

SEAFARERS LOG

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Admiral Butcher Visits SIU Training School



Vice Admiral Paul D. Butcher (left), head of the Navy's Military Sealift Command, discusses operation of the shiphandling simulator at the union's Harry Lundeberg School of Seamanship with course instructor Jim Brown (right) and student "Corky" Anavitte. Page 3.

Foreign-flag Operator Thumbs Nose at U.S. Safety Board

Carnival Cruise Lines, the biggest foreign-flag passenger line operating out of American ports, has refused to cooperate with an investigation being conducted by the

National Transportation Safety Board (NTSB). The NTSB's probe is a result of a fatal collision between Carnival's Celebration, with 1,580 mostly American passengers onboard, and a Cuban freighter.

"They chose to throw our subpoenas back in our faces," said Alan Pollock, a spokesman for the board.

The accident occurred shortly before dawn February 10 when the Miami-bound Celebration—operating without its radar in a shallow and popular ship channel—rammed and sliced in half a small Cuban cement carrier. Three Cuban seamen were killed and a fourth had a foot severed in the mishap.

USCG Can't Investigate Accident

Because the cruise ship was registered in Liberia and the accident happened outside of American waters, the Coast Guard has no legal grounds to investigate the accident, and the NTSB cannot force cooperation from Carnival.

The NTSB will conduct a probe, even though Carnival won't cooperate, because "a lot of American passengers were onboard the ship. And when an incident like this happens, we feel it is incumbent upon us to investigate and see what's involved," said Mike Benson, an agency spokesman.

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SIU Sealift Crewmembers Set 'Readiness' Record

The SIU-manned United States Naval Ship (USNS) Bellatrix has set a new record for becoming fully operational. The short time-frame used to prepare the vessel exceeded by three days the 96-hour readiness requirement of the U.S. Military Sealift Command.

Responding to military orders to carry Panamanian-bound Army cargo, the Bellatrix was ready to sail 22 hours after receiving the command. A full complement of SIU and MEBA District 2 members arrived from all parts of the country to crew the vessel.

Captain E. L. Gibson, commander of the Navy's Fast Sealift Squadron One, had high praise for the exercise, termed "Operation Nimrod Dancer." In a telegram to Bellatrix's private sector operator, the Mineola, NY-based International Marine Carriers (IMC), he said:

"From activation to off-load, the captain, crew and machinery of Bellatrix have demonstrated the highest level of motivation and professionalism which has brought credit to themselves, the merchant marine, the U.S. Navy and the United States."

Sailing out of Violet, LA, the 946-foot Bellatrix was part of a high-profile deployment of American troops and equipment to Panama ordered by President Bush last month.

The Bellatrix carried a convoy of 150 trucks, armored support vehicles and mobile mortar launchers to support the Fort Polk-based 5th Infantry Division whose soldiers were airlifted into Panama.

The activation was a living demonstration of the maritime private

sector's role as the nation's "fourth arm of defense."

Fourth Arm of Defense in Action

The Bellatrix off-loaded equipment inside the Miraflores Lock of the Panama Canal, the first in this operation had been attempted in the history of the waterway. The activity included simultaneous loading and off-loading of Army combat cargo by roll on/roll off and by lift on/lift off methods.

'the crew . . . of the Bellatrix has demonstrated the highest level of motivation and professionalism'

Advanced preparations by the Army were professionally planned and executed and "when combined with the performance of Bellatrix, produced a clockwork operation," said Captain Gibson.

In a communication to IMC after the mission was completed, Captain Gibson said:

" . . . upon short notice, USNS Bellatrix activated, crewed and sailed in record time" and "the crew performance was superior in every respect. Their levels of motivation from Master to Ordinary and Wiper left nothing wanting. They prepared and executed a shipboard security plan which was anticipatory of the worst of situ-

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Bellatrix crewmembers were cited for their skills by the commander of the U.S. Navy's Fast Sealift Squadron One.

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ITF to Study Cayman Islands Union

The International Transport Workers Federation has suspended issuance of so-called Blue Certificates to foreign-flag ship operators who have labor agreements with the International Maritime Union. The Cayman Islands-based IMU is associated with District No. 1—MEBA/NMU. Page 3.

SIU Seeks Closing of Jones Act Loophole

The SIU's Department of Congressional and Governmental Affairs is fighting to close a contemptuous amendment of the Jones Act which allows foreign-flag vessels to enter restricted U.S. coastal trades. Known as the Bowaters Amendment, foreign-flag operators are using this Jones Act loophole's exemptive powers with increasing frequency. The SIU's position—close the loophole now. Page 4.

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President's Report

You would think that at this point in time, the United States would exercise great care to protect its own interests. But often that is not the case. The so-called "cash transfer" program is perhaps one of the most striking examples of a thoughtless and self-defeating method whereby the United States sacrifices its own interests needlessly and in many ways at great cost.



economic assistance abroad.

We in the Seafarers, along with others in maritime, have been fighting for many years to put some sense back in the administration of aid and assistance this nation gives to other nations around the world. Specifically, our beef has to do with the way the Agency for International Development (AID) has misdirected our foreign aid program by promoting increasing use of cash transfers as a means of dispensing our government's

U.S. Commodities Were Proof of American Good-Will

Originally, in dispensing aid to foreign nations the United States shipped commodities to recipient countries and great care was taken to make sure that the countries and their citizens knew where the aid commodities came from. And the transportation of the commodities was subject to the cargo preference laws of our land which meant that U.S.-flag vessels would deliver at least 50 percent of the cargoes.

Thus, the aid program helped the recipient nation and its people and it helped those industries in this country that produced the products and services that Uncle Sam was paying for.

Role of U.S.-flag Shipping Always Under Attack

But it was not all as simple as it sounds for American-flag shipping. From the very beginning of the foreign-aid program and the passage of cargo preference laws, a combination of foreign nations, the U.S. State Department and even some of the American industries whose commodities Uncle Sam bought for the recipient nations, kept up a running battle in Washington to knock U.S. ships out of the picture. But the Congress held firm throughout.

But the Agency for International Development, which is responsible for the foreign aid program, came up with a gimmick that contradicted the purpose of the program but got around cargo preference law. That gimmick was the cash transfer, whereby nations receiving U.S. foreign aid were given cash which meant that they could use the money to buy commodities anywhere outside the United States. Later it was held that cargo preference didn't apply to such purchases.

Aside from allowing beneficiary nations to evade use of American ships, the cash transfer enabled recipient nations to quit buying goods made in the United States. So U.S. dollars are used to buy goods made abroad and when these goods are distributed by the recipient country there is not even a suggestion that the U.S. is the benefactor. And foreign ships are delivering the cargoes paid for by American taxpayers who are completely invisible in the whole process.

Cash Instead of Commodities Not in U.S. Interest

The cash transfer method of dispensing foreign aid, which has doubled in 10 years and now amounts to billions of dollars annually, is, in effect, a laundering of U.S. dollars so that none of the beneficiaries are really aware of America's role. If that is smart foreign policy in these times, then we deserve whatever we get.

Right now some members of Congress are finding this cash transfer gimmick a matter worthy of attention. An amendment to the foreign aid authorization bill was introduced requiring nations receiving cash assistance to buy an amount of U.S. commodities equal to the cash received and make shipment of those commodities subject to U.S. cargo preference laws. It was approved by a 22-15 vote of the House Foreign Affairs Committee. The administration is opposed to it as are many enemies of American-flag shipping. The issue is expected to be brought to the floor of the Congress very shortly.

No matter which way it goes, there is growing understanding that unrestricted cash transfers are not in America's interest, and that this unwise, destructive way of concealing America's generosity and contributions to the world at large ought to be corrected.

Crewmembers of the Sea-Land Performance are to be congratulated for their diligent efforts to rescue a sailing vessel which had its mast destroyed by a storm. When the first attempt to reach the paralyzed catamaran failed, the crew tried again. That time they were successful and the sailing vessel's crew was brought aboard the Performance. All hands demonstrated a tenacity which makes us proud.

Michael Sacco

SIU Joins Labor's Memorial Day

Workers Rally in Michigan Urges Tighter Safety Laws



SIU Headquarters Representative Byron Kelley addressing the Michigan AFL-CIO on Workers Memorial Day in Lansing.

SIU members from all over Michigan joined several hundred other union members in Lansing to celebrate Workers Memorial Day.

The rally in the state capital was held to honor the thousands of American workers who have died on the job, and to demand more stringent health and safety regulations. The SIU was a co-sponsor of the rally.

More than 10,000 men and women die each year of work-related accidents in the United States, said SIU Headquarters Representative Byron Kelley, a rally speaker.

"Since we sat down in this room, 51 minutes ago, we have lost another brother or sister to a fatal accident. Every 47 minutes another worker dies," he said.

"Laws and regulations must be made which mandate and enforce safe practices in safe surroundings. Bottom line profits of the employer must never be allowed to outweigh concern for human safety," Kelley added.

One of the major causes of work-related deaths and injuries is the use of dangerous chemicals. Regulations regarding the labeling of these deadly chemicals vary from state to state.

Because of a drive spearheaded by Michigan unions, the state has a strong "right to know" law.

Right to know laws mean employers must label workplace chemicals with the product's name, its hazards, protective measures and first aid procedures, along with other information.

If that information is not available, union representatives argue, the chemicals could be mishandled and explode or burn causing serious injury or death.

In addition to the label requirements under Michigan's right to know law, workers must be trained to handle dangerous chemicals, and detailed Material Safety Data Sheets are kept accessible to workers who might have concerns or questions about the substances they work with.

Right to know laws also give workers the right to refuse to handle dangerous chemicals which do not meet the law's labeling and training requirements, and the right to report such employers without fear of reprisals.

Workers Memorial Day was the first national observance organized by the AFL-CIO and its affiliated unions to emphasize workers' concerns about the high number of job-related injuries, illnesses and deaths. The observance signaled the administration and Congress that unions are intensifying their efforts to improve the nation's safety and health laws.

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Admiral Butcher, Sealift Head, Inspects SIU Training School



Admiral Butcher talks with welding instructor Bill Foley (right).

Vice Admiral Paul D. Butcher, who commands the logistical efforts of the military—including utilization of merchant ships—has personally inspected the SIU's

training facility at Piney Point. The vice admiral who is commander of the Military Sealift Command, reviewed every aspect of the school and met with students, instructors and staff.

Vice Admiral Butcher studied the Lundeberg School's vocational program—including crane operations, sealift maintenance curriculum and simulator training. The MSC commander met with students participating in deck, engine and steward department classes.

He also spoke with students working towards their college degrees through the school's academic enrichment courses.

In the Manpower office, Vice Admiral Butcher tracked the union's dispatching operation.

The MSC commander's visit included a tour of the Paul Hall Library, the school's grounds and training and recreation center.

Vice Admiral Butcher assumed the commander post of MSC in December of last year. A West Virginia native, Vice Admiral Butcher joined the Navy in 1948.

Prior to assuming his current position with MSC, Vice Admiral Butcher served as deputy commander in chief and chief of staff, U.S. Atlantic Fleet.

Military Sealift Command is the

U.S. government's single manager for ocean transportation for the Department of Defense (DOD). The agency also provides direct support for all Navy fleets and DOD special missions at sea.



Vice Admiral Butcher (seated center) observes the union's computerized manpower program. With the MSC commander are Manpower Coordinator Bart Rogers (left), Assistant Vocational Education Director William Hellwege, Assistant to the Vice President Robert Clinton, Director of Vocational Education William Eglinton, SHLSS Vice President Ken Conklin and SIU Department of Congressional and Governmental Relations Director Nick Marrone.

ITF Fair Practices Committee To Probe IMU Status

The International Transport Workers Federation (ITF) has suspended issuance of so-called Blue Certificates to foreign-flag ship operators under contract to a Grand Cayman Island-based seamen's organization with connections to the Marine Engineers Beneficial Association District 1/ National Maritime Union (NMU).

The action was taken at sessions of the Fair Practices Committee of the ITF's Seafarers Section held in London from May 22-26. The ITF's Dockers division also held meetings, followed by a joint seafarer/longshoremen session. The ITF's membership consists of unions representing rail, air, highway and maritime workers engaged in all modes of transportation within the free world.

The seafarers section met to review organizational policy, the past year's activities and collective bargaining agreements. In an-

other important action, the seafarers adopted a resolution reaffirming the jurisdiction of longshoremen and pledging support for dockers worldwide.

Attending the ITF meetings were representatives of national seamen's and dockers' unions from Argentina, Australia, Belgium, Brazil, Britain, Canada, Cyprus, Denmark, Finland, France, West Germany, Greece, India, Israel, Italy, Japan, South Korea, Malta, Mexico, Netherlands, New Zealand, Nigeria, Norway, Pakistan, Panama, Philippines, Portugal, Singapore, Spain, Sweden, Switzerland, Trinidad and Tobago and the United States. Observers were present from Ireland, Kiribati and Sri Lanka.

In temporarily curbing the Cayman Islands-based International Maritime Union (IMU), the ITF acted after questions had been raised by American unions, in-

cluding the SIU, about the legitimacy of the IMU's activities. At the ITF meeting, the matter was referred to a subcommittee for review and determination of the IMU's status as an American labor organization.

The ITF action was requested because the IMU has represented itself as an American union to operators of U.S.-owned foreign-flag vessels and to foreign seamen's unions.

The IMU's president, Shannon Wall, told a February meeting of the North American ITF caucus that the Cayman Islands-based group is not an American union. Wall formerly headed the National Maritime Union prior to its merger with MEBA District 1. He currently holds the title of executive vice president of District No. 1—MEBA/NMU.

It was pointed out at the session that the IMU had not met any of the criteria which would qualify it as an American union.

Under ITF policy, a bona fide national union has jurisdiction to organize foreign-flag vessels which are owned by citizens of the same nationality. The ITF allows the national union(s) of the "beneficially-owned" vessel the first right to representation of crewmembers.

Procedurally, the ITF approves a collective bargaining agreement if the contract between a member union and the beneficially-owned vessel meets ITF acceptable standards. Upon acceptance, the ITF issues the signatory company a "Blue Certificate," which enables the vessel's owners to say it is operating as a union contracted company.

At the London meeting, the ITF ruled that—pending the investigation on IMU's nationality and

legitimacy—it will not approve the labor agreements submitted by the Cayman Islands-based group and Blue Certificates will not be issued to IMU operators.

The subcommittee reviewing the IMU's status will report on its findings at the next meeting of the ITF's Fair Practices Committee scheduled for August.



SIU Vice President John Fay (left), and SIU International Representative Edd Morris pictured during the ITF meeting.

Among the Americans attending the ITF meetings were SIU President Michael Sacco, SIU Vice President John Fay, SIU International Representative Edd Morris, MEBA 2 President Raymond McKay, ILA President John Bowers, ILA President-Emeritus Teddy Gleason, ILA Counsel Tom Gleason, ILA General Organizer Tony Pimpinella, FOC Coordinator—U.S. (ILA) John Sansone, ILWU President Jim Herman, NMU Vice President Rene Lioeanjie—who also serves as an IMU vice president, NMU/ITF Inspector Spiro Vargas, MEBA 1 Vice President Fred Schamann, and Pat King of the MM&P.

Representing the SIU of Canada were the organization's President Roman Gralewicz and Secretary-Treasurer Andy Boyle.



Following the ITF Seafarers Section discussions through simultaneous translation are SIU President Michael Sacco, (left), MEBA 2 President Raymond McKay and SIU of Canada President Roman Gralewicz.

Seafarers Political Action Update

SIU Fights Jones Act Loophole

The SIU is fighting to close a 30-year-old legislative loophole which is taking cargo away from U.S.-flag shipping companies.

Recently, the U.S. Customs Service interpreted a little known exemption to the Jones Act, known as the Bowaters Amendment, in such a way that foreign-owned companies are competing with U.S.-flag barge operators for domestic shipping work.

Congress never intended for the Bowaters Amendment to open the door to Jones Act shipping for foreign-owned companies, said Nick Marrone, director of the SIU's department of congressional and governmental affairs. Marrone testified at a recent oversight hearing of the House Merchant Marine Subcommittee.

Marrone said recent Customs Service rulings allowing a foreign-owned company to transport sludge from a dredge site to a dumping area five miles off the San Diego coast would not pass legal muster. Customs, in granting recent Bowaters waivers, has completely ignored the criteria for such exemptions specified in the law, noted Marrone.

Customs is allowing foreign-owned ships in U.S. coastal trade

Marrone warned if Customs' loose and erroneous interpretation of the Bowaters Amendment did not stop, Congress would be called on to pass legislation designed to close the loophole completely. Marrone told the subcommittee, "the SIU urges, and indeed supports, any effort . . . to amend and clarify the application of the Jones Act" so the incursion by foreign-flag companies on domestic shipping is brought to an end.

History of Amendment

The history of the Bowaters Amendment demonstrates how even a small loophole in the Jones Act can be abused. In 1958, when the Bowaters Amendment was enacted, the SIU warned of just such a possibility.

Under the Jones Act, American coastwise trade is restricted to U.S.-owned and operated companies. Prior to 1958, foreign-owned companies operating in the U.S. were allowed to transport their own goods on their own ships or barges, from the manufacturing site to a delivery point. However, foreign-owned companies were not allowed to carry goods reserved for U.S. ships under the Jones Act.

In 1958, two foreign-owned companies were using their vessels to deliver goods to themselves. After unloading their cargo, vessels of these two companies

were forced to sail back empty. The foreign-owned companies claimed this was a hardship. The Bowaters Amendment created certain conditions which would allow the foreign-owned companies to carry cargo to avoid these so-called hardships.

Customs Ignores Criteria In Bowaters Amendment

Today, Customs is granting Bowaters waivers to foreign-owned companies which compete directly with American-flag operators. The Bowaters Amendment specifies that foreign-owned companies applying for the exemption may only be involved in shipping incidentally.

Foreign-owned operators applying for Bowaters waivers today are involved in shipping in a big way. But sophisticated accounting procedures—such as selling their vessels and leasing them back—make it possible to underestimate the true scope of their shipping activities.

The most recent example of how the Bowaters waiver is being abused was a decision by Customs to allow foreign-owned Wright Schuchart to transport sludge from a dredging operation for the Navy.

Wright Schuchart is competing directly with American-flag operators for the work. Moreover, by granting the waiver, the Customs Service unilaterally expanded the scope of the Bowaters Amendment beyond minerals and manufactured goods.

Customs' decision met with widespread criticism, which was why the subcommittee scheduled an oversight hearing.

MTD Calls for Cargo Policy

Testifying before the House Merchant Marine Subcommittee, Maritime Trades Department National Field Coordinator Frank Pecquex said that only a steady and abundant amount of cargo will ensure a viable merchant marine with military sealift capabilities.

Referring to the increasing number of vessels in the U.S. Ready Reserve Force, Pecquex pointed out that idle ships do not keep skilled seafarers and shipyard workers employed and available for national defense needs.

The representative of the federation of maritime and maritime-related industry unions called on the U.S. government to develop a clear cargo policy. Without a comprehensive plan of action directed towards increasing the amount of cargo for U.S.-flag vessels, Pecquex warned, trained mariners "simply won't exist, and we won't have time to create them. In wartime, there are no shortages of cargo, in peacetime, we must remember the lessons of war."



SIU Legislative Representative Liz DeMato (center) briefs a group of SIU members on legislation pending before Congress which affects the maritime industry and seafaring jobs. The Lundeberg School upgraders were in Washington, DC visiting Capitol Hill as part of their union education curriculum.

Legislation Would Have Foreign Aid Shipped on American-Flag Vessels

The SIU has thrown its support behind legislation which would return U.S. foreign aid cargoes to American ships with U.S. crews.

Rep. Robert Torricelli (D-NJ) has introduced legislation which would reform this country's so-called cash transfer program which has been increasingly used as a form of American foreign aid.

Simplified, cash transfer means the U.S. government gives money to another country to purchase needed commodities. Few strings are attached as to what kinds of goods may be bought, where they may be bought and how they may be shipped. Many of these countries are taking U.S. money and buying foreign goods, shipped on foreign-flag vessels.

U.S. aid, provided by American taxpayers, should be used to purchase American products and commodities, not to subsidize foreign jobs and to purchase foreign products at our expense, the SIU Department of Congressional and Governmental Affairs stated.

Traditional foreign aid, especially following World War II, provided foreign countries with commodities made or grown in the U.S. Fifty percent of those shipments were carried on American-flag ships.

The Torricelli Amendment will ensure that American agriculture, American workers and the American economy benefit by ensuring that recipients of cash aid buy and ship American.

The amendment will encourage commodity, project-type and other traditional forms of foreign aid so that American foreign aid is provided, through additional U.S. farm commodities, goods and services.

Under the amendment, when cash aid is provided, nations receiving U.S. cash will be required to enter into agreements to buy American goods, services, and whenever possible, commodities.

Other reforms provided by the Torricelli Amendment include:

- Allowing the recipient of U.S. cash to make purchases within that country.

- Applying U.S.-flag shipping requirements.

- Ensuring that the purchases and ports of departure are distributed equitably throughout the United States.

- Providing for GAO accounting of U.S. cash aid.

Backers of the amendment say it would help reduce the U.S. trade and budget deficits and help American farmers overcome the crisis they are facing.

Defense Cargo Rule: 100% On U.S. Ships

U.S.-flag shipping companies stand to gain millions of dollars in business now that the Department of Defense has adopted new regulations bringing it into compliance with the 1904 Cargo Preference Act.

The new rules, which went into effect May 31, require that all American military cargo be shipped on U.S.-flag vessels, as required by the 1904 Act.

In 1986, the Navy got around the 1904 Act rules by claiming that some of the cargo it had shipped was not actually government property until it was delivered and therefore not covered by the Act.

"The regulation no longer limits the application of U.S.-flag requirements to supplies that are owned by the DOD at the time of ocean shipment," a defense department announcement said in stating the new policy.

Rep. Helen D. Bentley (R-MD) estimated that the new regulations could provide as much as \$250 million annually to U.S. ship operators.

DON'T FORGET—CONTRIBUTE TO SPAD!

Panel's Recommendations Become Legislative Proposal

A new comprehensive maritime package which would revamp operating subsidies, shipbuilding programs, tax incentives and other maritime laws, was introduced by three key industry supporters in the House of Representatives.

The omnibus legislation is designed to implement the recommendations of the President's Commission on Merchant Marine and Defense, which studied the maritime industry for three years.

Representatives Charles Bennett (D-FL), Helen D. Bentley (R-MD) and Walter B. Jones (D-NC) announced the introduction of the bill on Maritime Day.

Bentley called the legislation, "a bipartisan effort . . . it does not have everything, it's not perfect, but this may be the spark we need to get things turned around."

The legislation's proposals are almost identical to the Defense Commission's recommendations. Because the bill is tied so closely to the national defense, the first hearings on the measure will take place before the Sea Power and Strategic and Critical Materials Subcommittee of the House Armed Services Committee.

Bennett, the subcommittee's chairman, said he hopes the bill will pass Congress as an entire package. "There is no reason to think the administration won't be favorable . . . prospects are good for a cooperative spirit" from various segments of the maritime community, he added.

The estimated price tag of the legislation—\$13 billion over a 10-

year span—with \$10 billion earmarked for various shipbuilding programs.

But Congressman Bennett estimates the government could expect about \$11 billion in revenue if enacted. Income to the government would result from increased federal, state and local tax contributions, chartering fees from more ship construction and funds generated from greater shipyard and deepsea employment.

Specifically, the omnibus maritime legislation proposes:

- Operating subsidy reform mainly for liner operators.

The reform would allow subsidies for foreign-built, but U.S.-registered ships. It would allow ODS operators to acquire foreign-built ships for a limited period of time. Those ships would be eligible for ODS and government preference cargo, but operators would be required to build one ship in a U.S. yard for every vessel built overseas.

- A procure and charter program.

The bill would establish a revolving fund for design and construction of militarily useful, commercial dry and liquid cargo vessels in American shipyards.

- Increasing to 100 percent the amount of government-owned or government-compelled cargo to be carried on U.S. ships.

Currently, only military cargo meets the 100 percent mark. Under existing cargo preference laws, 50 to 75 percent of other government cargo is shipped on American-flag vessels.



Admiral Towing tugs working with the U.S.S. Lexington during a transfer from the Naval Air Station to the port of Pensacola.

SIU-Crewed Pensacola Tugs Bring Lady Lex to New Home

While hundreds of residents watched, SIU-crewed Admiral Towing tugs brought the U.S.S. Lexington to its new berth in downtown Pensacola, FL. The aircraft carrier's previous docking facility at the Pensacola Naval Air Station is being readied for the U.S.S. Kitty Hawk.

The transfer of the nation's oldest operational carrier to the port of Pensacola was covered by local TV station, Channel 3, and the Pensacola News Journal because it was the first time the Lexington docked on city property. In anticipation of the vessel's arrival, work had begun last spring to modify a city dock and to dredge the channel.

Affectionately called the "Lady Lex," the vessel carried many special guests on her trip to downtown Pensacola, including area mayors, county commissioners, school board members, state and national politicians.

Because the carrier leaves on short training missions, Admiral Towing tugs are kept busy towing the aircraft carrier in and out of Pensacola's waters. The Lexington is the Navy's foremost pilot training ship.

SIU Tugs Do Navy Towing

Four Admiral Towing tugs—the Maryland, Michigan, Tennessee and New Mexico—are fully contracted to the Naval Air Station. Admiral Towing's Maine and Pennsylvania are available to the Navy on an as-needed basis.

In addition to Navy work, Admiral Towing tugs have towed foreign vessels calling on the port of Pensacola. Recently, the tugs towed a four-masted schooner, the Juan Sebastian del Cano.

SIU-crewed Admiral Towing tugs have been handling the Navy's tug work in Pensacola since July of 1986.



SIU members learn of the omnibus maritime bill while meeting with the union's legislative representatives in Washington, DC. Pictured above are Ed Aldrete, Bobby Branham, Anna F. Buyvid, Tony Cheesbrow, Horace L. Cooper, Ron Hogley, Howard Gibson, Michael S. Gimes, Mark Hoffman, Nathan Hollander, Curtis Jackson, Mustari Lalong, Alberto Matos, Steve Martin, Phil Neergaard, Sean Ryan, Frank Sessa, Kevin Starkey, Jake Troutwine, Leonard Wilcox, Kelly Wood and Roberto Zepeda.

Oil Spill Plan Gains Momentum

A \$500 million oil spill liability fund has been proposed by the Merchant Marine and Fisheries Committee of the House of Representatives. The money would be used to quicken cleanup efforts and compensate oil spill victims who suffer damages.

While the administration and the legislative branch are divided over a number of issues, prospects for the creation of an oil spill liability fund look good. "It's unfortunate," said Rep. W. J. Tauzin (D-LA), "but Valdez has given this legislation the kind of momentum it needs."

The legislation, which was introduced by Rep. Walter B. Jones (D-NC) and labeled HR 1465, passed its first congressional hurdle when it was recently reported out of the House Subcommittee on Coast Guard and Navigation.

An area of controversy arising from the bill's present formulation is the question of existing state laws governing oil spill responses. The oil spill liability fund legisla-

tion as amended would replace existing state statutes. Elected officials from coastal states have expressed concern over this aspect of the legislation.

While the government would have an immediate \$500 million to allocate to an oil spill cleanup, individual company liability is not waived. Under the plan, private tanker responsibility would be set at \$78 a gross ton to a maximum of \$78 million.

The company's \$78 million would represent the first funds assigned to cover cleanup costs, restoration of damaged natural resources and damages to third parties such as fishermen.

Under the legislation, the president would have the right to change the \$500 million limit if it was deemed necessary by extremely onerous circumstances.

The legislation proposes that the government's oil spill liability fund be directly financed by a 1.3 cent-per-barrel fee on domestic and imported oil.

ALL MARITIME GROUPS PLEDGE SUPPORT FOR U.S. SHIPPING

Maritime Day Is Marked Across America, Merchant Marine Veterans Are Honored

Around the country, Maritime Day was marked by celebrations of American maritime heritage and tributes to merchant mariners who gave their lives in war. Industry, government, military and union representatives took the opportunity to call for strengthening the efforts to rebuild the U.S. merchant marine.

In a Department of Transportation Merchant Marine Memorial Service held in Washington, DC, SIU Executive Vice President Joseph Sacco, speaking before the audience of maritime industry and government officials said:

"To those who have gone before us, who have given their lives so that America can remain free, I and the people gathered here

'We will not rest until we rebuild the maritime industry . . .'

—Joseph Sacco

make a pledge. We will not rest until we rebuild the maritime industry. We are part of a continuous chain and we will do our part to see it is not broken."

Citing the administration's commitment to the industry, Secretary of Transportation Samuel Skinner noted he was the first cabinet official to participate in a Maritime Day service.

Congresswoman Helen Bentley (D-MD) announced the introduction of omnibus maritime legislation—a comprehensive bill which proposes to implement recommendations listed in the fourth and final report of the Commission on Merchant Marine and Defense.

The day provided an opportunity to reflect on this nation's maritime heritage. SIU Vice President Sacco said:

"This is the day we pay respect to the memory of those who lost their lives at sea. The United States has a rich and diverse maritime heritage, and by remembering it, we are honoring what is best about this nation.

"We are honoring the seafarers, the people who brought the first settlers to America's shore; the fishermen, who fought the seas to feed the early colonists; the inland boatmen, who opened up this nation's heartland; the deep-sea sailors, who braved certain death to transport troops and cargo overseas."

Heroic Deeds Cited

Deputy Maritime Administrator William Creelman noted that past lack of recognition for private mariners who died in war was the reason memorial ceremonies are now held in their honor on Maritime Day.

Representing maritime operators in the DOT service was James Amoss, chairman and chief executive officer of Lykes Brothers Steamship Company. Amoss cited the heroic deeds of Lykes and other companies' crewmembers in World War II. He reminded the



SIU Vice President Joseph Sacco participates in DOT's merchant marine memorial service.



SIU trainees face the U.S. Merchant Marine Academy Color Guard during the Department of Transportation's merchant marine memorial service. Lyle Davis (left), Thomas Williamson and Michael Dykema are pictured in front. Alton Berrian is in background.

audience of the many merchant seamen who were captured by the Germans and held in prison camps during the war.

C.W. (Bill) Daulley, vice president of District 1—MEBA/NMU said merchant mariners of WWII deserve the nation's honor and memory. These men upheld the merchant marine tradition of ready in peace, essential in war, he said.

Actions to Revitalize Industry

SIU Vice President Sacco summed up the mood of the day:

"It is not enough to set aside a day to honor the maritime industry. Statues and proclamations are indeed important, but by themselves they are meaningless. What we need now is action, a comprehensive program to revitalize the American-flag merchant marine. We need unity and we need leadership. We need ships and mariners; policies which will promote our industry; educational programs that will enable us to compete, and government officials who understand the importance of sea-lift."

Cassidy Says Time Is Now For U.S. Maritime Industry Growth

In an upbeat Maritime Day presentation, General Duane H. Cassidy recalled that 170 years ago the first American-built steamship crossed the Atlantic. He said:

"... just as that first trans-Atlantic steamer began a new era of international trade and economic growth, I believe that we are about to enter an equally revolutionary chapter of maritime history."

Speaking to a Washington, DC Propeller Club audience made up of government officials, representatives from maritime companies and unions, Cassidy talked about creating an awareness of our heritage as a maritime nation. "History clearly demonstrates that the U.S. merchant marine is the fourth arm of defense," said Cassidy, who serves as commander in chief

of the United States Transportation Command (TRANSCOM).

During WWII, General Cassidy said, the United States lost more than 700 merchant ships, and 5,600 mariners were killed or missing, thousands injured, and 609 were prisoners of war.

"I've been to the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Maryland—I've seen the honor roll of mariners who died serving their country," he said, referring to the plaque in the union's Paul Hall Library listing SIU men lost in WWII.

Citing evidence of steady growth in international commerce and finance through the year 2000, Cassidy asked:

"Why can't the United States maritime industry get a share of

that? Can you imagine the impact if U.S. companies could get 10 percent of those shipbuilding orders and U.S.-flag shipping could carry 20 percent of that commerce?"

The Right Moment in Time

Noting that "this is the right moment in time for a recovery," the TRANSCOM commander called for:

"All of the government organizations that can impact on this industry, the National Security Council, the Department of Transportation, the Department of Commerce, the Department of State, as well as the Department of Defense, should work together

to restore the health of the maritime industry . . ."

He called for cooperation within Congress, among union and industry officials and from grassroots organizations such as the National Defense Transportation Association, the Navy League and the Propeller Club. Cassidy told the audience, "All of these groups are ready now to work together on the tasks before us.

"... if all these people—with all this talent—are headed in the same direction—and stay committed to the long haul—we will ultimately succeed. And in years to come, we will look back to National Maritime Day 1989 as the moment in time when our recovery efforts began," General Cassidy said.

American Merchant Marine Veterans Memorial Dedicated

A memorial honoring merchant marine veterans was dedicated in San Pedro, CA on Maritime Day. The statue depicts two 7-foot figures of merchant seamen climbing an authentic Jacob's ladder after a rescue at sea.

Wilmington, CA artist Jasper D'Ambrosi designed the tribute, but died prior to its completion. His two sculptor sons—Marc and Michael—finished the project which stands at the entrance to John S. Gibson Park and is adjacent to the Los Angeles Maritime Museum.

The memorial—from the time when it was just an idea to its completion—was initiated and brought to life by affiliates of the AFL-CIO Maritime Trades Department Port Council of the Los Angeles area.

Attending the dedication were SIU Vice President George McCartney, MFOW President Whitey Disley, SUP Branch Agent William Berger and SIU Port Agent Don Anderson.



A replica of the San Pedro statue which pays tribute to merchant marine veterans.



The San Pedro-based American Merchant Marine Veterans Memorial was dedicated in a Maritime Day ceremony which included speakers Congresswoman Helen Bentley and Senator John Breaux.

MSC Holds Sealift Wreath-Placing Ceremony



In a tribute to merchant mariners who gave their lives for democracy and the nation, the Military Sealift Command held a service and wreath-laying ceremony at the Washington Navy Yard on Maritime Day. Pictured above is MSC Commander Rear Admiral Paul D. Butcher, who led the ceremony (left). SIU trainees and upgraders in background are: Robert Corbett (left), James Smith, William Rose, Anthony Crockett, Thomas Kreuzer, Michael Dykema, Robert Moore, Brian Lushia, Thomas Williamson, Juan Melendez, John Huyett and Joseph Cullison.

Stamp Remembers Steamboat Era

In a first-day-of-issue ceremony at the Delta Queen Steamboat Co.'s terminal in New Orleans, the Postal Service has issued five commemorative stamps honoring steamboats.

Celebrating the golden age of paddlewheelers, the stamps picture five vessels: the Experiment, the Phoenix, the New Orleans, the Washington and the Walk-in-the-Water.

At one time, 11,000 steamboats plied the Ohio and Mississippi Rivers. Today the refurbished Delta Queen and the newer Mississippi Queen continue the paddlewheel tradition.

The Postal Service offers a \$5.00 booklet containing the 25-cent stamps. Richard Schlecht, the artist for last year's tugboat stamps, designed the steamboat commemorative series.

Historical Contribution

John Fitch built the Experiment in 1788. It became a commercial vessel in 1790 and carried passengers on the Delaware River between Philadelphia and Burlington, NJ.

Launched in 1809, John Stevens' Phoenix made what was then a perilous journey from New York to the Delaware River. Its captain, Moses Roger, gained fame later by guiding the steamship Savannah on the first transatlantic steamship voyage.

Robert Fulton designed the New Orleans, which was launched near Pittsburgh in 1811. The first U.S. steamboat to travel in western waters, the New Orleans made a pioneering 2,000-mile journey in September of 1811 and reached New Orleans in January 1812.

Henry Miller Shreve, called the father of the steamboat, designed



The U.S. Postal Service steamboat commemorative series of 25-cent stamps.

the Washington, which was launched in Wheeling, WV in 1816. Shreve's innovations included boilers below deck, a second engine, and the twin, crowned stacks and "layer cake" style which we associate with steamboats.

Finally, Noah Brown built the Walk-in-the-Water in 1818. The first steam vessel on Lake Erie, the boat carried passengers, mail and cargo in two days or better between Buffalo and Detroit.

Steamboats had several advantages over earlier forms of water transportation. The vessels were able to travel through shallows and sandbars and sail against the current. Steamboats replaced timber rafts, which had carried cargo previously on American rivers.

Labor's Stamp Club Arranges SIU Label On 'First Day' Stamps

The Samuel Gompers Stamp Club arranged for the SIU logo to appear on the first-day-of-issue envelopes which used the commemorative steamboat series stamps.

The club promotes trade union topics in the world of stamps and stamp collecting. Named after the founding president of the American Federation of Labor, the organization consists of active and retired unionists and others interested in labor.

Since its founding in 1980, the club has arranged collector envelopes with commemorative postmarks for the world congress of the International Transport Workers' Federation and numerous other labor conventions.

The Gompers Stamp Club has produced first day covers for the Frances Perkins, George Meany and Organized Labor stamps.

Just as the club arranged to have the steamboat series issued in covers for the SIU, it has negotiated

similar projects with labor organizations and the stamps honoring Franklin Roosevelt, Eleanor Roosevelt, Harry Truman, A. Philip Randolph, the International Labor Organization and Social Security.

The organization is headed by Edwin Schmidt, who serves as the club's secretary-treasurer. An expert on postal regulations, Schmidt is the AFL-CIO director of mailing and reproduction.

Schmidt points out that the club symbol is a three-cent Samuel Gompers stamp from 1950. The club has lobbied the Postal Service successfully to set up postal substations at union conventions. These substations provide service to delegates and promote union organizations with special cancellation marks.

Union members and others interested in joining may contact the Samuel Gompers Stamp Club at P.O. Box 1233, Springfield, VA 22151.

Cruise Line Won't Cooperate With U.S. Gov't Investigation

Continued from page 1

"We find it rather unfortunate that they won't let us talk to the people on the bridge . . . They've got state-of-the-art radar, and they weren't even looking at it," NTSB spokesman Pollock said.

Carnival has reportedly said it was company policy to not use the radar, but to post lookouts instead. Conditions were reported to be clear and calm before the accident, about 5:30 am.

"At 5:30 in the morning, they weren't looking for a small freighter with electrical problems and no lights," Pollock said.

While the Celebration crewmembers standing watch may have been looking for other large, brightly lit and easy to spot cruise ships, they found the Cuban ship instead, too late. If the radar had been on, it would certainly have spotted the 320-foot Captain San Louis.

Carnival says Liberian Bureau of Maritime Affairs is the only body with which the company must cooperate.

If the Celebration had been an American-flag ship, the Coast Guard would have investigated the accident. If they had found negligence or mishandling, officers' licenses would be in jeopardy, a Coast Guard official told the Seafarers LOG.

Without detailed investigative information, the Coast Guard official couldn't say if there was negligence on the bridge, but he added, ". . . if the radar were switched off in the Old Bahamas Channel, it would certainly not be the act of a prudent mariner."

The investigation into the incident is being conducted by the Liberian Bureau of Maritime Affairs, which a Carnival spokesman said is the only body with which the cruise line must cooperate.

The NTSB will conduct its own investigation, but Carnival's refusal to accept subpoenas, provide witnesses and other information will hinder the agency in its task.

"We're not a regulatory agency. We don't want to overburden these companies with regulations. We don't levy penalties. We just want to make the system as safe as possible," Pollock explained.

But because of the way the laws governing foreign-flag cruise ships are currently written, accident investigation involving these vessels is not easily conducted.

Hire Own Inspectors

To enter a U.S. port, a foreign-flag ship must meet only certain international standards which are nowhere as strict as safety regu-

lations covering American vessels.

Pollock said foreign-flag ship operators hire one of a handful of companies to inspect and certify that their ships meet the international standards. And there is no international agency with regulatory powers to perform those inspections.

"Doesn't it seem odd that you hire the person to inspect your ship to say you're safe? What if you have 40 ships? I'm not saying there is a conflict of interest there. But there certainly is the potential for conflict," said Pollock.

The cruise business is booming. Some estimates show companies are making more than 25 cents on the dollar. Last year more than 4.5 million people boarded cruise ships in southern Florida ports. The vast majority of the passengers are U.S. citizens. All the large cruise ships were foreign-flag.

"Most people who board these ships have no idea" the vessels are not covered by American safety regulations, Pollock said. They assume because they are sailing from a U.S. port, they are under U.S. laws.

One Coast Guard officer has speculated that Carnival's refusal to cooperate with the NTSB may lead to some sort of legislative action.

"One of the things that may come from this is that Congress may pursue a law and give the authority" to investigate accidents—involving foreign-registered, U.S.-based ships or ships that carry American passengers—to some U.S. government agency, said Lt. Cmdr. Paul Von Protz, chief of the Commercial Vessel Safety Branch of the Seventh Coast Guard District based in Miami.

Later this summer, NTSB will release a report on vessel safety of foreign-flag cruise ship operations in U.S. ports.

Last year the chairman of the NTSB said there is a potential for a catastrophic loss in the cruise ship business. Ships are getting bigger and carrying huge passenger loads. "Some of these ships are getting as big as World War II aircraft carriers," Pollock added.

NTSB Goal—Avoid Tombstone Technology

There is a phrase in the safety investigation business—Tombstone Technology. It means that new and better safety measures and devices will eventually be required, but only after the deaths of innocent people in preventable accidents.

Speaking on the possibility of a serious accident involving a foreign-flag cruise ship with American lives lost, Pollock said, "We don't want to be involved in Tombstone Technology. We want to look forward."

The Story Behind Carnival's Refusal to Talk with NTSB

The 1,580 passengers, mostly Americans, on the Carnival Cruise Lines ship Celebration didn't realize how close to disaster they were coming as the ship steamed off the north coast of Cuba last February.

The passengers probably felt safe as they slept in their cabins about 5:30 am as the vessel passed through a shallow and relatively busy stretch of water known as the Old Bahamas Channel. After all, the Celebration was equipped with state-of-the-art radar designed to pick out almost any object in the giant cruise ship's path.

Most onboard must have assumed that the technologically advanced radar was on. It would have been operating on a U.S.-flag ship. It wasn't on the Liberian-registered Celebration.

Radar Wasn't On

The radar would have seen the small Cuban freighter in the Celebration's path. The cruise vessel's crewmembers standing watch that morning didn't, because the 320-foot cement carrier was having electrical problems and none of the Captain San Luis's lights was burning.

A crewman on the Cuban freighter realized the Celebration wasn't about to change course. He quickly rigged an emergency light. It was too late. The 733-foot cruise ship sliced the smaller vessel in half. Three men died and

another lost a foot in the accident. On the Celebration, a few minor injuries were reported among the 1,580 passengers and 671 crewmembers.

Unaware of Consequences

"I don't think they realized that if the Cuban ship had been going slower, it could have easily" rammed into the side of the Celebration, said Alan Pollock, a spokesman for the National Transportation Safety Board (NTSB) which is investigating the accident.

If that had happened, there is no telling how many people would have been killed or seriously injured as they slept, unaware that the state-of-the-art radar wasn't protecting them, and unwarned by those in command of the Celebration that they were about to ram into another ship on a clear, calm morning.

Carnival has adamantly refused to cooperate with the NTSB investigation, and the Coast Guard's hands are tied because the Celebration is a foreign-flag ship and the accident happened in international waters.

Because U.S. government agencies have little authority to investigate accidents involving foreign-flag cruise vessels, the millions of Americans who board these ships each year have access to very little information on the industry's safety standards.

Bellatrix Crew Showed 'Professionalism'

Continued from page 1

ations upon our off-load in the Panama Canal."

The Bellatrix is one of eight former Sea-Land SL-7 class ships which were sold to the Navy. Converted to fast sealift vessels, the ships are renown for their 35 knot sailing speed and diversified cargo capabilities.

One of four fast sealift vessels operated by IMC and manned by SIU and MEBA District 2 crews, the Bellatrix is usually maintained on reduced operating status with a crew of 11. As evidenced in Operation Nimrod Dancer, the fast sealift ships can be quickly converted to full operating status to provide U.S. armed forces with mobile and responsive sealift capability.

Military reinforcements have been arriving in Panama since May 12 after President Bush called for an increased American presence in the Panama Canal Zone. Under the Panama Canal treaty, the United States is entitled to send additional troops to guarantee the defense of the waterway and U.S. personnel.

President Bush ordered reinforcements after conditions deteriorated in post-election violence. Although independent sources confirmed that Panama's political opposition had won the election, the nation's dictator, Manuel No-

riega, refused to concede power.

Crewmembers Praised

In his communication to IMC, the SIU and MEBA District 2, Fast Sealift Squadron One Commander Captain Gibson said, "Everyone—International Marine Carriers, Inc., unions, merchant marines, and Navy—should be proud of the brave and professional manner in which the crew of the USNS Bellatrix represented us all during Operation Nimrod Dancer."

SIU members onboard the USNS Bellatrix were: Bosun Ronald E. Vantress; AB's James C. Collins, Carlos H. Canales, Harold R. Reed, Stephen J. Martin, David N. Martz, Charles L. Brown; OS's William P. Jackson, Fred Domino, Nick Moreci; Chief Electrician Michael D. Murphy; Junior Engineer's Ricardo Ortiz Sr., Craig S. Croft, Vernon H. Cambre, Melvin T. Knox.

And also Deck Engineer Gredrick Matthews; FWT's Dean P. Kienke, Joseph J. Bobucki, William Bacon; Wiper Ahmed A. Ali, Steward Baker Steven Venus; Chief Cook Steven E. Parker; Assistant Cook Utility Neville C. Johnson III; GSU's William Thomas, Eddie Fisher and GSU Steward Wallace Williams.

Catamaran Rescued at Sea by SIU-Crewed Sea-Land Performance



The Chaffoteaux Challenger is pictured above as it was seen off the side of the Sea-Land Performance following its rescue after a storm had snapped its 100-foot mast. Right is a view of the catamaran under full sail.



On April 17, around 0600, the Sea-Land Performance received an SOS call from the crew of world-class racing catamaran, the Chaffoteaux Challenger.

Determined to break the world sailing record from North America to Great Britain, the British 75-foot long, 45-foot wide racing craft had left New York's Sandy Point and was headed for The Lizard, Cornwall.

During a night time gale, the Challenger's 100-foot mast snapped in two places, leaving the vessel unable to continue its mission across the turbulent Atlantic ocean.

The Performance's first rescue attempt brought the Sea-Land vessel to the Challenger's starboard side, according to SIU member and AB Lee Dubany who participated in the recovery. The Challenger then slipped under the Performance's stern.

Second Attempt Successful

On the second pass, the Performance's crew reached the sailing vessel by using a heaving line. The Challenger's crew climbed aboard to safety on the pilot's ladder. All of the catamaran's crewmembers were alive and unhurt.

The Performance brought the catamaran's crew to Charleston, SC, where crewmembers of both

vessels were met by local and British media.

The Chaffoteaux Challenger is the largest catamaran ever built in the United Kingdom. Constructed in 1984-5, the racing craft is about the size of a tennis court.

Record is Seven Days Plus

In April, the catamaran set out to break the record for crossing the Atlantic under sail. The current record of 7 days, 6 hours and 30 minutes was set in June of 1988.

The multihulled Challenger's skipper, Peter Phillips, began planning for the Atlantic crossing after breaking the "Round Ireland" record in 1986. In that race, the Challenger overcame horrible weather conditions, going on to win the race and set a new record.

Because the Challenger is built for racing, crewmembers live and sleep, when time permits, in two hulls. The vessel's communications center is located in the main crossbeam. In ideal conditions, the 3,000 square feet of sail drive the Challenger to a racing speed of 25 knots.

The first time the 2,925 mile distance from Sandy Hook, NY to The Lizard, Cornwall was attempted under sail, a 185-foot schooner made the trip in 12 days, 4 hours and 1 minute. That crossing was in 1905.



Bosun John Frazier (left) and AB Mark Post (center) with a Challenger crewmember.



Sea-Land Performance Captain T. O'Laughlin with the seven rescued catamaran crewmembers.

S.S. MONTEREY SHUTS DOWN

The S.S. Monterey cruise ship, which had been struggling to penetrate the Hawaiian inter-island trade, was seized by a U.S. marshal in Honolulu after a federal judge signed a foreclosure order.

The vessel was operated under a labor agreement between the operator, Aloha Pacific Cruises, and the Masters, Mates and Pilots (MM&P) union covering the full crew—licensed and unlicensed. The MM&P is reported to be the largest unsecured creditor of the bankrupt line, having invested \$5 million dollars in the venture. Crewmembers were left high and dry by the vessel's financial collapse.

Financial and a range of other difficulties dogged the vessel from the moment it entered service last September. Owners of the vessel, the S.S. Monterey Limited Partnership, were unable to meet its debt obligations and were forced into bankruptcy this past February. Several attempts to arrange new financing were unsuccessful. A Connecticut bank, acting for the Finnish shipyard that renovated the ship last year, is owed \$32 million dollars. It filed the foreclosure action.

If no arrangements are worked

out to pay off the ship's debts, the court may order the vessel be auctioned off which could end MM&P's involvement that began some 10 years ago.

Trouble Followed Vessel

In the short period of her service in the Hawaiian islands, the Monterey's life was complicated by a variety of critical problems. Last September, the U.S. Food and Drug Administration sought to shut down the vessel's galley and food service for conditions it described as unsanitary and a risk to crew and passengers.

Shortly before the vessel was seized, a federal judge ordered the Coast Guard to reconsider its ruling that the Monterey was eligible for operations in the domestic trades. The question of the Monterey's right to operate as a Jones Act vessel arose because of the substantial amount of refurbishing that had been done in the foreign shipyard.

The Monterey never carried more than 50 percent of its passenger capacity of 600, and on its final voyage was reported to have had only 60 passengers.

Professor Marcus of MIT Delivers 1989 Paul Hall Lecture

Dr. Henry S. Marcus, associate professor of marine systems at the Massachusetts Institute of Technology, delivered the 1989 Paul Hall Memorial Lecture at the recent International Symposium of Coastal Ocean Space Utilization in New York's World Trade Center.

The memorial lectures, named for the late president of the Seafarers International Union, are a program of the Paul Hall Memorial Endowment at the University of Southern California which was established in his memory by Hall's friends and associates in organized labor, the marine industry and the private sector.

The endowment promotes marine transportation educational programs at USC. The lectures were developed in 1987 and honor distinguished contributors to marine transportation as a means of bringing to the public their thoughts in the form of an annual lecture series.

Dr. Marcus spoke on the "Impact of the International Liner Market on Coastal Space Utilization" at the concluding session May 10, of the three-day symposium which was jointly sponsored

by the Port Authority of New York and New Jersey and the University of Southern California.

With waterfront property becoming more and more expensive and environmental factors commanding greater attention, the use of port facilities has become a matter of great public concern and consequently will have considerable bearing on the needs of liner operations, Dr. Marcus said. He stressed that "there is no substitute for careful planning that includes all the parties affected." The university has published and distributed copies of the Marcus remarks.

A naval architect with two masters degrees from MIT and a doctorate from the Harvard University Business School, Dr. Marcus is chairman of MIT's Ocean Systems Management Program. He is also a consultant for domestic and international maritime industries. Herbert Brand, chairman of the Paul Hall Memorial Committee, who delivered the first Paul Hall memorial lecture last year, presented Dr. Marcus with an etching in glass of a likeness of the late SIU president, who died in 1980.

SIU CONTINUES HELP TO EASTERN WORKERS

The SIU continues its support of the International Association of Machinists, Air Line Pilots Association and Transit Workers Union in their strike of survival for Eastern Air Lines against union-busting owner Frank Lorenzo.

In recent developments, Eastern employees won a victory when businessman Donald Trump successfully purchased the airline's New York-Boston-Washington shuttle operation.

In one of his first moves, Trump met with scabs who were flying the route for Eastern and advised them they were employees of Frank Lorenzo, not the newly instituted Trump Shuttle.

Then Trump recalled the striking union workers and returned them to their positions within the new union-contracted company.

The Trump Shuttle started flying earlier this month.

The bankruptcy judge handling Eastern has not ruled on proposals concerning the rest of the airline.

The strike, which began when machinists were locked out March 4 hours before the planned work stoppage, has crippled Eastern Air Lines. More than 90 percent of pilots and flight attendants still honor picket lines, causing hundreds of blue and silver jets to remain parked in hangars around the country.

SIU members continue to walk picket lines with their brother and sister unionists. SIU support has included providing food for pickets, raising funds to help the striking workers who no longer have a steady income.



The Transit Workers Union presents SIU Vice President Jack Caffey (left) with a certificate of appreciation for the union's support during the Eastern strike. With Caffey during the presentation are Carmen Gonzalez (second from left), TWU Local 553 chairperson, SIU member Ambrose Cucinota, Mike Fitzpatrick, TWU Local 100 Executive Board Member and SIU member Edward Doruth.



Warren Magnuson



Claude Pepper

SIU Mourns Loss of Two Friends

Ex-Sen. Magnuson, Fighter for U.S.-Flag Shipping

Former U.S. Sen. Warren G. Magnuson, one of the leading maritime figures of the post-war era, died May 20 at his home in Seattle, WA. The Democrat was 84 years old.

As the chairman of the powerful Senate Appropriations Committee, Magnuson played a pivotal role in the enactment of such important maritime legislation as the Cargo Preference Act of 1954, the Merchant Marine Act of 1970 and the Magnuson Fisheries Conservation Act of 1976.

For 20 years, he prevented successive Republican and Democratic administrations from closing this nation's U.S. Public Health Service hospitals. It was only after he left the Senate in 1981 that they were closed.

Known to his friends as "Maggie," Magnuson was the consummate Washington insider. He used his powerful position in the Senate to advance the interests of working people, the maritime industry and his home state of Washington.

Magnuson and his fellow Washington Democrat, the late Sen. Henry A. Jackson, were known as the "Gold Dust Twins." Together they led a congressional delegation that was one of the most influential on Capitol Hill, as well as the most pro-maritime.

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Cong. Pepper, Champion of Poor And Elderly

Claude Pepper was still serving in the U.S. House of Representatives when he died of cancer. He was the last member of Congress to have served during Franklin Roosevelt's New Deal administration.

First elected to the Senate in 1936, Pepper still was called "Senator" after his defeat in 1950 and his election to the House of Representatives from a Miami district in 1962.

Pepper, 88, was a true ally of organized labor and a champion of the poor and the elderly. He was one of the leaders in passing the nation's first minimum wage law, which guaranteed workers at least 25 cents an hour.

As the first chairman of the House Select Committee on Aging, Pepper became the prime force behind the 1978 legislation that eliminated age as a factor for compulsory retirement for most federal employees and increased the age from 65 to 70 at which most employees in the private sector may be forced to retire.

Recently, Pepper served as the chairman of the House Rules Committee. Through that capacity, he and his committee were vital in helping the SIU remove merchant trade from the U.S. Canada Free Trade Agreement.

D-Day Remembered by WWII Merchant Seamen



June 6 marked the 45th anniversary of the Allied invasion of Europe, D-Day. Red Campbell (above) SIU vice president in charge of contracts, was one of tens of thousands of American World War II merchant seamen who took part in the action off the coast of Normandy, France. A military and merchant flotilla of more than 5,000 vessels carried more than 100,000 troops and their equipment during the initial invasion action. Campbell recalled the thunderous bombardment as Navy battleships and heavy cruisers tried to soften the invasion landing zones in what has been called the greatest amphibious assault ever.



Marine electronics technician course student Joe McGee (right) demonstrates his curriculum to Sea-Land Chairman and CEO Alex Mandl (center). MET instructor Russ Levin (left) looks on.

Sea-Land CEO at Union School

Sea-Land Chairman and Chief Executive Officer Alex Mandl saw for himself how his company's vessel crewmembers prepare for their jobs when he surveyed all aspects of the Seafarer's Harry Lundeberg School of Seamanship in Piney Point, MD.

The SIU provides Sea-Land, the largest U.S.-flag shipping operation, with unlicensed crewmembers. Sea-Land is a signatory company to the union's standard agreements.

Sea-Land's top officer visited the SIU facility to familiarize himself with the training which is available to union members aboard his company's vessels.

While at the union's education center, Mandl met with students, school officials, instructors and staff. He observed classes in action and tested the simulator and other training equipment.

Became Head in 1988

Mandl was elected to his current

position by the board of directors of CSX Corporation in July of 1988. CSX, which operates a 24,000-mile rail system serving 21 states, purchased the ocean-shipping carrier in the spring of 1986.

Prior to becoming Sea-Land's CEO, Mandl served as senior vice president—corporate development for CSX. He also held the position of chairman of CSX's Technology Group, CSX/Sea-Land Intermodel and CSX/Sea-Land Logistics.

From 1980 to 1985, Mandl was a senior vice president of a CSX rail unit.

Sea-Land Service provides intermodel freight transportation services to 78 ports and 64 countries and territories around the globe. The Edison, NJ-based company pioneered containerized sea-borne cargo in 1956 with one vessel.

Simulator of Interest to Sea Systems Admiral



Rear Admiral Roger B. Horne (left) took advantage of his time in Piney Point to study the Lundeberg School's curriculum. Horne was speaking before a conference of the Navy Sea Systems Command, of which he is deputy commander. The Navy Sea Systems Command is the ship design and engineering arm of the U.S. Navy Department. SHLSS instructor Casey Taylor was on hand to demonstrate shiphandling on the bridge of the school's simulator.

Recertified Bosuns Graduate

Twelve recertified bosuns graduated from the Seafarers Harry Lundeberg School of Seamanship after completing a six-week leadership and job skills course.

Graduating at the May monthly membership meeting were Teddy Alanano, Paulino Flores Jr., Pat Gallagher, Ray Gorju, Alan Lautermilch, Arthur Lawson Jr., Andrew C. Mack, Brian T. O'Hanlon, Joseph A. Osorio, Ismael Rivera, Jerry Westphal and Roy Williams.

The bosuns learned fire fighting, crane operations and damage control techniques. "I've been coming to the SIU's school for over 20 years and every time I'm here I learn something new and upgrade my work skills," said Ray Gorju.

Learned How SPAD Works

On a trip to Capitol Hill, the union's governmental and legislative department representatives outlined what the maritime industry has at stake in the current legislative session. Ismael Rivera learned that "two quarters . . . is what it takes to buy job security in Washington, DC. Fifty cents a

Teachers Thanked

Arthur Lawson Jr. expressed "appreciation to the teachers and instructors" for their expertise. Teddy Alanano added, "and a big thanks to the steward department for an outstanding job." Jerry Westfall said, "As a ship's chairman, I will encourage other union members to come here to upgrade their skills."

Andrew Mack told the trainees

'SIU is a family . . . we'll take the extra effort to make it a success'

in the audience, "I remember some time back when I wondered when the union would call on me. Well, you can see me today, I've got my chance . . . You trainees will also get your chance. Stay aboard with the SIU . . . because the SIU is a strong union."

On a personal note, Brian O'Hanlon said, "The union stood



Graduating recertified bosuns: (third row, left to right) Alan Lautermilch, Arthur Lawson Jr., Roy Williams, Brian T. O'Hanlon, (second row, left to right) Ray Gorju, Pat Gallagher, Joseph A. Osorio, Jerry M. Westphal, (first row, left to right) Paulino Flores Jr., Ismael Rivera, Andrew C. Mack and Teddy Alanano.

day, and that's cheap, that's SPAD."

The recertified bosuns were presented graduation certificates at the May Piney Point membership meeting. The ceremony provided the bosuns with an opportunity to reflect on what the school and the union meant to them.

Paulino Flores told those assembled that as a result of the recertification class, he would "feel more comfortable when a brother or sister asks me a question about the union. I'll be able to answer with facts."

"I would like to express . . . the gratitude I feel for the time that I have spent in this wonderful school. I feel deep in my heart that my bonds with our union are . . . stronger than ever," said Joseph Osorio.

by me when I was sleeping in the street." Today, as a result of the union's support, he told the audience, "I have a Rolex and a wife and they are both beautiful."

Alan Lautermilch reflected, "The best way I can repay the union is by never forgetting where I came from, by keeping sight of where I'm going and by making my contribution to the union's future."

"It is important to never lose sight of the simple fact that the SIU is a family and when we keep that in mind we'll take the extra effort to make this union the success it is," concluded Pat Gallagher.

The graduating SIU members join the ranks of 694 recertified bosuns who have completed the program since its start in 1972.

Lifetime Achievement Award for Retired SIU Rep Ed Mooney

Ed Mooney's lifetime of service to organized labor, the maritime industry and the community were recognized at an award luncheon of the Puget Sound District Council of the Maritime Trades Department. Brother Mooney, affectionately nicknamed "the Monsignor," joined the SIU in 1944 and served as a union official from 1951 to 1977.

AFL-CIO Washington State Labor Council President Lawrence Kenney presented Brother Mooney with the Puget Sound District Council's prestigious "Lifetime Achievement Award" during the May 18 event which opened Maritime Week activities in the Seattle area. In attendance were more than 250 unionists, SIU members, maritime industry representatives and politicians.

Congressmen Norm Dicks and Al Swift sent congratulatory messages to Brother Mooney. "I belong to an organization of Mooney fans," wrote Swift. "There are certain rules. The first rule is you must never let on that you're im-



Ed Mooney and his Lifetime Achievement Award.

pressed by anything Mooney does . . . Well, all rules have to be broken sometime. Lord knows, Mooney has broken enough of them." The congressman concluded his letter by noting how proud all of Mooney's friends were of his achievements.

Congressman Dicks thanked Brother Mooney for his years of "solid, substantive advice." The congressman told Mooney, "You have been a strong and constant advocate of government actions which have benefitted all working men and women. There are certain people you meet in life whose compassion for others and whose sense of purpose makes them the standard bearers, and your diligent service in behalf of the Seafarers International Union has clearly placed you in that vanguard."

Dicks also joked, "You still deserve the Tip O'Neill look-alike award. I hope you still fool the waitresses."

Recognition of Mooney's dedication to seafarers and the labor



Wilma Mooney pictured with the floral centerpiece presented to her by the Puget Sound District Council of the Maritime Trades Department, AFL-CIO.

movement also came from SIU officials and members alike.

Wilma Mooney Recognized

Responding to the praise, Brother Mooney told the audience there had been a big mistake—in reality they should be honoring his wife, Wilma Mooney. "After all,"

Mooney quipped, "she's put up with me for 45 years." The audience responded by giving Wilma Mooney a standing ovation.

In his brief remarks, Brother Mooney said he would continue to fight on behalf of working people and the maritime industry. "Just because I'm retired," he noted, "doesn't mean I've stopped working."

"The Monsignor" earned his nickname from priests who were taken back and forth from Puerto Rico on vessels manned by SIU crewmembers.

'... a strong and constant advocate'

Brother Mooney played an important role in the SIU's early organizing beefs. In 1951 he was elected patrolman for the port of New York and two years later he became assistant secretary-treasurer. During 1961, Mooney was named headquarters representative by then SIU President Paul Hall. In the same year, AFL-CIO President George Meany nominated Mooney to represent the labor movement on the Puerto Rico Wage and Hour Committee.

Upon his retirement in 1977, Brother Mooney moved to Seattle where he became active in the Puget Sound District Council of the Maritime Trades Department. In addition to his activities on behalf of organized labor and the maritime industry, Brother Mooney and his wife Wilma enjoy time spent with their children and grandchildren.



Attending the luncheon are SIU pensioner Jake Archon (left), Shoregang member Joe Meyerchak and Shoregang Bosun Vern "Papa Smurf" Poulson.



SIU steward department members prepared the luncheon's salmon filet feast. Pictured above are Chief Steward Henry Jones (left), Chief Steward Jimmy Nieto, Steward Assistant Manny Basas, Chief Steward Frank Sison. Also helping with the meal was Steward Assistant Sidney Wilson.

Service Held Aboard the S.S. Jeremiah O'Brien

A seamen's memorial service was held on Maritime Day aboard the WWII Liberty Ship, the S.S. Jeremiah O'Brien, which is now used to house exhibits on the Merchant Marines' contribution to the war effort.

The ceremony was held while the O'Brien steamed San Francisco Bay with hundreds of merchant Marine veterans, their families and friends.



Pictured above are SIU Vice President George McCartney (left) and Sailsors Union of the Pacific pensioner Bill Quinlan.

History of Maritime Day

The United States has observed Maritime Day since 1933. Congress chose May 22 for the occasion, because it is the anniversary of the first U.S.-built steamship's trans-Atlantic crossing. In 1819, the Savannah left the city with the same name to sail across the Atlantic Ocean.

Maritime Day is designed to promote public awareness of the nation's maritime heritage. Civilian mariners who served America in wartime are also honored on this day.

When Congress passed a joint resolution creating Maritime Day in 1933, it "requested the President to issue annually a proclamation calling for its appropriate observance." Generally, these statements have included broad references to the U.S.-flag fleet's economic and military importance. Some, however, have propelled the nation into action.

In 1970, President Richard M. Nixon said, "The restoration of our merchant fleet to a position of leadership on the world's oceans is one of our most urgent tasks." He signed into law the Merchant Marine Act of 1970, which encouraged construction of new American-flag ships.

The heroic role of merchant mariners in World War II is recognized on Maritime Day. General Dwight D. Eisenhower said:

"Every man in this Allied command is quick to express his admiration for the loyalty, courage and fortitude of the officers and men of the merchant marine. We count upon their efficiency and their utter devotion to duty as we do our own; they have never failed us yet . . . When victory is ours, there is no organization that will share its credit more deservedly than the merchant marine."

Letters to the Editor

Cruz Article in LOG Reminds of Similar Accident in 1959

To the Editor:

The report on the front page of your May 1989 edition of our monthly Seafarers LOG on the accident to George Cruz and the subsequent good treatment of him at the hands of his shipmates—Bosun George Kahn and Steward Tony DeBoissiere, in particular—reminded me of the time I had pretty much the same type of accident aboard the Bull Line vessel Edith in 1959.

Rudy Mobley and I were AB's and working on the port side at bridge level when suddenly the working stage broke in half. Rudy held on to the apron, but I plunged 20 feet to the gangway which was being deployed as an accommodations ladder for the pilot who was expected aboard the next morning for our arrival in Aden, Arabia.

Had the gangway not been there, I would have most assuredly been chewed up by the screw propeller, or sharks or drowned. We were one day out at the time.

AB Mobley, who sailed as bosun at times, was an accomplished marlinspike seaman, and with the help of himself and other crewmembers, I was put on a litter and transferred ashore by means of a runner from number three hatch to shore. A launch picked me up and transported me across the bay to the RAF (Royal Air Force) hospital on the hill overlooking the city.

When discharged three months later, I had a cast on my right leg up to my knee. I had sustained a compound fracture of the right ankle.

Bosun Mobley has died since—may his soul rest in peace.

Bull Line paid my fare home and I had a case against the company and was on crutches for months before the leg finally healed.

I sailed for quite a few years after healing and am now content to be a retiree from our great union who appreciates his hospital privileges from the VA (Veterans Administration) as a veteran after all these years of waiting, and my union pension check, which is always on time and is very much appreciated.

Clarence L. Cousins,
Butler, PA

Willard Nickel Wants to Hear from His Shipmates

To the Editor:

This small donation will help me in showing my appreciation and enjoyment receiving the monthly paper from the Seafarers. I sure would like to go back to the sea as I have always regretted stopping sailing. I have some children who are grown, but I am getting too old to go back to sailing. I do think I could do the work.

I did get my discharge and papers to show I am a veteran of World War II. I am very proud of

the discharge. It is hanging on my living room wall.

I would like to hear from any of my old sailing buddies if they read this in the LOG. I am sure a lot of them have quit sailing and possibly a lot of them have passed away.

Willard Nickel,
Terre Haute, IN

Editors Note: Letters to Willard Nickel can be sent to the following address: PO Box 14022, Terre Haute, IN 47803.

Congratulations to Svenson

To the Editor:

I would feel remiss if I did not write a congratulatory note to my very good and dear friend Charles (Chuck) Svenson.

I came to know and respect Chuck in the many duties of which he served to make better and improve the great union he serves.

In journalistic friendship we shared laughs and at times great sadness over events and in sorrow of comrades. In his affiliations with public relations, instructor of sailing or the political arena, whatever the job, it was done well. And he is a friend to all.

Thank you Chuck for the times shared, even down to your bike which I used occasionally at the school—long ago. May God grant you a wholesome retirement of fun, excitement and longevity with your family and loved ones. In friendship,

Robert (Bob) C. Goodrum,
Eufaula, AL

Thanks to SIU for Caring

To the Editor:

On behalf of my deceased husband, Mr. Joseph E. Olive and myself, I would like to express my sincerest appreciation to you and your organization for the manner in which the business affairs, such as insurance and benefits due after Joe's passing away, were expertly and professionally handled.

The young lady—Angel—at the time in the Philadelphia office was of tremendous help to me and without her help things would have been so much more difficult. Angel not only helped, but gave me comfort to get through this terrible loss. It was a great comfort to know someone cares at time like that.

I am ever so grateful for all the union did in taking care of Joe's doctors' bills and hospital bills. As it was very costly, I couldn't have handled it without union help. I'm passing this on to other members to read so they will know the union did take care of my needs and showed concern which I am grateful for.

My husband was dedicated to his work. In all the years he sailed I've known him to always be thoughtful of others first, and willing to help others. I'm sure if

others read of your kindness and willingness to help, it will be a comfort to know in case they lose a loved-one, someone cares.

Grace M. Olive,
Pennsville, NJ

Medical Bills Paid Quickly

To the Editor:

I appreciate your immediate response to the medical bills payment for my wife Janine Piorowski . . . in Freehold Area Hospital. Your prompt attention to these matters helped avoid and eased the tension I would have experienced.

I thank you kindly.

Jan Piorowski,
Howell, NJ

Editor's Note: This letter was forwarded to the LOG by the Seafarers Welfare Plan.

Enjoyed Attending SIU School

To the Editor:

It's been a pleasure indeed to share with you . . . the opportunity to attend the wonderful Seafarers Harry Lundeberg School.

The days went by and our knowledge got rich thanks to the guidance we got from our teachers good will.

God bless you all.

Joseph A. Osorio,
Piney Point, MD

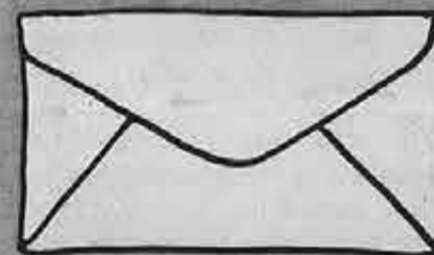
The Seafarers LOG welcomes Letters to the Editor from all union members, their families and pensioners. On occasion, due to space limitations, it may not be possible to run a letter in its entirety. Anonymous letters will not be published.



Anibal Albe

Retired SIU member, Anibal Albe, has recently communicated with the Seafarers LOG. He passed on his good wishes to his fellow union members and pensioners. Brother Albe is shown here in the picture he provided the Seafarers LOG.

WANT TO BE HEARD?



Send your Letters-to-the-Editor, articles, photographs, cartoons and questions to the LOG.

The Union's Tiniest Seafarer and Her Mom



She may be too young for Piney Point, but Alyssa Marie Rice seems to be starting out on the right track as the "Littlest Seafarer." Her uncle, Kevin Rice, is a QMED currently sailing aboard the William Roesch on the Great Lakes. The tiniest Seafarer's grandparents provided the LOG with this picture, in which Alyssa is shown with her mother, Kellie Rice.

First Five Graduate from Shiphandling Class

Imagine being on the bridge as you are bringing a ship into the dock on a beautiful sunny day. Then picture yourself handling the same vessel at the same port trying to dock it during a windy, rain-swept day. Imagine that you are doing this within minutes on the same day.

That's what has happened to the first five graduates of the new Shiphandling Simulator course at the Harry Lundeberg School of Seamanship. All five came away excited about the experience they had gone through.

"We're SIU pioneers," said Able Seaman Anna Buyvid. "We're actually working out the bugs in the system."

Buyvid, who earned five endorsements during her three-month stay at Piney Point, said the course would be "beneficial for all upgraders." She felt all AB's should take the course as "its potential for growth is virtually unlimited."

'... you can truly prepare... for unexpected situations'

While two students were on the bridge working on a docking exercise, Ken Lusk, an SHLSS graduate, watched the graphic displays on a large projection screen. All discussed the data displayed which showed the ship's speed and position during the exercise.

Lusk said that the time in the simulator beat textbook work.

"It's one of the most beneficial courses for members of the deck department," he said. "In getting the actual feel of shiphandling and experience in dealing with unpredictable factors such as winds and currents, I'll feel more confident on a real bridge."

Another course graduate, Michael Weickert, hopes to use the course certificate to assist his application for the Delaware Bay Pilots Association apprentice program.

Weickert and Corky Anavi-

tate, both employed by Crowley in Philadelphia, were attending SHLSS for the first time. Anavitate, who is a docking pilot, was very impressed with the course. "We've done things here on the simulator that you may encounter once or twice in years of actual work," he said. "This is a great

advantage for you can truly prepare yourself for unexpected situations."

Following their graduation, the students suggested to instructor Jim Brown that the course be expanded for more advanced training once the original course is well under way.



Hands-on training is a vital part of the new Shiphandling Simulator course at SHLSS. Able Seaman Anna Buyvid (left) and Captain Corky Anavitate work under the watchful eye of instructor Jim Brown.



The first five graduates of the SHLSS Shiphandling Course show their certificates from the simulator bridge. From the left are Corky Anavitate, Ed Aldrete, simulator operators Cheryl Burgess and Jessie Holmes, Anna Buyvid, instructor Jim Brown, Ken Lusk and Michael Weickert.

FOR A MATE'S LICENSE



Upgrader Rob Whytock (front), supervised by Coast Guard tester John Rogers, takes his own fingerprints for documents required by the agency.

TOKEN OF THANKS PRESENTED



Able Seaman student Michael Gomes presents SHLSS Vice President Ken Conklin with a solid silver sailing ship hand-crafted in Indonesia. Gomes said he wanted to show the school his appreciation for all that it has done for him.

M.E.T. Class Takes Field Trip

In order to experience what they had learned in the classroom, the students in the first SHLSS Marine Electronics Class got to take a field trip—or should we say, sea trip—to visit the operations aboard the M/V 2nd Lt. John Paul Bobo.

The Bobo, an American Overseas Corporation vessel under a Military Sealift Command charter, has a sophisticated analog/digital monitoring system that can continuously sample temperature, pressure and switch status of more than 400 items throughout the ship.

When they arrived, AMSEA Chief Electronics Specialist Bill Coe briefed the students on the system. The briefing included an overview of the automated monitoring capability and the modular layout of the EOS system. He

showed the MET class the importance of being able to read the complex circuit diagrams as well as a demonstration of the Gould programmable process controller.

The MET class also spent some time with Radio Electronics Officer Robert Thom. He explained the duties of the REO as well as the purpose and function of each piece of equipment in the radio room. Thom also demonstrated the use of satellite communications.

The students saw the computer-based capability of the Bobo. Among the many functions are accounting, personnel data, item tracking, word processing and much more. The students noted that personal computers were located throughout the ship so the

crew can have access wherever computer operations are needed.

Finally, the students met with Captain Bill Abernathy, who has an interest in electronics and holds

an FCC Commercial Radio Operators license with maritime endorsements. SIU Chief Steward Cheryl Johnny welcomed the class into the galley during the visit.



These members are the first class to graduate from the SHLSS Marine Electrical Technician course. Front row, from the left, are Dan Johnson, Roy Delay, Dan Mitchell, Sonja Clements, and instructor Rus Levin. In the back row, from the left, are Bill Barrineau, John J. Phillips, Gregorio Madera, Ken Browning and Rudolph Salvagio.

SIU Members Complete Seafarers Lundeborg School Courses



Hydraulics course material reviews fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulics systems in marine equipment. The four-week course is open to QMED any rating SIU members. Pictured above are course instructor Bill Foley (left) and graduating students Don Busley, George Lindsay, Willie Franks and Mike Scardina.



Third mates course upgraders completed the Lundeborg School course and then took the Coast Guard exam. Student Rob Whytock said, "To pass the current third mate exam, a greater knowledge of marine navigation is now needed, making, I believe, the aspect of classroom instruction indispensable." Completing the course taught by instructor Chuck Spense (standing) were (second row, left to right) W. Rodney Cofield, Darya M. Miller, Mike Plante, (first row, left to right) Jim Romeo, Rob Whytock, Gary Johnson, Mark Christiansen.



Refrigerated systems maintenance and operation course is open to QMED's, or individuals with refrigeration engineer and electrician endorsements or those with equivalent inland experience are eligible to take the six-week program. Completing the practical shop training which included the fabrication of a working refrigerator system from basic components are: (standing, left to right) Alberto Matos, Steve Miller, Curtis Jackson, Eric Malzkuhn (instructor), (front row, left to right) Chris Beaton, Tony Mohammed, Phil Neergaard.



Pumproom operations and maintenance course work covers cargo properties and emergency procedures, tanker development and production, operation and maintenance of valves and pumps, tank cleaning and inert gas systems. Standing in the shop lathe are course instructor Jim Shaffer (left) and graduating students Clay Firestine, Mark D. Field, Frank Berner Jr. and Lonnie Isadore Carter.

Sealift operations and maintenance course is a required course for upgraders. Deck members receive four weeks of instruction, while engine and steward members review the material in two weeks. Curriculum covers the unique aspects training required by the military of its private operators. Pictured in top photograph are (third row, left to right) Bryan Chan, Jeff Robertson, (second row, left to right) Hector Frederick, Sam Minor, Ramon Lirag and (kneeling, left to right) Noel Lau, Curtis Aragon and Kevin Wade. Bottom photograph shows (third row, left to right) Robert Barbour, N. Allen Orrmins, Troy Swiger, Rick Natoli, (second row, left to right) Kevin Hare, Sindy Lou Davis, (kneeling, left to right) A. Suaxo, Timothy Hunt and Norman Armstrong.

Letters to the Editor

Support Merchant Marine Veteran Groups

To the Editor:

... There seems to be a great deal to do over the denial of membership to our merchant seamen by the VFW. This is a very sad situation in my opinion because there are, of course, many members of that organization who served our nation well. The fault and denial does not lie in the membership at large, but rather with the tunnel vision and lack of foresight on the part of their leadership. You cannot expect much from the hearts of "little" men.

There is a certain tragedy in any situation where one group of brave men attempts to bring greater glory to themselves at the expense of the service of another group. I have often wondered why all these supposed patriotic servicemen are blinded with ingrained mythology, why they have ceased the educational process in their lives.

To Eugene Hall and all other seamen like him who have applied for membership and have again been kicked in the teeth by the VFW, I say you are going up the wrong gangway.

I would agree that we must continue to battle for "equality" for Merchant Marine Vets, an equality that still does not exist with our men in many areas of veterans benefits. But the only way to obtain anything like equality is to join together in common cause. Instead of bothering with the VFW or the American Legion why don't you locate the local chapter of your Merchant Marine Veterans Groups and join up and take an active part in fighting for yourself and your shipmates.

If you don't have a local chap-

ter, get in touch with a National Merchant Marine Veterans group and start a chapter. Then encourage your wives, girlfriends, shipmates and your children to get involved. Or get in touch with me. I could use your support to fight for you and your shipmates. I can help you get in touch with Merchant Marine Veterans groups in your area.

For over 40 years, both the American Legion and the VFW did their level best to castigate the American merchant seaman. They did this through perpetrated ignorance. I would say that both of the above groups do much that is good for our country, but no amount of good can blot out the denial of recognition of men who were just as patriotic and courageous as were many of their members.

So you join the Legion or the VFW if you care to. I will do so when they publish a public apology for their 40-year castigation of men like my late father. Wake up men and women, support your Merchant Marine Veterans groups, they need your support...

**Ian A. Miller, President,
The Sons & Daughters of United States Merchant Mariners World War II - Korea - Vietnam,
Kernersville, NC**

Editors Note: Anyone interested in contacting the Sons & Daughters of United States Merchant Mariners can write to the organization's president, Ian A. Miller, at the following address: 1806 Bantry Trail; Kernersville, NC 27284.

Romeo Lupinacci Elected Culinary President



Executive Chef Romeo Lupinacci gives his acceptance speech as the newly elected president of the Professional Seafarers Culinary Association. The group is the first and only chapter of the American Culinary Federation in the U.S. Merchant Marine. During the recent ceremony in Lexington Park, MD, Greg Herring was elected chairman of the board. SIU Secretary-Treasurer Joe DiGiorgio presented Arsenio Gusilator with Chef of the Year honors. Listening to Lupinacci (right) is Bob Clinton, SHLSS Assistant Vice President.

LUNDEBERG SCHOOL OPEN TO UNION MEMBERS FOR SUMMER VACATIONS

The Seafarers Harry Lundeberg School of Seamanship—located in Piney Point, MD—has set aside rooms for SIU members and their families who wish to spend their vacation in scenic and historic St. Mary's County. The costs for room and board have been kept to a minimum, in order to provide union members with access to top notch vacation facilities without straining a family budget. A vacation stay is limited to two weeks. To apply, send the following application to the union's school.

ROOM RATES:	Member	\$30.00 per day
	Spouse	\$5.00 per day
	Children	\$5.00 per day
MEALS	Member	\$8.50 per day
	Spouse	\$4.00 per day
	Children	\$4.00 per day

NOTE: No lodging or meal charge for children under age 12.



SEAFARERS TRAINING & RECREATION CENTER

Reservation Information

Name: _____
 S.S.# _____ Book# _____
 Address: _____
 Telephone # _____
 Number in Party _____
 Date of Arrival: 1st Choice _____
 2nd Choice _____ 3rd Choice _____
 Stay is limited to 2 weeks
 Date of Departure _____

Send to: Seafarers Training & Recreation Center; Piney Point, MD 20674; or call 301-994-0010

LEGAL AID

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

New York

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

Alabama

John Falkenberry
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,
Ringle & 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

Louisiana

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

Maryland

Charles Hegman
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

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
Archer & Waldner
2050 America Tower
2929 Allen Parkway
Houston, TX 77019
(713) 523-4455

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

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.

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 three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter 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 and Britannia Way
Prince Georges County
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.

Magnuson Dies at 84

Continued from page 10

Towards the end of his career, Magnuson worked closely with Paul Hall, the late president of the Seafarers International Union of North America, to enact legislation that would guarantee.

Magnuson was known as one of the hardest working senators on Capitol Hill, and was legendary for his blunt language. He once told a reporter that the Senate was divided into "show horses" and "work horses." He also said, "If you got the votes, you don't need a speech. And if you need a speech, you don't have the votes."

He was elected to the Washington House in 1932. He briefly served as a U.S. attorney in Seattle in 1934 and was King County prosecuting attorney from 1934 to 1936, when he won his first term in the U.S. House.

Magnuson won his first race for the Senate in 1944, and served six consecutive terms until he was defeated in 1980, when Ronald Reagan swept in with a landslide.

Magnuson was one of the first politicians to speak out against the growth of flag-of-convenience fleets, which he said posed a serious threat to the security of this nation.

Turecamo Philly Division Signs With SIU



Turecamo recently opened for business in the port of Philadelphia. Its crewmembers are SIU men. Pictured above is Deckhand Micky Hunt on Turecamo's Tug Devon. Left are two of Turecamo's Philly vessels: (rear) Tug McGraw and (forward) Betty Jean Turecamo.

Union Members Missing Mail Should Contact Headquarters

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

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

Other Changes—Notify HQ

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

All of the above communication with the union's national office can be accomplished by filling out the form next to this article and mailing it to 5201 Auth Way, Camp Springs, Maryland 20746, ATT: SIU Address Correction Department. SIU members can also fill out change of address cards at any union hall.

HOME ADDRESS PLEASE PRINT Date: _____

This will be my permanent address for all official Union mailings.
This address should remain in the Union file unless otherwise changed by me personally.

_____ Social Security No. _____

_____ Your Full Name _____ Phone No. (____) _____ Area Code _____

_____ Street _____ Apt. or Box # _____ City _____ State _____ ZIP _____

_____ Book Number Active SIU Member SIU Pensioner
Other _____

Please check one:
 This is a change of address
 This is a new request. I have never received the LOG at my home address
 I am receiving more than one copy of the LOG

6/89 (Signed) _____

Twenty-five Veteran Seafarers Ok'd For Pension Benefits

Twenty-five SIU members, some of whom began going to sea as teenagers prior to World War II, have been granted pensions by the Seafarers Pension Plan.

Many of these long-time members helped build the foundation of the SIU during the union's early years. The pension checks they will receive every month is an indication how far the SIU has come in providing for its membership over the years.

Deep Sea

JOSEPH ALVES



Joseph Alves, 65, of Haywood, CA sailed as an oiler, assistant electrician, engine utility and fireman/water tender. He began his shipping career with Eastern Steamship in 1941. Pensioner Alves last sailed aboard Sea-Land's Portland.

CHARLES E. BAGGETT

Charles E. Baggett, 54, of Pasadena, TX sailed aboard the Sabine, the Overseas Arctic, the Adonis and the Steel Record. Brother Baggett sailed in the deck and engine department, holding the positions of wiper and oiler, OS and AB.

MACK CHAPMAN JR.



Mack Chapman Jr., 61, held his first maritime job in 1944. Brother Chapman, of Brookeland, TX, sailed in the deck department as bosun, AB/Quartermaster, AB, deck maintenance and OS. Seafarer Chapman also sailed as a messman and wiper. Among the vessels on which Brother Chapman had voyages were the Maiden Creek, the Alcoa Roamer and the Adonis.

OLFIDIO ESQUIVEL

Olfidio Esquivel, 61, of Wharton, TX worked as a merchant mariner from 1945 to 1988. Brother Esquivel had voyages on such vessels as the Ogden Leader, the Alcoa Pioneer and the Sea-Land Bienville. Brother Esquivel sailed as chief steward, chief cook, wiper and AB.

JOHN H. FURR



John H. Furr, 62, of Malvern, AK sailed as a bosun and AB. Among the

vessels on which Brother Furr sailed were the Falcon Princess, the Beaver State and the Overseas Alaska. Pensioner Furr's last voyage was with the Spirit of Texas in April.

JAMES HAYNIE



James Haynie, 69, of Tangier, VA was employed last on the Overseas Harriet in 1988. During his sea-going career, Brother Haynie sailed as bosun, AB and AB/QMED. Pensioner Haynie worked on such vessels as the Liberty Wave and the Sea-Land McLean.

WILLIAM R. HORNE

William R. Horne, 63, lives in Hiawasse, GA. As an SIU member, he sailed as bosun, AB, deck maintenance, OS, carpenter and wiper. Brother Horne sailed on vessels such as the Council Grove, the Steel Architect and the Western Rancher. He later became a member of MEBA, District 2. Pensioner Horne's last voyage was as master of the Ranger (Ocean Carriers).

PHILIP L. HUSS



Philip L. Huss, 66, of Mount Holly, NJ worked most recently on the Sea-Land Discovery. He held numerous engine department ratings. Among them were chief electrician, electrician/crane maintenance, assistant electrician, pumpman/OS, QMED/pumpman, chief pumpman, wiper, FWT, engine maintenance, oiler, deck engineer and pumpman-machinist.

JAN KACHEL



Jan Kachel, 65, resides in Berry Creek, CA. He last sailed aboard the Sea-Land Patriot in 1985. He worked in the engine department as QMED, fireman/watertender, wiper and oiler. Brother Kachel sailed on such vessels as the Long Beach, the Beatrice and the Steel Design.

KEICHI KAKUDA



Keichi Kakuda, 68, last sailed on the President Tyler in 1988. A native of Hawaii, he began sailing in 1949. Brother Kakuda worked as a messman, and was a member of the Marine Cooks and Stewards. He served aboard vessels such as the Gus Darnell and the President Van Buren. Brother Kakuda lives in the Bronx, NY.

EDWARD J. KILFORD JR.



Edward J. Kilford Jr., 72, of Seattle, WA sailed as a steward/baker. The Oregon native sailed most recently on the Stuyvesant. Among the vessels on which Brother Kilford worked were the Steel Engine, the Wingless, the Lafayette and the Newark.

FRANCIS LEE



Francis Lee, 65, of Baltimore, MD last sailed on the Ogden Challenger in 1982. Joining the SIU in 1960, Brother Lee sailed in the engine department as a QMED, oiler, maintenance utility and wiper. In the steward department, Pensioner Lee sailed as a steward utility, messman and salon pantry. He had voyages on such ships as the Royal Oak, the Cabins and the Alcoa Marketer.

HENRY W. LEE



Henry W. Lee, 67, sailed most recently in January 1989 aboard the Long Lines. Brother Lee spent 13 years with the SIU sailing as engine storekeeper, oiler, fireman/water tender, oiler/utility and engine/utility. He sailed on such vessels as the American Pride and the Steel Recorder. Pensioner Lee resides in Aiea, HI.

CANDIDO LIAL



Candido Lial, 64, sailed with the SIU from 1953 through 1984. The Navy veteran worked aboard vessels such as the Del Oro, the David E. Day and the Gadsden. Brother Lial sailed in the engine department and held many ratings including chief electrician, chief pumpman, pumpman/machinist and fireman/watertender. Pensioner Lial now lives in Houston, TX.

GEORGE MALONE



George Malone, 65, of Houston, TX sailed last with SeaLand in 1988. Sailing in the steward department, Brother Malone held the ratings of steward/baker, cook, assistant cook, cook/baker, third cook and mess utility. Among the vessels on which Pensioner Malone sailed are the Overseas Natalie, the Mount Washington and the President Grant.

JAMES D. MC CART



James D. McCart, 66, worked last on a Sea-Land vessel in 1988. Brother McCart sailed as a steward, messman and steward utility. Pensioner McCart sailed aboard vessels such as the Whitehall, the Long Beach, the Panama and the Baltimore. He lives in San Francisco, CA.

EDGAR F. MITCHELL



Edgar F. Mitchell, 59, of Mobile, AL retired from his position as a shore gang crane electrician for Sea-Land in 1988. Brother Mitchell had also sailed earlier as an oiler, wiper and fireman/watertender. Brother Mitchell's sea-going career included voyages on the Wild Ranger, the Morning Light and the Monticello.

SAMUEL N. SMITH



Samuel N. Smith, 71, of San Francisco, CA sailed last on the President Taft in 1988. He joined the merchant marine in 1942, and sailed in all three departments. Brother Smith worked as a machinist, oiler, cook, utility messman, AB, OS, steward/baker and chief steward. Brother Smith made trips aboard vessels of the following companies: Royal Prime, Delta, Matson and Coastwise Line.

ELMOOR F. STEWART



Elmoor F. Stewart, 55, last sailed on the Sea-Land Endurance in 1988. A resident of San Francisco, CA, he began sailing in 1959. Brother Stewart sailed in the following positions: fireman, oiler, wiper, AB, fireman/watertender and deck/engine utility. Brother Stewart's voyages included trips made aboard the Galveston, the Constitution and the Philadelphia.

JACK S. TAYLOR



Jack S. Taylor, 61, of Baltimore, MD shipped for 22 years from 1966 to 1988. He sailed on vessels of Alcoa, James, F.M. Stevenson, Calmar and Sea-Land. Brother Taylor held numerous ratings including AB, OS, wiper, cable/OS, deck maintenance and bedroom utility.

DAVID VAN HORN

David Van Horn, 61, of Jacksonville, FL worked last aboard Crowley Maritime's Ambassador in 1989. He began his maritime career in 1953 and held numerous ratings in the deck and engine departments. Brother Van Horn's ratings included AB, OS, QMED, engine utility and wiper. Pensioner Van Horn's also sailed on vessels such as the City of Alma and the Del Campo.

FRANCISCO VEGA



Francisco Vega, 66, sailed last on the Caguas (Puerto Rico Marine Management). Brother Vega began his sea-going career in 1942. He served as an OS and QMED, but worked mostly in the steward department. His ratings in that department included chief steward, cook/baker, chief cook, second cook, third cook and utility messman. Brother Vega sailed aboard vessels such as the Golden Fleece, the Cape Mohican, the Puerto Rico and the Shickshinny. Pensioner Vega makes his home in Puerto Rico.

SADAK WALA



Sadak Wala, 68, was born in Indonesia and makes his home in Brooklyn, NY. He sailed aboard vessels such as the Atlantic Spirit, the Brooklyn and the Southern Cross. Brother Wala sailed in the engine department, holding the ratings of chief electrician, crane maintenance electrician, chief engineer/reefer, fireman, oiler and fireman/watertender.

Lakes

EARL DE ROSIA



Earl De Rosia, 65, of Alpena, MI sailed as a porter, wiper and second cook. He sailed aboard the Townsend (Cement Division National) and the ST Crapo (National Gypsum). Brother De Rosia retired in April.

WILLIS D. LAWRENCE



Willis D. Lawrence, 62, worked last aboard the Nicolet in January 1989. He began sailing with SIU companies in 1957. Brother Lawrence served in the engine department as a QMED, fireman, oiler and engine maintenance. He sailed with American Steamship, Amersand and Gartland. Pensioner Lawrence lives in Escanaba, MI.

Dispatchers' Report for Deep Sea

MAY 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	29	6	2	25	10	2	7	80	10	3
Philadelphia	2	0	1	2	1	0	0	2	3	2
Baltimore	8	1	1	9	4	1	1	9	4	0
Norfolk	11	2	4	11	3	2	3	17	4	8
Mobile	2	1	3	8	3	3	0	9	1	5
New Orleans	24	8	4	26	5	8	5	40	11	10
Jacksonville	21	4	8	35	6	4	6	40	11	7
San Francisco	20	10	6	29	13	7	6	45	16	5
Wilmington	13	3	2	7	1	6	2	33	6	5
Seattle	21	3	6	33	4	3	4	51	4	6
Puerto Rico	12	0	0	15	2	0	3	17	1	1
Honolulu	4	3	6	8	5	3	5	3	8	7
Houston	31	5	6	41	10	8	11	38	4	5
St. Louis	0	0	3	1	1	5	0	0	2	0
Piney Point	3	5	3	2	4	2	1	2	5	2
Totals	201	51	55	252	72	54	54	386	90	66
ENGINE DEPARTMENT										
New York	21	4	0	13	3	1	3	41	5	1
Philadelphia	2	0	0	1	1	0	1	2	0	0
Baltimore	7	2	1	7	0	2	1	4	4	1
Norfolk	1	3	1	4	2	2	0	7	8	2
Mobile	3	1	0	5	2	0	3	7	1	0
New Orleans	17	3	6	11	5	4	1	25	3	7
Jacksonville	10	2	1	18	2	3	4	21	4	3
San Francisco	10	4	6	18	4	6	7	28	5	7
Wilmington	7	2	0	12	2	2	1	12	5	2
Seattle	17	3	1	18	4	1	9	26	7	2
Puerto Rico	5	0	0	7	0	0	3	7	0	0
Honolulu	2	4	3	4	6	1	1	1	7	13
Houston	9	5	1	18	8	2	3	30	4	1
St. Louis	0	1	1	0	0	1	0	0	1	1
Piney Point	1	4	1	0	2	2	0	5	6	5
Totals	112	38	22	136	41	27	37	216	60	45
STEWARD DEPARTMENT										
New York	13	2	0	7	5	1	6	33	8	2
Philadelphia	1	0	0	0	0	0	1	1	1	0
Baltimore	3	5	0	4	2	0	2	3	4	0
Norfolk	1	1	2	6	1	2	1	5	0	1
Mobile	5	1	0	2	0	0	1	6	3	0
New Orleans	12	2	1	4	3	2	1	26	2	1
Jacksonville	11	2	0	12	7	0	2	19	5	0
San Francisco	31	2	5	24	2	3	10	72	10	5
Wilmington	4	0	0	13	2	0	3	11	3	2
Seattle	20	0	0	15	7	0	3	27	2	1
Puerto Rico	2	0	0	3	0	0	1	7	0	1
Honolulu	8	24	16	4	16	12	54	13	43	25
Houston	12	0	1	14	0	2	4	31	1	0
St. Louis	0	0	0	0	1	0	0	0	0	0
Piney Point	4	3	0	1	2	0	0	4	6	0
Totals	127	42	25	109	48	22	89	258	88	38
ENTRY DEPARTMENT										
New York	15	11	6	7	13	6	0	33	20	15
Philadelphia	0	0	0	0	0	1	0	1	2	1
Baltimore	5	4	1	6	5	0	0	2	3	2
Norfolk	1	3	6	1	14	6	0	5	0	5
Mobile	2	1	0	1	2	1	0	3	3	1
New Orleans	11	6	9	4	6	13	0	23	13	15
Jacksonville	1	6	7	6	7	7	0	3	7	12
San Francisco	10	2	7	7	3	11	0	49	14	17
Wilmington	9	7	2	7	6	1	0	9	16	4
Seattle	13	3	1	11	1	0	0	19	15	6
Puerto Rico	4	3	1	4	3	2	0	7	9	0
Honolulu	1	46	112	2	45	97	0	3	78	142
Houston	6	4	5	10	7	4	0	9	7	6
St. Louis	0	2	0	0	0	0	0	0	2	1
Piney Point	0	1	5	0	0	6	0	0	2	1
Totals	78	99	162	66	112	155	0	166	191	228
Totals All Departments	518	230	264	563	273	258	180	1,026	436	377

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 May was down from the month of April. A total of 1,274 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,274 jobs shipped, 563 jobs or about 44 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 180 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 10,077 jobs have been shipped.

Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday, July 3
- New York**
Wednesday, July 5
- Philadelphia**
Wednesday, July 5
- Baltimore**
Thursday, July 6
- Norfolk**
Thursday, July 6
- Jacksonville**
Thursday, July 6
- Algonac**
Friday, July 7
- Houston**
Monday, July 10
- New Orleans**
Tuesday, July 11
- Mobile**
Wednesday, July 12
- San Francisco**
Thursday, July 13
- Wilmington**
Monday, July 17
- Seattle**
Friday, July 21
- San Juan**
Thursday, July 6
- St. Louis**
Friday, July 14
- Honolulu**
Friday, July 14
- Duluth**
Wednesday, July 12
- Jersey City**
Wednesday, July 19
- New Bedford**
Tuesday, July 18

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

Personals

LARRY WENTWORTH BRENT SR.
Anyone with information regarding Larry Wentworth Brent Sr. is asked to contact his son, Larry Wentworth Brent Jr. at (202) 635-4821. Brent Sr. is a former merchant seaman who sailed during World War II and most likely shipped out of New York or other East Coast ports.

WARREN J. RECK

Anyone knowing the whereabouts of Warren J. Reck is asked to get in touch with his sister. Write to Florence M. Payne, 3209 28th Street, Meridian, MS 39305.

GEORGE WILLIAM LEE PHILLIPS

Please contact Judy as soon as possible at (617) 776-6355.

DONALD H. HORN

Your half-sister, Betty Jane Tabor, would like to get in touch with you. Please write her at 35 Echo Lane, Fairhope, AL 36532, or phone (205) 928-1650.

SURVIVORS OF S.S. ROBERT E. LEE

Captain James E. Wise Jr., USN (Ret), is interested in contacting survivors of the S.S. Robert E. Lee which was sunk by the German U-boat, U-166, off New Orleans on July 30, 1942. Anyone wishing to contact Captain Wise should write him at 6118 Redwood Lane, Alexandria, VA 22310.

LARRY EWINGS AND RAYMOND JONES

Thanks for all the moral support. Good luck to two of the best guys I've ever sailed with. Karen Botolo.

Dispatchers' Report for Inland Waters

MAY 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	3	0	0	0	1	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	20	1	0	16	0	0	64	27	6
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	1	0	0	0	1
Jacksonville	4	2	22	1	2	4	3	2	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	13	9	4	22	11	5	60
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	1	1	0	1
Algonac	26	9	0	9	1	0	39	12	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	52	13	38	35	8	27	120	46	76
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	1	0	0	0	0	1	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	0	0	2	0	0	16	9	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	2	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	1	1	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	0
Houston	0	0	0	1	0	0	0	0	0
Algonac	16	6	0	6	1	0	22	12	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	19	6	4	9	1	0	39	23	4
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	1	0	1	1	1	0	1	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	1	0	2	0	0	15	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	4	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	1	0	0	2	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	0	0	0	1	0	3
Algonac	4	2	0	3	0	0	6	6	0
St. Louis	0	0	1	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	9	4	8	6	2	2	22	12	9
Totals All Departments	80	23	50	50	11	29	181	81	89

***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

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	18	9	0	36	19	0	14	3
ENGINE DEPARTMENT									
Algonac	0	8	3	0	24	5	0	11	1
STEWARD DEPARTMENT									
Algonac	0	5	2	0	8	4	0	4	1
ENTRY DEPARTMENT									
Algonac	0	25	27	0	0	0	0	26	51
Totals All Departments	0	56	41	0	68	28	0	55	56

***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 Glidewell, 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)-252-4874

AMBASSADOR (CCT), March 29—Chairman Carlos Spina, Secretary Paul Lightell. Ship's chairman reported payoff scheduled for following day, nice trip and no stowaways. No beefs or OT disputes reported by deck, engine or steward delegates. Under good and welfare, crew discussed contacting union's patrolman about delayed sailing in every port, changing sailing time every hour—sometimes from two hours to 10 hours. Thanks was given to steward department for good chow and cook out. Next port: Port Everglades, FL.

AMERICAN EAGLE (Pacific Gulf Marine), March 28—Chairman Benedict Born, Secretary Lincoln Pinn. Ship's chairman reported some disputed OT and next payoff will be in Morehead City, NC. Ship's reporter said ice machine needs work to make it fully operational. Deck delegate discussed disputed OT and asked for clarification on Lincoln's Birthday pay. Communication was read from SIU Vice President of Contracts on EPA adjustment. Under new business, a question was asked on whether EPA adjustments had been discontinued. Additional information on the subject was requested. Next ports: Morehead City, NC and Charleston, SC.
 Editor's note: In a letter to the ship's chairman, SIU Vice President of Contracts stated that in April 1988, when the Navy issued a new Request for Proposal (RFP) for the operation of the American Eagle, there was no provision for an EPA. Therefore, the Union included in the new bid a two percent increase in the second and third 17-month contract options.

BALTIMORE (Apex Marine), March 28—Chairman George B. Kahn, Secretary Rudy DeBoissiere, Educational Director Spiro Perdakis. Drug testing procedures were discussed under old business. Ship's chairman advised crewmembers the new drug testing procedures go into effect April 1, 1989 and added SIU is fighting the regulations in court. Crewmembers discussed their opposition to government-forced drug testing procedures. Educational director urged members to learn all they can by attending Piney Point and said education in the maritime field is a must to be prepared for ships of tomorrow. He also stressed importance of contributing to SPAD. No beefs or disputed OT reported by deck, engine and steward delegates. A special vote of thanks was given to Bosun Kahn for a smooth running ship. Special thanks went to the chief steward and chief cook for excellent food service—five star feeding. Engine room gang also received recognition for being the best in the world. Next port: New York.

CAROLINA (PRMMI), March 19—Chairman S. Krawczynski, Secretary R.R. Maldonado, Engine Delegate James Porter, Steward Delegate John M. Platts. Ship's chairman reported everything running smoothly, no beefs and next port would be New Orleans for payoff. Deck, engine and steward delegates reported no beefs or disputed OT. Under good and welfare, steward thanked crew for keeping messroom and pantry clean. Next port: New Orleans.

CHARLESTON (Apex Marine), March 11—Chairman R. Waiters, Secretary Frank Costango, Educational Director A. Alexakis, Deck Delegate J. Mele, Engine Delegate B. Bukis, Steward Delegate W. Lau. Meeting called to discuss engine room situation. Ship's chairman noted everyone has conducted himself very well

under the difficult circumstances. Under the excellent leadership of Chief Engineer Paul McCarthy, a fire was extinguished quickly and with no injuries. The Coast Guard and company were notified of the accident by captain, who informed crewmembers that they would not be permitted to place any phone calls. Ship's chairman suggested all members discuss situation with union representatives and attorneys. No beefs or disputed OT reported by deck, engine or steward delegates. Under new business, the issue of improperly working locks on personnel quarters was raised by J. Korcha. It was suggested that they be checked and fixed, as they could be unsafe in event of an emergency. Under good and welfare, crew thanked steward department for their work under very trying circumstances. They prepared and served meals of good quality, on time and without missing one. Next port: Jacksonville, FL.

Guam. Education director said members should go to Piney Point. No beefs or disputed OT reported in any department. Under good and welfare, it was noted that the Falcon Leader is still working trip-by-trip and taking fuel and stores trip-by-trip. The steward department is doing an excellent job with the stores they receive. Next port: Java.

FIRST LT. JACK LUMMUS (Amsea), March 19—Chairman Ed Stoelzel, Secretary Mark Fuller, Deck Delegate James LaSalle, Engine Delegate Reuben Grendahl, Steward Delegate Deborah Moyer. Under old business it was reported the union's patrolman had settled engine department beef. Ship's treasurer said \$122 in ship's fund. Deck, engine, steward delegates reported no beefs or disputed OT. Communications were distributed to crewmembers. Under good and welfare, comments were made about cleanliness in elevator and lounge.

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.

COURIER (Ocean Carriers), March 18—Chairman Carlos H. Canales, Deck Delegate William J. Eden, Steward Delegate Carolyn J. Sisneros. During education director report Pumpman J.J. Quinter suggested all eligible members take advantage of the crane class at Piney Point. Ship's treasurer reported a new popcorn popper was purchased for ship. A suggestion was made to have an arrival pool at next port, \$5 per chance. No beefs or disputed OT reported by department delegates. Deck representative said his group has three new crewmembers. Engine department reported new delegate had been elected. Under new business, chief cook said spare parts have been ordered for galley. During good and welfare report, chief cook requested more tender meat in future stores. Crewmembers asked for world news from the radio operator. Ship is being cleaned top-to-bottom by all crewmembers working overtime. A vote of thanks was given to steward department for fine meals and wonderful cookouts. Next port: Singapore.

FALCON CHAMPION (Seahawk Management), April 2—Chairman Joseph Saxon, Secretary Charles Miles, Reading Clerk Jack Singletary, Treasurer C. Miles, Deck Delegate R. DeVirgileo, Engine Delegate C. Taylor, Steward Delegate Fred N. Lindsey. Educational director reported he is still awaiting response to his letter. No beefs or disputed OT reported by three department delegates. Under new business, crewmembers noted need for a new TV or repair of old one. Under good and welfare, steward department was thanked.

FALCON LEADER (Seahawk Management), March 19—Chairman Clarence Burgo, Secretary William Justi, Educational Director Woodrow Hestlip, Deck Delegate Raymond Vicari, Engine Delegate Archie Bligen, Steward Delegate Phil Livingston. Ship's chairman read all documents concerning new Coast Guard drug testing program. Ship's reporter said ship is on its way to Java and from there it will sail to Subic Bay and

GREAT LAND (IOT), March 19—Chairman George Vukmir, Secretary Treasurer Jesus Laxamana, Deck Delegate Gregory M. Hill, Engine Delegate Louis Diesso, Steward Delegate William Stronft. Under old business, donations to emergency and communications fund were discussed. Ship's chairman reported on drug testing and COBRA rules of the Seafarers Welfare Fund. No beefs or disputed OT reported in any of the three departments. A written resolution was passed supporting development of oil reserves in the Arctic National Wildlife Reserve. Under new business, crew discussed new drug testing procedures required by the government. The value of COBRA was also reviewed. Under good and welfare, crew said steward department had done a very fine job and entire group would miss Jesus Laxamana, the best baker the ship has ever had. Next port: Anchorage, AK.

GROTON (Apex Marine), March 26—Chairman Scott Hudson, Secretary Nazareth Battle, Educational Director A.R. Gardner, Deck Delegate Jose F. Caballero, Engine Delegate Alfred Gonzalez, Steward Delegate Michael Hammock. Ship's chairman reported ship would be going into Norfolk Shipyard for one day for repairs to the rudder. Ship's reporter urged all crewmembers to contribute to SPAD to help union fight for a stronger merchant marine. Educational director stressed need to practice safety at all times. Deck, engine and steward delegates reported everything is running smoothly and no disputed OT. Under good and welfare, a vote of thanks was given to steward and chief cook for very good food. The steward extended a vote of thanks to crew for their help in keeping messrooms clean. Next port: Stapleton, NY.

GUAYAMA (PRMMI), March 9—Chairman P. Dornes, Reporter Paul Stubblefield, Educational Director R. Tompkins, Deck Delegate R.S. Davis, Engine Delegate E. Kent, Steward Delegate J. Bellamy. Ship's chairman said payoff would be in New Orleans, and information

concerning clinic card for drug testing and other information would be posted in messhall. No beefs or disputed OT reported by deck, engine or steward delegates. Under headquarters report, pension benefits were discussed. Under good and welfare, it was noted that all is well.

LAWRENCE H. GIANELLA (Ocean Shipholding Inc.), March 5—Chairman Pete Hulsebosch, Secretary J. Price, Educational Director A. John, Deck Delegate David Clement, Engine Delegate Richard Williams, Steward Delegate Clarence Jones. The following items were reported under old business: A repair list has been posted in crew lounge since last meeting. Galley pressure cooker was repaired but is still not working properly. The captain will be informed that the messhall freezer has been inoperative for more than three months. Parts have been ordered twice and will be ordered again if they are not received by the end of the voyage. Ship's chairman said things are going real well and everyone is happy to be back on a coast-wise run after nearly a year-and-a-half in the Far and Middle East. He said ship is scheduled to go into shipyard at end of this voyage and there was still no definite word on whether crew would be paid off at that time. Ship's treasurer reported \$110 in ship's fund. No beefs or disputed OT reported in any department. A motion was made to substitute life insurance coverage for war risk bonds when in a war zone. Under new business, crewmembers were reminded not to throw plastic items over side. Garbage cans for plastic have been placed at various locations aboard ship. They will be disposed of ashore. Company has agreed to help adhere to these regulations by sending only biodegradable bags rather than plastic. Under good and welfare, everyone was asked to help take care of new washer by not overloading it or leaving it unattended while doing wash when ship is rolling. The education director volunteered to start an arrival pool to rebuild ship's fund. Next port: Corpus Christi, TX.

HUMACAO (PRMMI), March 22—Chairman Lancelot B. Rodriguez, Reporter H. Galicki, Educational Director W. Turner, Deck Delegate H. Yaekel, Engine Delegate O. Flores, Steward Delegate M. Robles. Under old business, air conditioning and heat problem in AB's room was discussed. It was noted that oil fumes are still found in another room. Chairman reported that air conditioner and heat problem was not resolved. He also said vessel would pay off in Baltimore and union patrolman would be there. No beefs or disputed OT reported by deck, engine or steward delegates. Drug testing letter was read and posted. Under good and welfare, it was reported that everything is running smoothly. Crewmembers were asked to keep messrooms and pantry clean and to keep shoreside workers out of messhall in San Juan. Vote of thanks for steward department's job well. Next port: Baltimore, MD.

LIBERTY SEA (Liberty Marine), March 23—Chairman Cesar Gutierrez, Reporter J. Tucker, Educational Director N. Lorry, Treasurer T. Gocilas, Deck Delegate Kadu P. Amat, Engine Delegate A. Bruno, Steward Delegate Franklyn Cordero, Teddy Dailas was designated ship's treasurer for this voyage. No beefs or disputed OT reported by deck, engine or steward delegates. A vote of thanks was extended to steward department for a job well done.

Final Departures

Deep Sea

FELIX APONTE



Pensioner Felix Aponte, 75, died on May 5 in Puerto Rico. Brother

Aponte sailed as a bosun, and worked on such vessels as the Albany, the Brooklyn and the Detroit. He joined the union in Puerto Rico in 1947. Brother Aponte walked picket lines for the union in 1961 and served as ship's chairman aboard the Borinquen in 1975. He became a recertified bosun at the Lundeberg School in 1975. Brother Aponte retired in 1979.

WILLIAM AYCOCK



Pensioner William Aycock, 66, died of cardio-pulmonary arrest on April 17.

Born in Georgia, Brother Aycock served in the Navy. He joined the union at the New York hall in 1957, and sailed in the deck department as a bosun and AB. He served as ship's chairman on the Point Margo and ship's delegate on the Overseas Rose. Brother Aycock completed fire fighting at the Military Sealift Command School in Earle, NJ, and became a recertified bosun through the union's school at Piney Point. He retired in 1984. A resident of Seattle, he is survived by his sister, Margaret Barry.

GUILLERMO BACHILLER

MCS Pensioner Guillermo Bachiller, 65, died of cardiopulmonary arrest February 26 in San Juan, PR. A resident of Santurce, PR, he joined the Marine Cooks and Stewards in 1959. He sailed as a messman from 1945 to 1972 with American President Lines, Matson and Weyerhaeuser. Brother Bachiller retired in 1973. Pensioner Bachiller is survived by his wife, Irene Figueroa.

HENRIK A. BJERRING

Pensioner Henrik A. Bjerring died February 28, 1989. Born in Norway, he became a U.S. citizen and served in the Navy. Brother Bjerring joined the union in New York in 1947, and served as a ship's delegate on many of his voyages. He sailed in the deck department, holding the following positions: third mate, bosun and AB. Pensioner Bjerring sailed on such vessels as the Charleston, the Brooklyn and the Anchorage. Brother Bjerring retired in 1976.

EDWIN L. BROWN



Pensioner Edwin L. Brown, 84, died January 9 in a convalescent home in

Mountain View, CA. Born in Illinois, he sailed in the steward department. Brother Brown worked as a steward, chief cook, cook/baker and messman. Brother Brown shipped with SIU-contracted companies Waterman, Isthmian and Seatraders. His wife preceded him in death. He was a resident of Sunnyvale, CA.

WILLIAM BROWN



Pensioner William Brown, 69, died May 6. Born in Jamaica, he started sailing in

1947, and joined the SIU in New York in 1963. He sailed in the steward department aboard such vessels as the Robin Trent, the Steel Voyager and the Steel Director. Brother Brown also worked as a laborer for Bethlehem Steel. He retired from shipping in 1971.

EDWIN M. CHRISTIAN



Pensioner Edwin M. Christian, 68, died April 16. A resident of Rome, GA, he

applied for his SIU book in New York in 1945. Brother Christian sailed as a bosun and AB aboard such vessels as the Allegiance and the Robert Lee. He served as a ship's delegate on the supertanker Manhattan. Brother Christian retired in 1983. Burial took place in East View Cemetery in Rome. He is survived by his wife, Irene.

WILLIAM S. COSTA



Pensioner William S. Costa, 66, passed away on May 7 of cardio-respiratory

arrest. A native of Middleboro, MA, he began his shipping career in 1952 and joined the union in Boston in 1958. Brother Costa sailed as a messman and steward utility on such vessels as the Baltimore, the USNS Neches and the Orion Clipper. He retired in 1985, and lived in Newport, RI. Brother Costa was buried in Notre Dame Cemetery in Fall River, MA. His niece, Cynthia Kuhn, survives him.

BERTRAND DONALDSON

MCS Pensioner Bertrand Donaldson, 74, died of lung

cancer March 15. Born in Arkansas, the Seattle resident was a member of the Marine Cooks and Stewards. He began working as a messman in 1945, and sailed on vessels of SIU-contracted companies: Alaska Steamship Co., Amermail and Matson. Brother Donaldson retired in 1973. His wife, Tammie, survives him.

OTIS N. EDWARDS

Pensioner Otis N. Edwards, 84, died May 5. A native of Louisiana, he received his SIU book in Mobile in 1938. A former millwright, he sailed in the engine department as fireman, oiler and watertender. Brother Edwards sailed aboard such vessels as the Penn Exporter, the Seatrain Georgia and the Maiden Creek. He retired in 1970.

MATTHEW EURISA

Pensioner Matthew Eurisa died May 8 in New Orleans. Born to Australian parents, he joined the SIU in 1953. Brother Eurisa retired in 1969 and resided in Metairie, LA. He is survived by his wife, Patricia.

STANLEY GELAK



Pensioner Stanley Gelak, 75, died on April 5 in Bristol, PA. He had

cardiorespiratory failure. Born in New York, he joined the union in 1941, and shipped with military convoys during World War II. He sailed as an OS in the deck department and as a messman in the steward department. Brother Gelak last sailed on the Sea-Land Finance in 1979. A resident of Levittown, PA, he is survived by his sister, Sophie Stevenson.

LAMAR GRIBBON



Lamar Gribbon, 58, died February 5 in Slidell, LA. Born in Pennsylvania,

he sailed as a bosun and AB. Brother Gribbon sailed on such vessels as the Monticel Vermont, the Del Oro and the Del Uruguay. A former draftsman, he served in the Navy before joining the union in San Francisco in 1962. His cremation took place at Security Crematory in New Orleans. His wife, Dorothy, survives him.

LAWRENCE HANEY

Lawrence R. Haney, 65, died on May 4. An Ohio native, he joined the union in New York in 1972. Brother Haney sailed as an assistant

cook, steward utility and messman. He worked on such vessels as the Halcyon Panther, the Chatham and the Transoneida.

EDWARD CRUZ HERRERO



Edward Cruz Herrero, 70, died January 27 in Oka, Tamuning, Guam. He

had pulmonary disease and emphysema. Born in Agana, Guam, Seafarer Herrero worked as a steward utility on such vessels as the Potomac, the Long Beach and the Raphael Semmes. Brother Cruz was a resident of Agana Heights, Guam. Burial took place in Our Lady of Peace Memorial Gardens in Windward Hills, Guam. He is survived by his brother, Carlos, and by numerous nieces, nephews and cousins.

ROY J. JONES

Roy J. Jones, 64, died April 3. Brother Jones joined the union in New York in 1947. During his sea-going career, Brother Jones sailed in all three departments. He worked as a bosun, AB, wiper and messman. From 1968 through 1984 he was a member of the Sea-Land shoregang in the Oakland-San Francisco area. He is survived by his wife, Helen; his sister, Carrie Burton, and his step-children, Caty Walsh, Jimmie Wood and Nancy Dixon.

ALLEN MANUEL



Allen Manuel, 65, passed away January 2. He last sailed

aboard the Overseas Alaska in 1988. Brother Manuel spent 26 years sailing with the SIU. He held several ratings in the steward department beginning as a messman and working in the following positions: third cook, second cook and baker, steward/baker and chief cook. A resident of Reeves, LA, Seafarer Manuel sailed on such vessels as the Cove Liberty, the Falcon Princess and the Royal Oak. He is survived by his wife, Gladys.

JOHN J. METSNIT



Pensioner John J. Metsnit, 84, died April 20 in Northport, NY. Brother

Metsnit sailed as a ship's carpenter on the Steel Rover,

the Steel Executive and the Steel Surveyor. He retired in 1971. He was buried in Union Cemetery in Middle Island, NY. A resident of Brookhaven, NY, Brother Metsnit is survived by his wife, Hilda.

JOHN EMIL MEYER

MCS Pensioner John Emil Meyer, 90, died on March 20. Born in Germany, he lived in Milpitas, CA. Brother Meyer was a member of the Marine Cooks and Stewards. He spent 50 years shipping, and worked as a chief baker for Matson, Gracensa and Baltimore Mail. Brother Meyer had been retired since 1967. He is survived by his wife, Gertrude.

WILLIAM L. MITCHELL

MCS Pensioner William L. Mitchell, 74, died April 5 in San Francisco. A native of Pennsylvania, he sailed for 30 years. Brother Mitchell belonged to the Marine Cooks and Stewards. Before retiring in 1983, he worked on such ships as the Flying Scud, the Korea Bear and the President Harrison. He is survived by a nephew, Harland Hoffman.

FELIPE NARVAEZ



Pensioner Felipe Narvaez, 69, died in Houston, TX on April 14 of cardio-

respiratory arrest. A native of San Antonio, he joined the SIU in Galveston in 1944. Brother Narvaez sailed as an AB and bosun on such vessels as the Zapata Ranger, the Del Mar and the Ft. Hoskins. He also sailed in the SIU's inland division, making voyages for G & H Towing. Brother Narvaez retired in 1983. Burial took place in Calvary Cemetery in Galveston.

LUTHER JOHN PATIN



Luther John Patin, 74, died of respiratory failure on March 1.

A native of Bunkie, LA, he joined the union in 1958. Brother Patin was a veteran of the U.S. Navy. He served in both the deck and steward departments. Brother Patin sailed aboard such vessels as the Morning Light, the Steel Director and the Del Rio. He was buried in Jefferson Memorial Gardens in St. Rose, LA. A resident of Metairie, he is survived by his wife, Dorothy.

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	July 10	August 18
Third Mate	September 4	October 13
Radar Refresher/Renewal	July 10	October 13
	Open-ended, 3 days (Contact Admissions for starting date)	
Radar Recertification	Open-ended, 1 day (Contact Admissions for starting date)	
Limited Inland Licenses Lifeboat	July 17	September 8
	July 24	August 4
	August 21	September 1
	September 18	September 29
LNG—Self-Study	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

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

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker Chief Cook, Chief Steward.	All open-ended (Contact Admissions Office for starting date)*	

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 18	December 8
Fireman/Watertender and Oiler	June 12	July 21
Marine Electrical Maintenance	July 10	September 1
Pumproom Maint. and Ops.	July 10	August 18
	September 18	October 27
Third Engineer	July 24	October 13
Variable Speed DC Drives	September 18	October 27
Hydraulics	August 21	September 15
Limited Assistant/Chief Engineer	July 17	September 8

*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)	July 3	August 14
	September 4	October 16
	October 30	December 11
Adult Basic Education (ABAE)	July 3	August 12
	September 4	October 14
	October 30	December 9
English as a Second Language (ESL)	July 3	August 12
	September 4	October 14
	October 30	December 9

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

Developmental Studies (DVS)	June 5	June 9
	(Prior to FOWT)	
ABE/ESL Lifeboat Preparation Course	July 31	August 18
	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
Steward Recertification	May 29	July 3

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

Telephone _____
(City) (State) (Zip Code) (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)
- High School Equivalency Program (GED)
- Developmental Studies (DVS)
- English as a Second Language (ESL)
- ABE/ESL Lifeboat Preparation

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course.

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundeberg Upgrading Center, Piney Point, MD. 20674

SIU Announces Participation in Campaign to Find Missing Children

The Seafarers International Union has announced that the organization will assist the National Center for Missing and Exploited Children (NCMEC) with its photo campaign to identify and locate young people who have been reported missing. Beginning this month, the Seafarers LOG will dedicate a portion of its back page to publishing information on a missing child.

In announcing the policy, the union noted that SIU members are in a unique position to help—the geographic area covered by affiliated individuals is worldwide. It is the union's sincere hope that by publishing the name, photo and facts surrounding the disappearance of a missing child on the back page of the LOG, there will be a greater chance of finding the young person.

This month, the Seafarers LOG publishes the name, photo and chronicle of Ann Gotlib. June 1, 1989 marks the six-year anniversary of Ann Gotlib's disappearance. The search for Ann Gotlib has been a remarkable story of private and public individuals—some of whom are affiliated with the SIU—who have never given up hope of finding the young woman.

Center is Clearinghouse

The National Center serves as a clearinghouse of information on missing or exploited children. In operation since 1984, the group provides training assistance to law enforcement and child protection agencies to develop effective procedures to investigate and prosecute cases of missing or exploited children.

And by distributing photos and descriptions of missing children nationwide, the Center publicizes cases of particular children among the media, parents and missing children's groups.

The Center coordinates child protection efforts with the private sector, and provides information on effective state legislation to ensure the safety and protection of children.



The woman whom Ann Gotlib may have been with when last seen in 1985 according to eye witnesses in Brooklyn, NY.

Ann Gotlib: Missing for Six Years

Ann Gotlib has been missing since 1983. Born in the Soviet Union in 1971, she emigrated with her parents in 1981. Her father, Anatoly, is an engineer, and her mother, Lyudmila, is a teacher and pianist. They live in Louisville, KY, where the girl disappeared. Area residents formed an Ann Gotlib support group to help her parents deal with the disappearance.

John Rabun, an investigator from Louisville, is now chief op-

erations officer with the National Center for Missing and Exploited Children in Washington, DC. He dealt with the case locally, and is encouraging national efforts to locate Ann. According to Rabun, this is "one of the better investigated cases." He says that "countless people have called in" with tips and alleged sightings of Ann, but her whereabouts remain unknown. Investigators are operating on the assumption that Ann could be

anywhere, and that information from the public could help find her. Rabun points out that Ann is fluent in Russian and English, and also has some familiarity with French and Italian. The Gotlibs stayed for a while in Italy awaiting entry into the United States.

Investigators are operating on the assumption that Ann could be anywhere.

The size of the Gotlib family has changed since Ann disappeared. They now have a son, Jacob. After a delay of many years, the Soviet government allowed Ann's grandfather to leave Russia in 1987. He had designed many of the Soviet civilian aircraft. This gave the Communists an excuse for stalling. Sadly, he died shortly after emigrating.

The Center for Missing and Exploited Children is pleased that the Seafarers agreed to publicize the Gotlib case, Rabun says. Since merchant mariners travel to many places, they may have the chance to look out for missing persons, and spread the word about Ann Gotlib.



Ann Gotlib's parents mark the sixth-year anniversary of their daughter's disappearance. Their search continues.



Ann Gotlib as she looked six years ago when abducted by an unknown individual.



Two views of Ann Gotlib as she might look today. The age-enhanced drawing on the left was done by a computer and right is an artist's rendition of what Ann Gotlib might look like today.



Date Missing: 06/01/83	Missing From: Louisville, Kentucky
Date of Birth: 05/05/71	Age at Disappearance: 12 years old
Sex: Female	Race: White
Height: 5 ft. 1 in.	Weight: 85 lbs.
Hair: Red	Eyes: Gray

Identifying Information: Fair complexion, freckled, pierced ears. Moles on lower back, very light eyebrows. Speaks fluent Russian and English.

Circumstances: Disappeared from a shopping mall while traveling to her home, between 5:30 and 6:00 P.M. Ann's bicycle, on which she had been riding, was found against a brick pillar at the shopping mall.

ANYONE HAVING INFORMATION SHOULD CONTACT

The National Center for Missing and Exploited Children
1-(800)-843-5678