washer and the television needs two speakers.

GALVESTON BAY (Sea-Land Service), July 16—Chairman Donald Fleming, Secretary T. J. Smith, Educational Director C. Z. Sullivan, Deck Delegate Stephen J. Argay, Engine Delegate James A. Tims, Steward Delegate Francisco Monsibais. Ship's chairman announced he might have to get off in Charleston and that it has been a pleasure sailing with the crew. Ship's treasurer reported \$145 in the movie fund. Departmental delegates reported no beefs or disputed OT. Crew sent letter to headquarters regarding new duties for gangway watch. The problem of people going into crewmembers' rooms when they are not present has been solved. The steward department was thanked for its work. Next port: Charleston, SC.

GOLDEN MONARCH (Apex Marine), July 9—Chairman Ben Berberena, Secretary Luis Iturrino, Educational Director Mark Ruhl, Deck Delegate Angel M. Velez, Engine Delegate Harry Kinsmen Jr., Steward Delegate Stephanie Smith. Ship's chairman reported that there was a good crew onboard. No beefs or disputed OT noted by the deck, engine and



steward delegates. Under good and welfare, the crew said nothing has been done to repair rusty water. Also there are no facilities for waste plastics in port.

GREAT LAND (Interocean Management Corp.), July 30—Chairman K. Craft, Secretary U. Ibert, Educational Director S. Senteney, Deck Delegate L. S. Seamm, Engine Delegate Almel Sherrai, Steward Delegate Willie Daly. Ship's treasurer reported \$40. Under good and welfare, it was noted that members carry rags to clean grease in elevator and to break down boxes. Also, it was stated that the dumpster was full. Next port: Anchorage, AK.

GROTON (Apex Marine), July 2—Chairman Neil Matthey, Secretary M. Deloatch, Educational Director M. Lambeth, Deck Delegate Thomas Booth, Engine Delegate Alfred Gonzalez, Steward Delegate Michael Hammock. Ship's chairman urged crew to contribute to SPAD. He noted everything was running smoothly and the next payoff would be July 5 in Stapleton, NY. The departmental delegates reported no beefs or disputed OT. Next port: Stapleton, NY.

GUAYAMA (Puerto Rico Marine), July 4—Chairman Leggette Jones, Secretary Gilbert Murray, Deck Delegate Ronald Davis. Ship's chairman reported the vessel would pay off upon arrival in port. Ship's secretary reminded crew of pay raise on July 1. Educational director urged members to upgrade when possible and to return movies when finished to the bridge. No beefs or disputed OT reported from the deck, engine and steward delegates. Under good and welfare, it was noted that too many people are eating aboard ship and sleeping in lounge when vessel is in Puerto Rico. Also, the crew thanked the steward department.

ITB MOBILE (Apex Marine Corp.), July 27—Chairman G. D. Diefenbach, Secretary Pedro Sellan, Educational Director Carlos Rodriguez, Deck Delegate A. Ahmad, Steward Delegate Heath G. Bryan. Ship secretary's reported it was a pleasure to work with a professional cook like Brother Heath Bryan. He also noted that the pleasant crew aboard meant smooth sailing. Departmental delegates reported no beefs or disputed OT. Under good and welfare, a vote of thanks was given to the steward department for a job well done. Next port: St. Croix.

LIBERATOR (Sea-Land Service), July 30—Chairman V. J. Ardowski, Secretary C. M. Modellas, Educational Director A. F. Sankolewicz. Ship's chairman stressed safety prevention. He pointed out that good house-keeping prevents onboard fires, and common sense in the time of an emergency is the best way to avoid or minimize physical injuries. He announced the next payoff would be August 3 in Oakland, CA. Departmental delegates reported no disputed OT or beefs. The crew reported a smooth sail. Next port: Oakland, CA.

LNG AQUARIUS (ETC), July 9—Chairman J. W. Garner, Secretary Alexander P. Reyer, Educational Director Dan Brass. Ship's chairman noted that nine unlicensed crewmembers were to be relieved upon arrival in Tobata, Japan. He urged everyone to contribute to SPAD. Secretary reminded crew to work safely and stay healthy. Ship's treasurer reported \$500 in ship's fund. No beefs or disputed OT reported from the deck, engine and steward delegates. Under good and welfare, a vote of thanks was given to the steward department for a job well done. Next port: Tobata, Japan.

MAYAGUEZ (Puerto Rico Marine), July 16—Chairman Winston Shanks, Secretary Jose Ross, Educational Director Kenneth Hart. Ship's chairman reported everything to be in good shape. No beefs or disputed OT offered by departmental delegates. Under good and welfare, steward department was thanked for its fine job. Visiting Jacksonville patrolman urged the steward department to confirm OT situation when vessel paid off in New York.

MOKU PANU (Pacific Gulf Marine), July 16—Chairman Pete Lonk, Secretary Nicholas Rodriguez Jr. Ship's chairman reported that the captain commended the crew for doing its job to secure engine room fire. He noted that the firefighting course had helped all members and that the ship would be headed for the San Francisco, CA or Portland, OR shipyard because of the fire. He also reported on the pay raises which started July 1. Finally, he thanked the members of the deck, engine and steward department and the riding crew. No beefs or disputed OT reported from engine and steward delegates. Under good and welfare, the crew thanked the steward department for an excellent job. The captain said Chief Steward Nicholas Rodriguez and Chief Cook Florencio P. Umali were the finest with whom he had sailed. Next port: Crockett, CA.

SEA-LAND TRADER (Sea-Land Service), July 23—Chairman W. Tailman, Secretary R. Spencer. Ship's chairman reported all was well on the vessel. He announced that ship's treasurer, Louie Diaz, had \$195 in the movie fund. Departmental delegates reported no beefs or disputed OT. Crew thanked steward department.

While it is the policy of the Seafarers LOG to print as many digests of ship's minutes as possible, occasionally, due to space limitations, some will be omitted.

NOTICE TO SIU GOVERNMENT SERVICE DIVISION MEMBERS

The Seafarers LOG would like to hear from SIU members in the government services division. Please send the LOG material: articles, letters, drawings, photos, etc. Please identify individuals in photos from left to right with name and rating. Mail all information directly to the Seafarers LOG; 5201 Auth Way; Camp Springs, Maryland 20746.

Nazario Retires

25 Union Men Go on Pension

This month, the LOG received notification on the retirement of 25 members of the SIU. Among them was 62-year-old Samuel Nazario, who was active in both the Atlantic and the Pacific.

SAMUEL NAZARIO



Samuel Nazario received his first SIU pension check this spring after more than 30 years with the Seafarers International Union.

The Puerto Rican native came aboard in 1957 when he worked in the steward department on the maiden voyage of the S.S. Leilani. The next year, he rode the maiden voyage of the S.S. Atlantic.

During 1960, Brother Nazario worked for the union in the port of San Juan. During the 1970s, he sailed on Prudential Lines ships.

After graduating from a 1980 steward recertification program, Nazario went to work for American Hawaii Cruises aboard the S.S. Independence. He served three weeks as the chief steward before being promoted to Hotel Manager, a position he kept until 1984 when the company eliminated it during reorganization.

Nazario continued to sail out of the port of San Francisco until he retired. He lives in Napa, CA, with his wife, Sydney Ann.

Other SIU members who have started receiving pension checks include:

Deep Sea

FRANK G. BARONE



Frank G. Barone, 65, joined the SIU in 1958 in the port of New York through the Andrew Furuseth Training School. He sailed in the deck department from the port of Philadelphia and had a record of volunteering for strike details. Brother Barone served in the U.S. Army from 1943 to 1945. The Philadelphia native resides in Yeadon, PA.

CLIFFORD E. FEURTADO

Clifford E. Feurtado, 65, became a book member in 1973 in the port of Houston. The Honduran native sailed in the steward department. He shipped through the ports of Houston and New Orleans. Brother Feurtado lives in New Orleans, LA.

MELVIN J. GALLIER



Melvin J. Gallier, 65, first sailed with the SIU in 1956. The Port Arthur,

TX native sailed in the engine department and served on Cities Services' ships early in his career. Brother Gallier participated in the 1961 Suwannee Steamship organizing drive and the 1971 SIU crew conference. He shipped out of the port of Houston and lives in Altair, TX.

DAVID W. GILBERT

David W. Gilbert, 40, joined the SIU in 1967 in the port of New York. He sailed in the deck department and upgraded at the Harry Lundeberg School of Seamanship in 1968. Brother Gilbert was born in Mt. Kisco, NY and resides in Oyster Bay, NY.

JUAN E. HERNANDEZ



Juan E. Hernandez, 65, started sailing in 1949. He joined the SIU in 1959 in the

port of New York. The engine department veteran was born in Manati, PR. He sailed out of the ports of Santurce and Baltimore. Brother Hernandez served in the U.S. Army in 1945. He lives in Carolina, PR.

RICHARD E. KEEFE

Richard E. Keefe, 65, received his SIU book in 1963 in the port of Wilmington, CA. The New Market, NH native was a 16-year veteran of the U.S. Navy before joining the union. Brother Keefe worked in the steward department. He makes his home in San Francisco, CA.

CORBERT R. MYRICK



Corbert R. Myrick, 65, graduated from the Andrew Furuseth Training

School in Baltimore before joining the SIU in 1963. Brother Myrick was born in Reidsville, NC. He served in the U.S. Navy from 1942 through 1947. He resides in Danville, VA.

JOHN R. NELSON



John R. Nelson, 63, received his SIU book in 1948 in the port of

New York. Born in Fair Point, OH, he served in the U.S. Navy from 1943 to 1945. Brother Nelson sailed in the deck department from the port of Wilmington. He attended the 1972 education conference. He makes his home in Yakima, WA.

HOWARD L. MILSTEAD

Howard L. Milstead, 63, joined the SIU in 1957. He sailed in the engine department, often with Maritime Overseas. Brother Milstead was born in Mobile, AL and lives in Houston, TX.

CALVIN NIX



Calvin Nix, 64, started in the Great Lakes Division where he received

his book in the port of Detroit in 1960. He eventually transferred to the Deep Sea Division and sailed in the deck department. Brother Nix served in the U.S. Navy from 1943 to 1946. He lives in Hendersonville, NC, where he was born.

JAMES C. NORTHCUTT



James C. Northcutt, 62, joined the SIU in San Francisco in 1961.

The Savannah, TN native sailed in the deck department and graduated from the union's bosun recertification class in 1975. Brother Northcutt sailed out of the port of Houston, where he still lives. He served in the U.S. Navy from 1944 to 1945.

A. M. PELTON

A. M. Pelton, 65, first sailed for the SIU in 1953 from the port of New York. The Brooklyn native served in the deck department. Brother Pelton was active in picket duty in 1962 and 1963. He attended the 1970 crew conference. Pensioner Pelton pulled hitches in both the Army and Navy during the 1940s. He makes his home in Oxford, CA.

RAYMOND W. ROGERS



Raymond W. Rogers, 65, received his SIU permit in 1965 in the

port of Jacksonville. He sailed in the deck department after serving 20 years in the U.S. Navy. Brother Rogers was born in Blofton, FL. He sailed from the port of Jacksonville where he still lives.

RALPH J. SMITH



Ralph J. Smith, 62, joined the SIU in 1962. He shipped in the engine department.

Brother Smith served in the U.S. Navy from 1944 to 1946. He was born in Roanoke, VA and lives in Port Arthur, TX.

WILLIAM H. STRICKLAND

William H. Strickland, 65, first sailed with the SIU in 1951. The North Carolina

native worked in the steward department and shipped out of the port of Baltimore. Brother Strickland served in the U.S. Army from 1943 to 1945. He resides in Manassas Park, VA.

LEONARD A. WRIGHT



Leonard A. Wright, 64, received his SIU book in 1944 in the port of

Norfolk, VA. He sailed in the deck department. The Norfolk native now calls Reno, NV home.

Inland

ROBERT BLAKE



Robert Blake, 69, joined the union in 1962 in the port of Philadelphia. He worked

in the engine department. Boatman Blake was born in New Haven, CT. He resides in Lester, PA.

WILLIAM DELESLINE

William Delesline, 66, received his union book in 1973 in the port of Norfolk, VA. The Bradenton, FL native attended the 1984 Sonat conference. He sailed in the steward department. Boatman Delesline lives in Chesapeake, VA.

JOHN A. EVANS

John A. Evans, 61, joined the union in 1957 in the port of Baltimore. He has a master, inland waters and pilotage license and sailed as captain. In 1978, Boatman Evans attended the Curtis Bay Tankers educational conference. The Fleeton, VA native served in the U.S. Navy from 1944 to 1946. He calls Annapolis, MD home.

EDSEL NORRIS



Edsel Norris, 65, joined the SIU in 1960 in the port of Norfolk, VA. He

served in the deck department and sailed as a captain. Boatman Norris was born in Supply, NC, where he still lives. He served in the U.S. Coast Guard from 1943 to 1946.

JAMES T. ROBISON



James T. Robison, 62, joined the union in 1962 in the port of St. Louis, MO. The

Parrish, AL native served in both the Naval Reserves and Coast Guard in the 1940s and 1950s. Boatman Robison worked in the deck department. He lives in Montgomery, AL.

ELWOOD D. KITTRELL

Elwood D. Kittrell, 62, started working in the deck department with the Mobile

Towing Co. in 1956. He received his SIU book in 1959. Boatman Kittrell was born in Mobile, AL. He attended the 1977 educational conference. He served in the U.S. Army from 1950 to 1952. Pensioner Kittrell resides in Saraland, AL.

Great Lakes

HERMAN L. DORRANCE



Herman L. Dorrance, 65, received his union book in 1961.

Early in his career he sailed out of the ports of Alpena and Frankfort. Pensioner Dorrance worked in the deck department as a wheelsman. He was born in Mechinaw City, MI. He served in the U.S. Navy from 1942 to 1946. Brother Dorrance makes his home in Petoskey, MI.

ROY L. POWERS

Roy L. Powers, 59, joined the union in 1959 in the port of Frankfort, MI. He served in the steward department. Brother Powers was born in Elbert, MI and resides in Fort Wayne, IN.

Public Health Hospital Records Available from Government

Many veteran seafarers received medical treatment at United States Public Health Service Hospitals before those facilities were shut in 1981.

The SIU has received several requests from members inquiring about how to obtain their medical records from the USPHS hospitals. If you need to obtain your medical records you may write to:

PHS Health Data Center,
GWL Hansen's Disease Center,
Carville, LA 70721

To help speed the process, make sure you include your name, date of birth, social security number, where you were treated and the approximate date of your treatment.

SEAFARERS WELFARE PLAN NOTICE

COBRA: Continuation Health Coverage

If you or your dependents lose your eligibility for health care coverage under the Rules and Regulations of the Seafarers Welfare Plan, you and your dependents may be eligible to purchase, at a premium, Welfare coverage directly from the Plan. If you find that you have lost your eligibility for Plan coverage, you must notify the Plan office immediately to find out whether or not you or your dependents may elect to continue your benefits under this program.

If you want more information concerning this program you can call the membership services office.

1-800-CLAIMS-4 (1-800-252-4674)

or write

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

NOTE: A detailed article explaining this program appeared in the April 1989 issue of the LOG.

**Summary Annual Report
Seafarers Vacation Fund
5201 Auth Way; Camp Springs, MD 20746**

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 for the year ended December 31, 1987. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA). The Trust has committed itself to pay claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was a deficit of (\$2,901,671) as of December 31, 1987, compared to a deficit of (\$4,756,642) as of January 1, 1987. During the plan year, the plan experienced an increase in its net assets of \$1,854,971. This increase included unrealized depreciation, amounting to \$1,755, 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. During the plan year, the plan had total income of \$30,586,754, including employer contributions of \$30,338,305, and earnings from investments of \$248,449. Plan expenses were \$28,730,028. These expenses included \$3,194,213 in administrative expenses, \$23,850,475 in benefits paid to participants and beneficiaries, and \$1,685,340 in other expenses (payroll taxes on vacation benefits).

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or

any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Assets held for investment

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$1.30 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan, 5201 Auth Way, Camp Springs, MD 20746, 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 covering costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Program, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

LEGAL AID

The following list of attorneys is provided for the convenience of Seafarers who may have need for legal assistance.

Alabama

John Falkenberg
300 N. 21st St.
Birmingham, AL 35203
(205) 322-1100

Simon, Wood & Crane
1010 Van Antwerp Bldg.
Mobile, AL 36602
(205) 433-4904

California

Les Ostrov
Fogel, Feldman, Ostrov,
Ringler & Klevens
5900 Wilshire Blvd.
Suite 2600
Los Angeles, CA 90036
(213) 834-2546

John Paul Jennings
Henning, Walsh & King
100 Bush St.
Suite 440
San Francisco, CA
94104
(415) 981-4400

Florida

Frank Hamilton III
Hamilton & Associates,
P.A.
2620 W. Kennedy Blvd.
Tampa, FL 33609
(813) 879-9842

Illinois

Katz, Friedman, Schur
& Eagle
7 S. Dearborn St.
Chicago, IL 60603
(312) 263-6330

Thomas Lakin
Lakin & Herndon, P.C.
251 Old St. Louis Ave.
Wood River, IL 62095-
0027
(618) 254-1127
(800) 851-5523
toll-free

Louisiana

Louis Robein
Gardner, Robein &
Urann
2540 Severn Ave.
Suite 400
Metairie, LA 70002
(504) 885-9994

Kristi Post
Canal Place One
Suite 2300
New Orleans, LA 70130
(504) 524-6207
(504) 524-6208

Maryland

Charles Heyman
Kaplan, Heyman,
Greenberg, Engelman
& Belgrad
Sun Life Bldg.
Charles & Redwood Sts.
Baltimore, MD 21201
(301) 539-6967

Massachusetts

Orlando & Associates
1 Western Ave.
Gloucester, MA 01930
(508) 283-8100

Michigan

Victor G. Hanson, P.C.
19268 Grand River Ave.
Detroit, MI 48223
(313) 532-1220

Christopher Legghio
Miller, Cohen, Martins
& Ice
1400 N. Park Plaza
17117 W. Nine Mile Rd.
Southfield, MI 48075
(313) 559-2110
1-800-554-8119

New York

Howard Schulman
485 Madison Ave.
New York, NY 10022
(212) 421-0017

Pennsylvania

Kirschner, Walters &
Willig
1608 Walnut St.
10th floor
Philadelphia, PA 19103
(215) 893-9000

Margaret Browning
Spear, Wilderman,
Sigmond, Borish &
Endy
260 S. Broad St.
Suite 1500
Philadelphia, PA 19102
(215) 732-0101

Texas

Marvin Peterson
1200 Travis
Suite 2020
Houston, TX 77002
(713) 659-4422

Virginia

Arthur Rutter
Rutter & Montagna
415 St. Paul's Blvd.
Suite 720
Norfolk, VA 23510
(804) 622-5000

Washington

Rob Williamson
Davies, Roberts & Reid
101 Elliott Ave. West
Suite 550
Seattle, WA 98119
(206) 285-3610

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. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, 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 you 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 you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—THE LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for 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 you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then 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, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your 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 and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

Final Departures

Deep Sea

MARVIN P. BENNETT
Marvin P. Bennett, 69, died June 25, 1989. The Georgia native worked in the deck department. He received his work permit in the port of Houston in July 1956 and his full book in the port of Lake Charles in November 1958. Besides sailing from the above ports, Brother Bennett also sailed out of the port of Boston. His pension was approved in May 1969.

EILIF H. BRONDELSBO
Eilif H. Brondelsbo, 83, passed away on February 19, 1989. He was born in Norway and served in the U.S. Army from 1942 to 1945. He joined the SIU in August 1950. Brother Brondelsbo attended the pensioners conference at Piney Point in 1970, shortly after he retired.

EDWIN L. BROWN



Edwin L. Brown, 84, died on January 9, 1989. Born in Rock Falls, IL. Brother

Brown began his SIU career in 1951 by sailing in the steward department on Waterman vessels out of the port of San Francisco. He began receiving his pension in April 1972. He is survived by his wife, Lillian.

AUSTIN W. CARTER

Austin W. Carter, 73, passed away on March 6, 1989. He was born in Alabama and joined the SIU in October 1942 in the port of Norfolk. Brother Carter worked in the deck department. He sailed primarily out of the ports of Tampa and Jacksonville. He retired in 1978. His wife, Mary Elizabeth, survives him.

PETER CHOPLINSKI

Peter Choplinski, 77, died on February 9, 1989. The New York native served in the deck department after joining the SIU in April 1953 in the port of New York. He served in the U.S. Army from 1939 until 1940. Brother Choplinski started receiving his pension in February 1977. He had retired to Lynn, MA.

EDWARD F. COSTIN



Edward F. Costin, 71, passed away on March 30, 1989. He was born in

Maryland. Brother Costin joined the union in August 1947 in the port of Baltimore. He served in the steward department. Costin was approved for his pension in November 1980.

NICHOLAS D'AMANTE
Nicholas D'Amante, 71, died March 8, 1989. The Brooklyn native sailed in the steward department. He joined the SIU in November 1955. Brother D'Amante aided his union by walking picket line duty in the 1961 New York Harbor strike and serving in 1976 on both the auditing committee and the special tallying committee. He served in the Army during 1946. D'Amante retired in June 1985.

ANTHONY J. DUGAS
Anthony J. Dugas, 88, died April 11, 1989. The Louisiana native joined the SIU in January 1939 in the port of New Orleans. Brother Dugas worked in the deck department. He retired in January 1969.

OSCAR FIGUEROA

Oscar Figueroa, 77, died March 9, 1989. He was born in Puerto Rico and joined the SIU in April 1944 at the port of New York. Brother Figueroa worked in the engine department. He started receiving his pension in January 1978 and had retired to New Orleans. He is survived by his son, Oscar Jr.

PETER GARVIN



Peter Garvin, 88, died March 5, 1989, at the Maryland General

Hospital in Baltimore. Born in South Carolina, Brother Garvin began sailing for the SIU in 1944 in the steward department. Early in his career, he served on Ore Steamship Company vessels. He retired in September 1968. Garvin was buried at King Memorial Park in Randallstown, MD. He is survived by his wife, Daisy; three children: Leroy, Lawrence and Louise; two step children: Thomas and Rosetta; two sisters; 24 grandchildren and 25 great grandchildren.

STANLEY GELAK



Stanley Gelak, 75, passed away April 5, 1989. The New York native

began his career in the deck department when he joined the SIU in June 1941 in the port of Philadelphia. He switched to the steward department in 1962 before retiring in August 1979. He is survived by his sister, Sophie Stevenson.

HERMAN W. GIRARD
Herman W. Girard, 85, died on February 28, 1989. Born in New Hampshire, Brother Girard served in the Army during 1942 and 1943. He joined the union in June 1948 in the port of New York and worked in the steward department. Girard began his retirement in December 1969. His sister, Bertha Giffin, survives him.

LAMAR GRIBBON



Lamar Gribbon, 58, passed away on February 5, 1989. The deck

department member was born in Mount Carmel, PA. Brother Gribbon served in the Navy from 1949 to 1953. He received his book in December 1955 in the port of San Francisco. He shipped out of the ports of New Orleans, Houston and San Francisco during his career. His wife, Dorothy, survives him.

GAY L. HAMMETT

Gay L. Hammett, 43, died on March 29, 1989. Born in Oregon, Sister Hammett worked primarily on the S.S. Constitution as a purser. She received her book in June 1987 in the port of San Francisco. She was an active member at the time of her death. She is survived by her mother, Gerri Dye.

EDUARDO C. HERRERO

Eduardo C. Herrero, 70, died January 27, 1989. Brother Herrero was born in Guam. He joined the union in November 1970 in the port of New York. He served in the steward department. Herrero retired to Dublin, CA, in October 1983. He is survived by his brother.

WESLEY P. JACKSON

Wesley P. Jackson, 79, passed away June 10, 1989. The Louisiana native served in the Navy from 1927 to 1930. He joined the union in September 1951 in the port of Philadelphia and worked in the deck department. Brother Jackson retired in December 1973. He is survived by his sister, Ruth McCormick.

EDWARD S. JOHNSEN

Edward S. Johnsen, 62, died on April 21, 1989. The engine department member was born in Denmark. When he began his SIU career in 1951, he served primarily on Waterman Steamship vessels. He graduated from a 1976 QMED upgraders class at SHLSS. He retired in March 1986 and is survived by his brother, Preben.

ROY J. JONES

Roy J. Jones, 64, passed away April 3, 1989. Born in Charleston, SC, he joined the SIU in July 1947 in the port of New York. Brother Jones served in the deck department. Toward the end of his career, Jones worked for the Sea-Land shore gang on the West Coast. He started to receive his pension in March 1984. His wife, Helen, survives him.

RICHARD J. KAHLLO

Richard J. Kahllo, 58, died February 24, 1989. He was born in Woodland, MI. Brother Kahllo served in the Navy from 1950 to 1954. He joined the union in January 1966 in the port of San Francisco. He was working in the engine department when he passed away. His father, Clifford, survives him.

OSKAR KIRS



Oskar Kirs, 75, passed away March 26, 1989. Born in Estonia, he started

working for the SIU in 1950 through the port of New York. Early in his career, the deck department member served aboard Seatrain and Isthmian vessels. He walked the 1961 New York Harbor picket line. Brother Kirs retired in 1979. He is survived by his wife, Hanna.

WILLARD R. LAYTON

Willard R. Layton, 63, passed away June 29, 1989 at his home in Lakehead, CA. The South Carolina native joined the SIU in March 1944 in the port of Savannah. His time in the union was interrupted by the Army from 1954 to 1955. He worked in the deck department. Brother Layton retired December 1984. He was buried in the Forest Lawn Cemetery in Savannah, GA, on July 5, 1989.

FREDERICK G. MOSEBACH

Frederick G. Mosebach, 33, passed away February 28, 1989. Born in Philadelphia, Brother Mosebach joined the union after completing training at SHLSS in 1977. He worked in the engine department and upgraded through SHLSS to QMED by 1982. Mosebach walked the picket lines in several SIU beefs. He was an active member at the time of his death. His mother, Mary Jackson, survives him.

JESSE S. OLAES

Jesse S. Olaes, 65, died February 9, 1989. Born in

the Philippines, he was a 1966 graduate of the Marine Cooks and Stewards training facility. Brother Olaes worked primarily on vessels for the American President Lines and Delta Lines. He retired in June 1987. His wife, Purita, survives him.

JOSEPH F. OTA

Joseph F. Ota, 70, died on May 17, 1989. Born in Honolulu, Brother Ota joined the Marine Cooks and Stewards in 1959 before it merged with the SIU. He worked mainly on American President Lines vessels and was active at the time of his death. His wife, Mary Josephine, survives him.

LUTHER J. PATIN



Luther J. Patin, 74, passed away on March 1, 1989. The St. Landry,

LA. native served in the Navy from 1943 to 1945. He got his first SIU working permit in 1951. He served in the deck department. Brother Patin started receiving his pension in June 1973. His wife, Dorothy, survives him.

GEORGE PERDREAUVILLE

George Perdreauxville, 73, died April 12, 1989. He was born in New Orleans and served in the Navy from 1945 to 1946. Brother Perdreauxville joined the SIU in May 1954 in the port of New Orleans. The engine department member upgraded to QMED at SHLSS in 1974. He retired from the union in March 1976. He is survived by his wife, Lydia.

GUILLERMO LOPEZ PEREZ

Guillermo Lopez Perez, 59, passed away October 3, 1988. Born in Puerto Rico, he joined the union after graduating from the union's New York training facility in 1962. Brother Perez upgraded his engine department status to FWT in 1966. He last worked for the SIU in 1984. His wife, Maria, survives him.

ROBERT T. RENTZ

Robert T. Rentz, 44, died June 23, 1989. He joined the SIU during 1964 in his native Baltimore after attending the Andrew Furuseth training school there. He worked in the engine department before receiving his pension in January 1989. He is survived by his wife, Mildred.

Continued on page 22

Final Departures

Continued from page 21

JOSEPH RICHOUX
Joseph Richoux, 63, passed away June 19, 1989. The Louisiana native joined the union in June 1946 in the port of Norfolk. He worked in the deck department. Brother Richoux started receiving his pension in November 1987.

WALTER H. ROGERS



Walter H. Rogers, 74, died on April 18, 1989. Brother Rogers, who was born in San Francisco, first worked for the SIU in September 1966 at the port of Seattle. The deck department member retired in February 1980. He is survived by his wife, Beatrice.

JACK W. SAGER

Jack W. Sager, 49, passed away on June 13, 1989. The Rochester, NY, native served in the Navy from 1956 to 1960. He joined the SIU in September 1962 in the port of Wilmington. He was sailing in the deck department when he died. He is survived by his mother, Georgianna Sager.

EDWARD P. SAVICKAS



Edward P. Savickas, 66, died in an automobile accident on June 20, 1989, near Bagley, MI. The Detroit native started his SIU career in 1960 in the Great Lakes division before switching to deep sea. He earned his book by organizing the R.V. Conrad. Brother Savickas upgraded his engine department status to QMED at the union's school during 1977 and 1978. He was an active member at the time of his death. His remains were cremated and interred at American Crematory in Gaylord, MI.

WILLIAM S. SHARP

William S. Sharp passed away March 17, 1989, in Jacksonville, FL. He started sailing in the SIU in 1951 in the deck department. He primarily sailed out of the port of Jacksonville. Brother Sharp began receiving his pension in January 1982. He is survived by his wife and two sons, William Jr. and Greg, who both sail with the SIU.

JOHN E. SILKY

John E. Silky, 72, died March 29, 1989. He joined the SIU in November 1944 in the port of Mobile. Brother

Silky sailed in the deck department before he retired in November 1981. He is survived by his wife, Edna.

BEVERLY R. SMALL

Beverly R. Small, 76, passed away March 9, 1989. Born in Kansas, Brother Small worked in the deck department after joining the union in July 1944 in the port of New Orleans. He acquired his pension in February 1979.

PETER TAI JR

Peter Tai Jr, 71, died February 18, 1989. He was born in Honolulu. Brother Tai was a member of the Marine Cooks and Stewards union starting in 1959. He retired from the SIU in 1982. He is survived by his daughter, Rodetta Siliado.

PAUL E. TATMAN

Paul E. Tatman, 79, died in February 1989. Brother Tatman, a native of Spokane, WA, started his SIU career in the port of New York in 1955. His early service in the deck department included working on several ships belonging to Waterman Steamship Company. He retired in April 1978.

RAYBON THREATT



Raybon Threatt, 58, passed away on March 7, 1989. The Alabama native served in the Navy from 1946 to 1950. He joined the SIU in October 1960 in the port of Houston. He was an active member of the deck department at the time of his death.

CLINTON HARVEY WARD



Clinton Harvey Ward, 70, passed away February 5, 1989. Brother Ward, who was born in Alabama, served in the Navy from 1942 to 1945. He joined the SIU in June 1957 in the port of Lake Charles. He sailed in the deck department with his last ship being the Overseas New York. Taylor retired from the union in May 1981.

WILLIAM WOODS

William Woods, 70, died March 31, 1989. The steward department member was born in Tyler, TX. He joined the union in November 1956 in the port of Seattle. Brother Woods retired in October 1979. He is survived by his wife, Vivian.

Inland

FRANCES H. BROWN



Frances H. Brown, 82, died at his home in his native Conneaut, OH, on June 23, 1989. Brother Brown worked as a fireman for the Great Lakes Towing Company. He joined the SIU in July 1961 in the port of Cleveland. His burial took place at the Glenwood Cemetery in Conneaut on June 26. He is survived by his wife, Gertrude, and son, James R.

CHARLES A. CENTALA



Charles A. Centala, 75, died May 3, 1989. Born in Rodger City, MI, Brother Centala joined the SIU in October 1960 in the port of Detroit. He served in the engine department before retiring in October 1978. He is survived by his wife, Gladys.

DARRALD F. HETHORN

Darrald F. Hethorn, 70, passed away June 15, 1989. Born in Lansing, MI, Brother Hethorn served in the Navy from 1944 to 1945. He acquired his SIU book in November 1971 in the port of Detroit. He worked in the steward department for the Huron Cement Company. Hethorn retired in 1980. His wife, Ruth, survives him.

EUGENE L. KOSS



Eugene L. Koss, 61, died December 17, 1988. He served in the Army from 1946 to 1948 and Navy from 1950 to 1954. A Chicago native, Brother Koss joined the SIU in his hometown in 1973. He worked in the engine department for American Steamship early in his career. Koss graduated from a 1978 FOWT upgrading course at the Seafarers school. He was an active member at the time of his death. He is survived by his sister, Sylvia Grabski.

ADAM H. SMITH

Adam H. Smith, 66, died June 2, 1989. The Indiana native joined the SIU in April 1949 in the port of Milwaukee. He worked in the engine department. Brother Smith upgraded at the Lundeberg School in 1976. His wife, Florina, survives him.

Great Lakes

VICTOR A. BROWN



Victor A. Brown, 79, passed away at the Alvin (TX) Community Hospital on June 6, 1989. The Canadian native worked in the engine department. He joined the SIU in November 1957 in the port of Houston. He worked for the Gulf Canal Lines and G&H Towing Company. Brown was buried at South Memorial Park Cemetery in Pearland, TX, on June 9, 1989. His wife, Maria, survives him.

SAM DESALVO

Sam DeSalvo, 76, passed away March 31, 1989. Born in Napoleonville, LA, Brother DeSalvo joined the union in September 1955 in the port of New Orleans. He worked in the deck department for Dixie Carriers before he retired in June 1976. His wife, Sarah, survives him.

HUBERT E. HOBBS

Hubert E. Hobbs, 75, died March 30, 1989. The Washington, NC, native worked in the engine department for the Curtis Bay Towing Company. He joined the SIU in February 1961 in the port of Norfolk and retired in 1984. Brother Hobbs is survived by his wife, Mabel, and two children, Joan and Diane.

ARTHUR JERDEE

Arthur Jerdee, 63, died on May 13, 1989. He was born in New Hampton, IA, and served in the Navy from 1944 to 1946. Brother Jerdee joined the union in July 1974. He was active in the deck department when he passed away. His brother, James, survives him.

ALFONSO KOPICKO



Alfonso Kopicko, 61, died February 17, 1989. He worked in the steward department after joining the union in August 1969 in the port of Philadelphia. Brother Kopicko served in the Army from 1953 to 1955. He was an active member at the time of his death. His sister, Ida Lepure, survives him.

MILON M. O'NEAL

Milon M. O'Neal, 78, passed away on March 6, 1989 in his native Hatteras, NC. Brother O'Neal joined the union in

January 1961 in the port of Norfolk. He worked in the engine department for vessels belonging to Gulf Atlantic Transport and Curtis Bay Towing. O'Neal retired in September 1973. He is survived by his widow, Ida.

ULNER RICHARDSON

Ulnor Richardson, 79, died February 3, 1989. Born in Lynnville, TN, Brother Richardson started working with the SIU in 1948 while employed by the G&H Towing Company. He served in the deck department. Richardson retired from the union in September 1971. He is survived by his wife, Hesta.

ED SMITH

Ed Smith, 75, passed away at the Jewish Hospital of St. Louis, MO, on June 3, 1989. Born in Arkansas, Brother Smith worked on the Delta Queen riverboat as a fireman. He retired from the SIU in 1987. Smith was buried on June 7, 1989, in Laurel Hill Cemetery, St. Louis. His daughter, Emma Jean Smith, survives him.

ALVIN R. TAYLOR

Alvin R. Taylor, 70, passed away February 16, 1989. Born in West Point, VA., Boatman Taylor served in the Navy from 1942 to 1945. He joined the SIU in 1963 and worked in the engine department for Curtis Bay Towing. He retired in May 1981 to Virginia Beach, VA. He is survived by his daughter, Thelma T. Adkins, and son Alvin Jr.

ARNOLD FERGUSON

Arnold Ferguson, 62, died at the Veterans Administration Medical Center in Saginaw, MI, on August 16, 1989. He served in the Army from 1945 to 1947. Brother Ferguson worked in the deck department after joining the SIU at the port of Alpena in March 1965. He was buried at the Hubbard Lake (MI) Cemetery with full military honors on August 19, 1989. Surviving Ferguson are his daughter, Kathleen; three brothers, Victor, Kenneth and Rex; and a sister, June Wagner.

ADOLPH SLABY

Adolph Slaby, 88, passed away on September 10, 1989. Brother Slaby was born in Germany. He joined the SIU in December 1961 at the port of Chicago as an employee of the Great Lakes Dredge and Dock Company. He retired on a disability pension in April 1966. Slaby is survived by his wife, Mary.

1989 UPGRADING COURSE SCHEDULE

Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry

June through September 1989
The following is the current course schedule for June—December 1989 at the Seafarers Harry Lundeberg School of Seamanship. The course schedule may change to reflect the membership's and industry's needs.

PLEASE NOTE: All members are required to take firefighting when attending SHLSS.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	October 30	December 8
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions for starting date)	
Radar Certification	(follows Limited License course)	
Lifeboat	November 13	November 17
	September 18	September 29
	October 16	October 27
LNG—Self-Study	November 13	November 24
	December 11	December 22
	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	
Tankerman Simulator Shiplandling	October 16	October 27
	September 18	September 29
	October 23	November 3
	December 4	December 15

*Upon completion of course, the Sealift Operations & Maintenance course must be taken.

New Course

Course	Check-In Date	Completion Date
Oil Spill Prevention	October 23	October 27
	December 11	December 15

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating		
Fireman/Watertender and Oiler	October 30	December 8
Electro-Hydraulics	November 6	December 15
Marine Electrical Technician	November 13	February 2 ('90)
Refrigeration Maint. & Operations	October 2	November 10
Diesel Engine Technology	November 20	December 15
Hydraulics		
Welding	October 2	October 27

*All students in the Engine Department will have two (2) weeks of Sealift Familiarization at the end of their regular course.

1989 Adult Education Schedule

Course	Check-In Date	Completion Date
The Adult Education Courses for 1989 will be six weeks in length.		
High School Equivalency (GED)	October 30	December 11
Adult Basic Education (ABAE)	October 30	December 9
English as a Second Language (ESL)	October 30	December 9

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes.

ABE/ESL Lifeboat Preparation Course September 25 October 13

This Three week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 25	November 6

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

(City) (State) (Zip Code)

Telephone _____
(Area Code)

Deep Sea Member Lakes Member
 Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Veteran of U.S. Armed Forces: Yes No

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, fill in below)

Trainee Program: From _____ to _____

Last grade of school completed _____
(dates attended)

Have you attended any SHLSS Upgrading Courses:
 Yes No
 (if yes, fill in below)

Course(s) Taken _____

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

Yes No

Firefighting: Yes No CPR: Yes No

Date Available for training _____

Primary Language Spoken _____

With this application COPIES of your discharges *must* be submitted showing sufficient time to qualify yourself for the course(s) requested. You *must* also submit a COPY of the first page of your union book indicating your department and seniority, as well as, a COPY of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I Am interested in the Following Course(s) Checked Below or Indicated Here if Not Listed

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

- ENGINE**
- FOWT
 - QMED—Any Rating
 - Variable Speed DC Drive Systems (Marine Electronics)
 - Marine Electrical Maintenance
 - Pumproom Maintenance & Operation

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

- STEWARD**
- Assistant Cook Utility
 - Cook and Baker
 - Chief Cook
 - Chief Steward
 - Towboat Inland Cook

- ALL DEPARTMENTS**
- Welding
 - Lifeboatman (Must be taken with another course)

ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE) 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 Lundeberg Upgrading Center, Piney Point, MD. 20674

Foreign Cruise Ship Actions Would Have Been 'Criminal' Under U.S. Flag, Coast Guard Says

"This is a question of organizational ethics. This had the support and knowledge of the senior management. Obviously no one cared about the situation."

So said Lt. Commander Charles Brantley of the U.S. Coast Guard in describing why a Panamanian-flag cruise ship could not sail out of the port of Tampa last month.

A faulty fire-extinguishing system aboard the passenger ship cost about 700 passengers a five-day cruise from Tampa to Cozumel, Mexico and back last month.

Lt. Cmdr. Brantley noted the system suffered "an 80 percent loss of capability with a full load of passengers being carried."

"Other than the lifeboats, nothing is more serious than the central firefighting system in the engine room," he said. "This was an unbelievable situation."

Coast Guard inspectors discovered the inoperable system after receiving an anonymous tip, according to the St. Petersburg Times

and the Miami Herald. The tip turned out to be true and the ship stayed in port until repairs were made.

Coast Guard officials realized

'... no one cared about the situation ...'

the vessel had sailed "at least four times" with the faulty equipment, Brantley said. Because of the ship's foreign registry, the Coast Guard was very limited in what it could do. However, it enforced the strongest punishment it could by not allowing the ship to sail with U.S. passengers aboard.

"If this had been an American ship, it could have merited criminal action," Brantley continued. "If this had been an American ship, we'd have taken the master

and chief engineer's licenses."

The firefighting equipment, made up of 100 150-pound bottles of carbon dioxide, is piped together and lines the walls of the engine room. It is designed to flood the area to extinguish a fire.

Passengers boarded the liner on the afternoon of August 21 and were told the ship was having some difficulties. They enjoyed dinner, drinks and a show before going to sleep. They had expected to be sailing in the Gulf of Mexico the next morning, but instead discovered that they still were in the port of Tampa.

None of the passengers quoted in the articles even knew that the ship had been inspected, let alone the cruise cancelled, when they boarded. The first notification the passengers received was around 10 a.m. on August 22 when they were told to leave the vessel by 2 p.m.

Many passengers were left stranded in Tampa by the cancel-

lation. Some had flown from other parts of the country and Canada. They had their money tied up in the voyage.

Veracruz, One of Many

In 1988, two foreign-flag passenger ships which sail from Florida reported fires to the National Transportation Safety Board. However, foreign-flag ships are under no obligation to report accidents if they occur in international waters. The NTSB has recommended that Congress pass legislation to increase safety regulations governing the operations of U.S.-based foreign-flag passenger ships.

Brantley noted that the Coast Guard will react to anonymous tips when they are received in detail or can be verified easily. He said the Veracruz, chartered by Bermuda Star Line, had a history of age-related maintenance problems. He added that the Coast Guard was aware that the liner was under new ownership, which had been told that it was not doing a very good job with maintenance on the vessel.

Father Still Looking For Kidnapped Daughter

(Editor's note: The Seafarers LOG has joined in a campaign with the National Center for Missing and Exploited Children to help locate children who have run away or who have been abducted. Seafarers who have information or who spot any of these children are urged to call the National Center or the local authorities whose numbers are listed with each article.)

It has been ten years since Arthur Scozari went shopping at that mall in Newport Beach, California, but he will always remember the day. It was the last time that he saw his daughter Lisa Marie.

Lisa Marie was just one month short of her third birthday. She was a bright, happy child. As she and her father walked to the parking lot, they were set upon by a large man, who forcibly grabbed the child from Scozari.

Thrown to the pavement, Scozari saw the man and a female companion push Lisa Marie into a van.

Lisa Marie is one of 22,000 cases that the National Center for Missing and Exploited Children has kept track of since it was formed in 1984. In some respects, the Scozari case is unusual. Most missing children are eventually found, and few cases involve a forcible abduction while a parent is present.

But in one important respect, what happened to Lisa Marie and Arthur Scozari was fairly typical. The majority of all child abductions in the United States are performed by the non-custodial parent.

It was later revealed the van that carried Lisa Marie away was owned by a private investigator who had been hired by the child's mother.

Rather than go through the court system, Lisa Marie's mother de-



Lisa Marie Scozari

ecided to take matters into her own hands and go into hiding, taking an assumed name.

Financially, at least, Scozari was better prepared than most to deal with the ordeal. A lawyer, he was able to spend hundreds of thousands of dollars of his own money in court fees and for private investigators.

While the case has attracted considerable publicity, Lisa Marie has never been found. But Scozari has never given up hope.

"I just wish that Lisa Marie's mother would let me know that she's O.K. That's the worst part, not knowing," said Scozari.

Date Missing: 08/24/71	Missing From: Newport Beach, Calif.
Date of Birth: 08/21/70	Age at Disappearance: 1 year old
Sex: Female	Race: White
Height: 33"	Weight: 25 lbs.
Hair: Brown	Eyes: Blue

Identifying Information: (Controlled copy)

Characteristics: Child was abducted by noncustodial mother.

ANYONE HAVING INFORMATION SHOULD CONTACT:

The National Center for Missing and Exploited Children
1-800-342-7383

OR

Orange County District Attorney's Office (California)
Missing Person Unit
1-714-944-7523

USCG Celebrates 200 Years

The U.S. Coast Guard began a year-long celebration of its 200 years of service last month. Bicentennial events will be held throughout the country during the next 12 months, culminating on August 4, 1990.

On August 4, 1790 Congress authorized the construction of 10 ships for the Revenue Cutter Service, the forerunner of today's Coast Guard. Those cutters were used to stop smugglers trying to evade payment of import taxes. Revenue cutters also fought pirates and privateers and served in all of the nation's 19th century wars.

The Bureau of Navigation and Steamship Service was formed following a series of ship explo-

sions in 1838. In 1848 the Lifesaving Service was formed and the first of many federal lifesaving stations was built along the coast.

In 1915 the Revenue Cutter Service and the Lifesaving Service merged and took the name Coast Guard. The federal Lighthouse Service joined in 1939, and the Bureau of Navigation and the Steamship Inspection Service came under the Coast Guard banner in 1942.

The Coast Guard will sponsor dozens of events around the country to mark its 200th birthday. The bicentennial finale will be held in Grand Haven, MI where more than 500,000 people are expected to attend August 2-4, 1990.



Two of the many duties performed by the U.S. Coast Guard are firefighting and rescue at sea. This 1985 painting featured by the USCG for its 200th anniversary portrays the agency's efforts to save stranded crewmen aboard the burning tanker Puerto Rican when it caught fire off the west coast. Fireboats, cutters and helicopters took part in the sea rescue. The Coast Guard is having a year-long celebration to honor its bicentennial.