

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

**Anti-Union Operator Slapped with 640G Fine****U.S. Agency Finally Acts to Penalize Fink Ship**

More than \$640,000 in fines have been levied against the anti-union owners of an aging oil tanker that they are trying to convert to carry one of the largest grain shipments ever.

The Agency for International Development (AID) got off the seat of its pants and slapped the fine on the owners of the fink ship *Ocean Challenger*. The vessel has been dogged by problems ever since AID and Marad irresponsibly allowed the ship to enter the grain trade.

AID levied the fines because the *Ocean Challenger*, which was due to sail in early December, was still tied up as of mid-January, delaying indefinitely the arrival in Pakistan of 207,637 metric tons of wheat.

Beginning with the *Ocean Challenger's* discrimination of union seamen in its hiring, the ship's operator has run into one problem and one delay after another.

The supertanker had to hire a second company to clean the ship's tanks after the first cleaning outfit hired inexperienced illegal aliens and homeless people.

Then, as a result of not paying the second tank-cleaning company, the U.S. Marshal's Office seized the vessel, ordering it to remain in Elliot Bay, Ore. until the claim for \$725,000 was settled.

Because the *Ocean Challenger* leaked oil into the water, the U.S. Coast Guard also got into the act. The troubled tanker was forced to stay in port until "all oil, oil residues, oil soaked absorbent material, barrels and other debris" were removed from the ship's deck.

Throughout the course of the controversy, the SIU has charged that ship is not suitable to carry grain because of its configuration and because of its size.

Articles in one of Pakistan's leading newspapers have raised these same questions.

The *Ocean Challenger's* holds are

**More on Ocean Challenger****A Fink Is a Fink Is a Fink**

Portland, Ore.—*Ocean Challenger's* bad luck rubbed off on Houston Ship, Inc. (HSI), the first company hired to clean the vessel's tanks. This month, the Immigration and Naturalization Service (INS) hit HSI with a \$278,000 fine for continued flagrant violations of the country's immigration laws. INS officials believe the proposed fine is one of the largest ever levied against an employer for

hiring illegal aliens.

Reports to INS demonstrated the company's policy of hiring only Spanish-speaking workers. INS investigation revealed illegal aliens were employed by HSI to clean the *Ocean Challenger*. Because of HSI's repeated violations and refusal to play by the rules, the maximum fines were set.

76 feet deep, and though an inspection cleared the loading of the grain after an immense clean-up of the holds, there is concern about what shape the wheat will be in when it arrives.

The holds must sometimes be filled with water for ballast so the ship can be maneuvered into place at the terminal. The same holds are used for the grain.

"We believe the tanks cannot be dried properly on this ship," said Philip Shapiro, president of Liberty Shipping, one of the plaintiffs, along with the SIU in the lawsuit.

The Pakistanis are concerned that much of the wheat could spoil, if the tanks are not dried properly. Because the ship is large, it will have to be lightered outside of port, a process that could take as long as 40 days. In addition, the port does not have storage facilities for 200,000 tons of wheat.

Even if the ship eventually does sail, the lawsuit filed by the SIU, D-2, and two shipping companies, hopes to prevent any future sailings of the *Ocean Challenger* and its two sister ships.

Belmont bought the three ships from Marad last year at near scrap prices

and observers expected the company to sell the tankers for scrap. Instead the company bid on the wheat shipment.

Pakistan originally wanted the grain delivered in more than one sailing because it does not have the facilities to store such huge amounts of wheat. But under reported pressure from the SID, it reluctantly accepted the deal when Belmont's bid was slightly lower

than other companies.

At the time, the SIU and shipers said Belmont had an unfair advantage because of the bargain base price it paid for the ships. The cost more than \$80 million each built with Construction Differential Subsidy funds. Marad took the back when the previous company bankrupt and then sold the ships for about \$6 million each to Belmont.

**U.S. Flag but Foreign Crews****SIU Hits DOD Kuwaiti Tanker Reflagging Policy**

SIU President Michael Sacco condemned the government for its failure to immediately put U.S. seamen aboard Kuwaiti tankers flying the American flag.

Sacco's criticism came as the Department of Defense (DOD) announced an extension of the current policy to allow use of the U.S. flag as protection on Kuwaiti tankers in the Persian Gulf.

DOD said six of the 11 ships are being returned to the Kuwaiti flag. The remaining five under the U.S. flag will keep foreign crews aboard. DOD said a gradual switch-over to full U.S. crewing over a 10-month period.

Sacco said, "We fail to understand just what justification there is for prolonging full American crewing for 10 more months when U.S. maritime unions have the trained, skilled manpower to fill all positions on all five ships."

Congresswoman Helen Bentley (R-Md.) also attacked the DOD decision. She said, "The extension defied the will of Congress." By enacting the Commercial Fishing Anti-Reflagging Act of 1987 (HR 2598), Congress expressed "loud and clear" its intention that all U.S.-

flag vessels be manned by U.S. citizens. Bentley accused the government of "abusing American laws . . . and turning the American flag into a flag of convenience."

The controversy over the 11 Kuwaiti tankers has been going on since 1987, when the U.S. government unilaterally reflagged the vessels and waived American manning and shipbuilding requirements.

**'...We fail to understand what justification there is for prolonging full American crewing for 10 more months...'**

The government's decision to allow foreign seamen onboard American vessels was roundly criticized in Congress and by maritime unions. But an obscure loophole in the law gave DOD the right to waive manning requirements because the vessels were not expected to call on any U.S. port.

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 DANKE, H. STONER  
 STATE OF MICHIGAN  
 810 STATE ST.  
 MADISON MI 48206

## Government Foul-ups

The case of the oil tanker *Ocean Challenger* provides a perfect example of how government foul-ups are a big factor in the weakening of the American-flag shipping industry. Whether these foul-ups are deliberate or unintentional hardly makes any difference. The consequences are the same: the ability of the industry to get on its feet is severely affected.

In the case of the 265,000-ton tanker *Ocean Challenger*, two government agencies allowed, perhaps even encouraged, a situation whereby a Boston businessman grabbed off three government-owned ships at bargain-basement prices, and then through a complex series of maneuvers and manipulations, had a huge contract for the shipment of grain dumped in his lap that would make him a killing.

What is especially sad about the *Ocean Challenger* mess is that it was obvious from the beginning that the operation was not to become a bona-fide part of the U.S.-flag maritime industry.

## A Disgraceful Story

This disgraceful story began last summer when the Maritime Administration approved the sale from the government's layup fleet of three very large crude carriers (VLCC), including the *Ocean Challenger*, at a price slightly more than the ships would have brought in for scrap. Under the circumstances of the sale, it was rightly presumed that the *Ocean Challenger* would be scrapped.

Despite the bargain basement price, the Maritime Administration placed no restrictions on the use of the ship. That was the first of a series of events that set the *Ocean Challenger* enterprise apart from the conventional, good-faith maritime operation.

Despite objections by the government of Pakistan to the use of the *Ocean Challenger*, the U.S. Agency for International Development (AID) leaned on

## President's Report by Michael Sacco

the Pakistanis to accept the vessel to carry some 200,000 tons of wheat from the West Coast. Several U.S.-flag carriers with smaller vessels, suited to the Pakistanis, were available at only slightly

higher cost, which would allow the cargo to be delivered directly to the various ports without the necessity of the more costly method of offshore discharging the cargo onto lighters and then into port.

## Bad Management and Bad Faith

From the outset, the *Ocean Challenger* operator demonstrated bad management and bad faith. It refused to hire American seamen who had sailed on union-contracted ships. It brought aboard and exploited unskilled illegal entry aliens and homeless people to clean the vessel's tanks, touching off a storm of protest throughout the Portland, Ore. community. And then it came under fire from the Coast Guard for causing an oil slick in the Portland harbor.

The SIU, along with the MEBA and two shipping companies, Liberty Maritime Corp. and OMI Corp., stepped in with a suit in federal court challenging the charter of the *Ocean Challenger* on the grounds that the ship had been sold by Marad at just above scrap prices. The suit also charged that Marad had allowed use of the VLCC in the grain trade without proper consideration of the impact it would have on the existing bulk fleet.

According to the AID, the vessel is now scheduled to sail with its cargo around mid-January, some two months late.

No wonder, then, that the use of the vessel and the role of the government agencies have attracted the attention and concern of key members of Congress.

All of us concerned with protecting the job security of seafaring workers and promoting the well-being of the merchant marine must fight against the bumbling bureaucracy which allows an *Ocean Challenger* situation to happen. These agencies have a responsibility to promote the interests of U.S. shipping, not to undermine it.

## Congress Gets Reagan's Last Maritime Budget

In one of its final official acts, the Reagan administration submitted a \$1.15 trillion budget for fiscal year 1990. It would leave funding for most maritime programs at essentially the same levels as last year.

In announcing the budget, the administration expressed confidence that it would make headway in reforming the Operating Differential Subsidy (ODS) program. The program, which is scheduled to increase from \$218 million in 1989 to \$236 million in 1990, has begun to expire. Although coming up with a new ODS program ranks high on everybody's list of important issues, reform of the program has so far proven elusive.

The administration also reiterated its desire that legislation be enacted for oil and gas exploration and development of federal lands in Alaska's Arctic National Wildlife Refuge (ANWR). This is an important job security issue for seamen because supplies of Alaskan North Slope oil are expected to diminish in the years ahead, and more than 40 American tankers are employed in the trade. But environmental groups are expected to mount a fierce challenge to the exploration of ANWR oil, as they did in the last session of Congress.

The big winner in this year's budget from a maritime point of view is the Coast Guard, which will have its budget raised by 17 percent from last year. Most of the increase will be devoted to increased drug enforcement programs.

Few expect that the Reagan budget will be enacted in its present form, especially since there will be a change in administration Jan. 20. Democratic leaders have said that they will ignore

this budget and wait for one from the incoming Bush administration.

This Reagan budget seeks to discontinue two programs which have come under attack in recent years: the Construction Differential Subsidy Program, which has not been funded since the 1980 budget, and the Title XI Loan Mortgage Program. The Reagan administration tried to officially end the Title XI program last year, but Congress would not go along with the proposal. However, no new funds are allotted for it in the proposed budget, though two applications for Title XI funds are still pending.

The Reagan administration would make sharp cuts in farm programs. Under the proposed Reagan budget, agricultural programs are scheduled to be cut by almost 25 percent. Luckily, the P.L. 480 program, which generates a large share of jobs for American seamen, is scheduled to be funded at roughly the same level. More than \$47 million have been allotted for payment to the Agriculture Department for the cost of carrying additional cargo under the 1985 Farm Act which increased P.L. 480 requirements for certain kinds of cargo from 50 to 75 percent.

The administration also proposed to increase the fill rate for the Strategic Petroleum Reserve from 50,000 barrels a day to 75,000 barrels a day in 1990 and create a separate 10 million barrel petroleum inventory for defense purposes. The oil for the increase would result from the administration's proposal to sell the government-run oil fields at Elk Hills and Teapot Dome, where the purchaser would be required to make oil available as part of the sale agreement.

## Maritime Quiz



Were you able to identify this ship in last month's LOG? She was the S.S. *American Hawk* (Isthmian/State Marine), sailing out of San Francisco Bay for the Far East in the late 60's. Long before the advent of LASH vessels, this C-3 was rigged to carry barges as deck cargo.

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# Balloting Panel Announces Results of A&G Vote

## Sacco Elected To Presidency

As the LOG was going to press, the Union Tallying Committee released the list of successful candidates in the Atlantic, Gulf, Lakes and Inland Waters District election, which began November 1 and concluded December 31, 1988.

The committee's report, which will be submitted for action at the next membership meeting in all ports, shows Michael Sacco overwhelmingly elected as president of the SIU District Union for a four-year term.

Joseph DiGiorgio was reelected to the Secretary-Treasurer's post.

Also elected to four year terms were:

Joe Sacco, Executive Vice President;

Angus "Red" Campbell, Vice President for Collective Bargaining;

Jack Caffey, Vice President, Atlantic Coast;

Thomas Glidewell, Vice President, Gulf Coast;

George McCartney, Vice President, West Coast;

John Fay, Vice President, Lakes and Inland Waters, and

Roy Mercer, Vice President, Government Services.

Headquarters Representatives and Port Officials elected were:

**Headquarters Representative**—Leo Bonser, Byron Kelley, Carl Peth, Robert Pomerlane and George Ripoll.

**Piney Point**—James Martin, Port Agent; Kwong Jin Hom, Port Employee.

**New York**—Augustin "Augie" Tellez, Port Agent; Trevor "Robbie" Robertson and Robert Selzer, Port Employees.

**Philadelphia**—David Heindel, Port Agent; Kermet T. Mangram, Port Employee.

**Baltimore**—Allen P. Raymond, Port Agent; James P. McGee, Port Employee.

**Mobile**—George Vukmir, Port Agent; Edward "Edd" Morris, Port Employee.

**New Orleans**—Ray Singletary, Port Agent; Nick Celona, Port Employee.

**Houston**—Dean Corgey, Port Agent; Frank Gill, Port Employee.

**San Francisco**—Donald C. Anderson, Port Agent; Thomas J. Fay and Gentry Moore, Port Employees.

**St. Louis**—David M. Carter, Port Agent; Jesse Solis, Port Employee.

**Detroit-Algonac**—Jack Allen, Port Agent; M. Joseph Sigler, Port Employee.

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In addition to the election of officers, there was one proposition on the ballot calling for an amendment to the SIU Constitution. The proposition, which passed by an overwhelming vote,



The Union Tallying Committee paused during their count to pose for this photo with SIU Secretary-Treasurer Joe DiGiorgio, seated; his administrative aide, Joanne Herrlein, left, and Seafarers House Counsel Leslie Tarentola, right. The committee included Tom Dowell, Alex Reyer, Calvin James, Frank Rodriguez, Joseph Power, Harreld Reed, Nick Kratsas, Harry Jones, Richard Forgays, Richard Gimpel, Peter Garza, Revels Poovey, Andrew Lewis, Milton Phelps, James Slay, Edouard DeParlier, Joseph Morrison, Tinitali Tinitali, Maurice "Duke" Duet and Nicholas Tagliamburris.

revises the title and duties of the offices of Secretary; Vice President, Lakes and Inland Waters and Vice President, Government Services; expands the location of the Union's headquarters to include Camp Springs, Maryland; deletes the position of "Port Employee" and establishes six "Assistant Vice-President" positions; provides the Executive Board with the authority to change the number of

## Membership OKs Changes to SIU Constitution

constitutional ports; and changes the Quarterly Financial Committee to an annual committee. The new constitutional amendments also provide for multiple housekeeping constitutional changes. All of the changes are to be accomplished within six months from the date of certification by the Union Tallying Committee.

The election was conducted by secret mail ballot as provided for under the SIU Constitution. The ballots were counted at SIU headquarters by an elected Union Tallying Committee consisting of two full-book members from each of the SIU's 10 constitutional ports.

A complete report of the election Tallying Committee will be posted this month in all the ports.

## House Ship Panel Sets First Meeting

The House Merchant Marine and Fisheries Committee will meet for the first time this year on Feb. 2.

The 42-member committee has jurisdiction over ocean and inland shipping, the Marine Administration, the Federal Maritime Commission, the Coast Guard, Great Lakes, fisheries and the Panama Canal.

## Drug Decision Could Help SIU Suit

# Judge Bans Random Testing of Truckers

A federal judge's ruling barring random drug testing of the nation's truck drivers could have a positive bearing on the SIU's suit to block such testing for maritime workers.

The judge issued an injunction against such testing, saying the government had failed to prove that drug abuse is a serious problem in the trucking industry. In its suit, the SIU cites the Coast Guard's own admission that it has little evidence linking drug use to maritime safety problems.

Over the objections of the entire maritime industry and most of the transportation industry, the Department of Transportation issued sweeping drug testing regulations late last year.

Last month the SIU became the first transportation union to file suit against the government to overturn the pre-employment, periodic and random drug testing rules.

The regulations went into effect, but actual testing in the maritime industry will not begin until later this year unless the courts put the drug testing on hold.

Maritime employers with 50 or more employees have six months to begin pre-employment testing and a year to implement the other aspects of the program. Companies with 11-50 workers have six months to implement pre-employment, periodic, post-accident and reasonable cause testing, but two years to begin random testing programs. Employers with fewer than 11 em-

ployees have two years to implement the entire program.

Because of the lead time involved for maritime drug testing, court action on the SIU's suit is not expected soon.

In the trucking case, U.S. Federal District Court Judge Marilyn Hall Patel said random and post-accident drug testing raised serious constitutional questions under the Fourth Amendment which bars unreasonable search and seizures.

"The government has cited only two studies, each having dubious merit and weight, to justify the intrusive testing contemplated by both random testing and post-accident testing," she wrote.

In the case of the maritime industry, the government cited no studies of drug use to back its call for drug testing.

"These (DOT) regulations are not supported by particularized reliable findings about rampant drug use" in the trucking industry, Patel wrote.

She also said, "Random drug testing under the new regulations lacks the requisite element of individualized suspicion."

The new regulations cover almost all transportation workers, and legal action has been taken in the aviation and rail industries, along with maritime and trucking.

In addition to the suits filed over the recent DOT drug testing rules, two court cases concerning drug testing will be heard by the U.S. Supreme Court this year.

# SIU Crews Make TAGOS Program a Success

With a colorful Hawaiian lei draped over her bow, the *USNS Contender* (T-AGOS 2) arrived here Oct. 20 for pier-side festivities commemorating the 100th operational mission among the 10 ocean surveillance ships now in service with MSC.

On Jan. 7, 1985, the *Contender*, with an SIU crew, left Pearl Harbor on the first mission of these very special ships which have since proven their worth to Pacific and Atlantic fleet commanders.

On hand to greet the *Contender* when she berthed at Bishop Point's Pier Alpha was Rear Adm. Edwin R. Kohn Jr., deputy commander in chief, U.S. Pacific Fleet, along with more than 100 military and civilian guests. The *Contender* crew employed by Sea Mobility, Inc., not used to such attention, seemed pleased by the warm reception and recognition their ship received when it tied up.

On typical T-AGOS missions in the Pacific and Atlantic, the all-white, 224-foot surveillance ships sail alone, moving at the snail's pace of three knots on voyages that average 80 days in length. It's easy to feel forgotten when

you're away from port for almost three months. But out of sight doesn't necessarily mean out of mind.

"Few ships are watched more carefully than T-AGOS vessels," said Adm. Kohn, directing his remarks to the *Contender* crew standing by the railing of their ship. "You're not lonely. You're getting lots of attention. The mission of T-AGOS ships precludes them from moving too far from the 'front' where they produce a critical product for the Navy."

In brief remarks, Cdr. Rick Hardy, commanding officer of T-AGOS Support Unit, Pacific, recognized the two unions which crew the T-AGOS ships, SIU and MEBA District 2. Present at the 100th voyage celebration were Tom Fay, SIU port agent in Honolulu, and Jerry Joseph, vice president of MEBA District 2.

Since coming into fleet service in 1985, the unique ships operated by the Military Sealift Command and crewed by commercial mariners and civilian technicians have won widespread praise and respect from their fleet commanders as key players in the Navy's anti-



The SIU-crewed *USNS Contender* was the first of the T-AGOS vessels to complete an operational mission. The *Contender* recently completed the 100th T-AGOS voyage.

submarine warfare (ASW) program.

Noted the Chief of Naval Operation's Oct. 18 message to the T-AGOS/SURTASS community in recognition of the 100th mission of the worldwide ocean surveillance fleet, "These vessels have made a significant contri-

but ion to meeting the Soviet challenge on the high seas. Everyone involved has great reason to be proud of these accomplishments. The Navy will continue to rely on your successes to ensure its ability to execute its missions successfully."

## Two Key Cabinet Posts Announced by Bush

# Skinner Named to DOT; Dole Wins Labor Post

There will be a number of new faces in the federal agencies and congressional committees which determine the fate of the American-flag merchant marine.

Samuel Skinner, a senior partner in the Chicago law firm of Sidley & Austin, has been named Transportation Secretary. Elizabeth Dole, who headed the Department of Transportation from 1983-1987, has been named the new Secretary of Labor. Both departments will have to deal with issues that are important to American seamen, both as workers employed in the maritime sector and as members of trade unions.

In announcing his selection of Skinner as DOT head, President-elect George Bush said the proposed nominee is "a visionary" who would be able "to get all the legs of our transportation system—air, land and sea—working together." He also said that the budget deficit would make it imperative for the new secretary to work within tight fiscal constraints.

As head of the DOT, Skinner will have to deal with a wide array of issues, including reform of the liner subsidy program and the serious decline of this nation's sealift and shipbuilding capabilities.

Skinner is a long-time associate of Illinois Gov. James Thompson. He served as head of the Chicago Transit Authority and is widely credited with restoring that agency to financial stability.

He also served as U.S. Attorney for the Northern District of Illinois. One

of the first issues he will have to deal with is the court challenge to the DOT's proposed drug-testing rules. Transportation unions have objected to those rules as being too broad and sweeping.

Despite his extensive public record and a reputation for being a first-class manager, Skinner has not worked extensively with transportation issues. He acknowledged that in his first press conference, and said that he would take pains to surround himself with the best qualified people he could find. This makes the staffing of such positions as Marad chief even more important.

Unlike Skinner, Elizabeth Dole has an extensive record of service in the federal government. As head of the DOT, she received high marks for her work on issues like the passage of seatbelt laws and the transfer of National Airport to a regional authority. She received some criticism, however, for the way she responded to deregulation of the nation's airlines and to her inability to promote a more comprehensive maritime policy.

Her appointment was well-received in labor circles, since she is perceived as being more moderate and more conciliatory than some of her predecessors. Sen. Edward Kennedy (D-Mass.) says that "President-elect Bush saved one of his best appointments until the end," and AFL-CIO President Lane Kirkland noted that "she is a person of proven stature and wide experience in public life who will give the Labor Department an important voice in the affairs of interest to work-

ing Americans."

The *Journal of Commerce* reports that at least five incoming Democrats and two Republicans have indicated interest in joining the 42-member House Merchant Marine and Fisheries Committee. The committee will have at least five vacancies because five former members, three Democrats and two Republicans, will not be returning when the new session of Congress convenes.

The Senate has already made informal assignments to committees. Join-

ing the Senate Commerce, Science and Transportation Committee will be newly elected Democrats Richard Bryan of Nevada and Chuck Robb of Virginia.

On the Republican side will be Conrad Burges from Montana, Trent Lott of Mississippi and Slade Gorton of Washington. All five are newly elected, though Gorton served on the Commerce Committee in his first term in the Senate. He was defeated in his election bid, and 1988 marked a personal comeback.

## Adm. Butcher To Head Military Sealift Command

Rear Admiral Paul D. Butcher took the helm of the Military Sealift Command at ceremonies Dec. 19 in Washington, D.C. He succeeds Vice Admiral Walter J. Piotti who served in the post from 1985.

Butcher, a West Virginia native and graduate of Marshall University, joined the Navy in 1948. He was commissioned as ensign in 1953 when he finished college.

Before taking over the MSC, he served as Deputy Commander in Chief and Chief of Staff, U.S. Atlantic fleet.

The MSC Butcher takes over employs more than 2,000 merchant mariners under contract to the Navy, many of whom are SIU members. They serve on ships such as the Fast Sealift ships, Afloat and Maritime Prepositioning Ships, T-AGOS vessels and others. In addition, some 6,400 civil service and military employees are part of the MSC.



Adm. Butcher

## Tanker Brings a Full Load of Fuel

# SIU Ship Keeps Army From Running on Empty

Seafarers crewing the T-5 tanker *Richard G. Matthiesen* found themselves in Charleston, S.C. last month with a load of fuel for a nearby Army base.

The *Matthiesen* is one of five T-5s operating on a 25-year charter to the Navy. The 30,000 DWT vessel is operated by Ocean Carriers Inc. Seafarers first crewed the tanker in 1986.

All the T-5s are named for civilian merchant mariners who were cited for heroism during World War II. Richard G. Matthiesen was an AB aboard the *S.S. Marcus Daly*. He was killed during the initial invasion of the Philippines in 1944.



In the crew lounge, some of the folks who keep the engine room running smoothly are (l. to r.) QMED Leon Fountain, GUD/E Sean Walker, QMED Eugene Thompson and Steward Assistant Eric Gray.



AB Billy Joe Lockhart loads two drums for the engine room.



Just before he signed off the ship, Chief Cook William Knorr (left) poses with Steward Assistant P.G. Ordanza (center) and Steward/Baker Richard Gelling.



Bosun Jerry Bass (left) and AB William Johnson.



ABs Rodney Ennis (left) and Billy Joe Lockhart take a break from their deck duties.



Getting ready for lunch in the galley are Steward/Baker Richard Gelling (left) and Chief Cook Gina Lightfoot. She came onboard when the *Matthiesen* arrived in Charleston.

# Andrei Sakharov, Famed Soviet Dissident, Given AFL-CIO Human Rights Award

Andrei Sakharov, the Soviet scientist honored by the AFL-CIO as "one of the towering moral figures of our century," accepted the George Meany Human Rights Award in a ceremony at the federation's headquarters recently.

SIU President Michael Sacco attended the ceremony and later had a chance to meet Sakharov. "His dedication to freedom and his strength in the face of repression should be an inspiration to everyone," Sacco said.

The award presented by AFL-CIO President Lane Kirkland had been voted by the Executive Council on May 21, 1986, Sakharov's 65th birthday. At the time, Sakharov was confined to a harsh "internal exile," in isolation imposed by his country's rulers.

"I am grateful," Sakharov said, speaking not just of the award but of the years of public support for his cause from "the trade union movement in America."

He spoke of the "great changes" taking place in his country, and of the need to continue the process. Sakharov stressed that the liberalization of Soviet society is still far from complete. He spoke of dissidents still in prison, such as Vazif Meilanov and Mikhail Kukobaka, and of others released from prison who have not yet had their full rights restored.

Neither the United States nor groups like the AFL-CIO that have pressed the cause of human rights should relax

their efforts and prodding, Sakharov urged.

Sakharov spoke hopefully of the independent worker movements that have started to spring up in the Soviet Union.

The next likely step, he said, will be efforts to achieve "consolidation" of the worker groups. "Everyone in the USSR expects that they can count on the support of the free trade unions" of the West, Sakharov added.

With Sakharov was an ally in the human rights crusade, Sergie Kovalev, who had served a 10-year term in prison, forced labor and internal exile for refusing to be silent to injustice. Now he had been given last-minute permission to join Sakharov in the United States.

Speaking for those who have been in prison and those still in prison, Kovalev said, "We have constantly felt this help" from the AFL-CIO.

In the struggles ahead, Kirkland assured Sakharov, "You can count on the American trade union movement as a resource" in striving for "a greater degree of freedom and democracy."

Kirkland noted that 1986 wasn't the first time Sakharov had been prevented from accepting an AFL-CIO invitation or barred by the Soviet government from leaving the country.

Sakharov wasn't allowed to travel to Norway to accept the Nobel Peace Prize awarded him in 1975 for his defense of universal human rights.



Andrei Sakharov (left) and SIU President Michael Sacco exchange greetings after the Soviet human rights leader was presented with the George Meany Human Rights award.

And he and other human rights advocates invited to the AFL-CIO's 1977 convention in Los Angeles were denied exit visas.

Sakharov sent the speech he had planned to deliver through "unofficial channels" and Kirkland's predecessor, George Meany, read it to the convention.

It was, as Kirkland noted at the

awards presentation, "a moving expression of the aspirations of the human spirit."

Sakharov then referred to the "irreversible moral victory of the ideology of human rights over the ideology of totalitarianism." Asking the AFL-CIO's help, he stressed that "the only weapon in our struggle is publicity, the open and free word."

## United States and China Sign Shipping Pact

The United States and China have signed a maritime trade agreement. It marks an important new step in the trading relationship between the two countries and presents the American maritime industry, especially the liner segment, with a potentially lucrative source of new cargo.

While the agreement covers only the regular, common carrier liner services, officials from both countries noted that future talks will be held to "facilitate the substantial participation of

U.S.-flag bulk vessels in the bilateral bulk trades."

The immediate beneficiaries of the new maritime agreement are two U.S.-flag carriers, Sea-Land and American President Lines, both of which employ SIU seamen onboard their vessels.

Sea-Land has disclosed plans to open three offices in China by the early part of this year, making it the first U.S.-flag operator to do so since the fall of the Nationalist government some 40 years ago.

The bilateral trade agreement was signed in the Treaty Room of the State Department, where Deputy of State John Whitehead called the agreement an "important step in our bilateral trade relations."

Qian Yongchang, China's minister of communication, agreed, saying that "trade can't be conducted without shipping."

Maritime relations between the two governments had been governed by a bilateral trading agreement that was signed in 1980, but it elapsed five years ago. As a result, American maritime companies have been virtually shut out of the trade.

With the economic and political liberalizations undertaken 10 years ago, trade between the United States and China has undergone an explosive growth. The present maritime agree-

ment gives both the Americans and the Chinese greater access to each other's ports, and streamlines procedural matters.

The agreement is for four years. It contains cargo-sharing provisions to provide for parity in bilateral liner cargo carriage and to ensure vessels of each nation at least one-third of such cargoes.

U.S.-flag vessels may enter 40 listed Chinese ports upon 24-hour advance notice, and Chinese-flag vessels may enter all U.S. ports, except 12 specifically listed.

The agreement also deals with such maritime matters as vessel documentation, crew identity documents and shore leave, handling of maritime accidents, convertibility of payments, and equal treatment with respect to the assessment of tonnage duties.

### Apply Now for SIU Scholarships

To those of you thinking about college, for yourselves or your dependents, the SIU's Charlie Logan Scholarship Program is one way to ease the financial burden often associated with higher learning. But you'd better think quickly—because Friday, April 14, 1989 is the deadline for submission of applications.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. These annual awards consist of seven scholarships, four of which are worth \$10,000 over a four-year period at colleges chosen by the winners. In addition, three scholarships are reserved annually for SIU members themselves: one is a four-year college scholarship of \$10,000; two are two-year scholarships of \$5,000 each for study.

Scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT).

Don't put it off any longer. Applications are still available to active members and their dependents at any SIU hall or through the Seafarers Welfare Plan, Charlie Logan Scholarship, 5201 Auth Way, Camp Springs, Md. 20746.

### Notice

**SGT. MATEJ KOCAK, PFC EUGENE OBREGON, MAJ. STEPHEN PLESS**

All crewmembers who sailed aboard the *Kocak* in 1986 and/or 1987 are to submit copies of their Coast Guard discharges or pay vouchers to the Contract Department at headquarters in order to collect their economic price adjustment (E.P.A.).

Crewmembers who sailed aboard the *Obregon* and the *Pless* in 1987 are to submit copies of their Coast Guard

discharges or pay vouchers to the Contract Department at headquarters for their economic price adjustment.

### M.V. GUS DARNELL

Crewmembers who sailed aboard the above named vessel in 1987 are due an economic price adjustment (E.P.A.)

Forward copies of your Coast Guard discharges or pay vouchers to the Contract Department at headquarters for processing.

# AIDS Hotlines—Information Is Just a Call Away

AIDS hotlines are made available to the public by a number of different organizations and agencies. Calls to these hotlines can be made anonymously (without giving your name). The caller, therefore, may be able to talk more openly about his or her concerns. The caller may, however, be asked to give the state and zip code of the place where the caller is calling from.

These hotlines are a valuable source of information. They may be helpful to people who have questions and concerns about AIDS, family members and friends of individuals with HIV/AIDS infections, individuals who believe they might be infected with the AIDS virus, individuals who feel healthy but are AIDS antibody positive, as well as individuals who may have ARC or AIDS.

## NATIONAL AIDS HOTLINES

The national hotlines can be dialed from anywhere within the U.S. They provide trained people capable of giving information, answering questions, and making referrals to programs, organizations and services in your area. The 800 numbers are free. To call the other numbers you will have to pay for the long distance call.

- 1. National AIDS Hotline** (Comprehensive AIDS information and referral source for support groups, AIDS antibody testing sites, and other services in your area)  
7 days a week, 24 hours a day  
800-342-AIDS
- 2. National Drug Abuse Hotline**  
M-F 9am-3am; S&S 12 noon-9pm Eastern Time  
800-662-HELP
- 3. AIDS Information Hotline, National Gay Task Force**  
M-F 5pm-10pm; Sat. 1pm-5pm Eastern Time  
800-221-7044  
212-529-1604 New York
- 4. National Sexually Transmitted Diseases Hotline**

M-F 11am-11pm Eastern Time  
800-227-8922

- 5. Free AZT Program** (For those unable to afford AZT)  
800-542-2437 in New York only  
For numbers in other states call the National AIDS Hotline  
800-342-AIDS



- 6. Project Inform** (Experimental drug information for all stages of HIV/AIDS infection—newsletter, pamphlets, and information)  
10am-2pm Pacific Time; Recording other times  
800-822-7422  
800-334-7422 in California only
- 7. Gay Men's Health Crisis**  
212-807-7035  
For the number of the local group in your area call the National AIDS Hotline 800-342-AIDS
- 8. National Association of People with AIDS**  
202-483-7979  
For the number of the local group in your area call the National AIDS Hotline 800-342-AIDS

## STATE AIDS HOTLINES

The 800 numbers can only be dialed from within that particular state. These numbers provide trained individuals capable of giving information, answering questions, and making referrals to programs, organizations, support groups, HIV/AIDS antibody testing sites, professional and other services.

- 1. Alabama AIDS Hotline**  
800-228-0469
- 2. California AIDS Hotlines**  
800-367-AIDS Northern California (English/Spanish)  
800-922-AIDS Southern California (English)  
800-222-SIDA Southern California (Spanish)
- 3. Florida AIDS Hotline**  
800-FLA-AIDS
- 4. Hawaii AIDS Hotline**  
800-321-1555  
922-1313 Oahu
- 5. Louisiana AIDS Hotline**  
800-999-4379
- 6. Maryland AIDS Hotline**  
9am-9pm  
800-638-6252
- 7. Massachusetts AIDS Action Line**  
M-F 9am-9pm; Sat. 10am-4pm;
- 8. Michigan AIDS Hotline**  
800-872-AIDS
- 9. Minnesota AIDS Hotline**  
800-248-AIDS
- 10. Missouri AIDS Hotline**  
800-533-AIDS
- 11. New Jersey AIDS Hotline**  
800-624-2377
- 12. New York AIDS Hotline**  
800-462-1884
- 13. Ohio AIDS Hotline**  
800-322-AIDS
- 14. Pennsylvania AIDS Hotline**  
800-692-7294
- 15. Puerto Rico AIDS Hotline**  
809-765-1010
- 16. Texas AIDS Information and Referral Line**  
800-248-1091
- 17. Virginia AIDS Hotline**  
800-533-4148
- 18. Washington AIDS Hotline**  
800-272-AIDS

Sun. 12 noon-4pm  
800-235-2331

For more information:  
Elizabeth Reisman  
SAFE  
P.O. Box 75  
Piney Point, MD 20674

## SAFE Steering Committee Sets AIDS Policy Goals

This article is the second in a series of periodic articles which will report on the Seafarers AIDS Forum for Education (SAFE) steering committee activities. As reported in the November 1988 LOG, the SAFE steering committee will be developing an industry-wide policy to deal with the various issues involving the AIDS virus.

The key components of the maritime industry's AIDS policy will cover four areas—education, health and safety, employment practices and health care cost containment.

That was the program mapped out by the SAFE steering committee at a two-day meeting in late November at the Seafarers Harry Lundeberg School of Seamanship.

SIU President Mike Sacco and Executive Vice President Joe Sacco along with Secretary Joe DiGiorgio and Vice President Ken Conklin opened the meeting. Employer and union representatives reviewed draft policies concerning AIDS education and health and safety.

The committee chose three subcommittee chairpersons to coordinate some of the committee's activities. Those selected were Mike DiPrisco of Crowley Maritime for health and safety policies; Anthony Naccarato of OMI Corporation for employment practice policies and David Schultz of American Steamship Co. for the AIDS education program. The committee is scheduled to meet again in early March in Camp Springs, Md. to discuss and develop employment policies.

## Upgraders Tour Capitol Hill



Following the Thanksgiving Day holiday, upgrading members from the Able Seaman class, as well as from the Welding and Automation classes, continued their union education program with a tour of the Capitol. Taking part in the day's events were Jersald Galletta, Jose Gonzalez, Julio Ramos, Richard Rankin, Gary Tauro, James Templeton, Alfred DeSimone, William Eden, Juan Iglesias, Robert Johnson, Jack Pegram, Mohamed Saleh, Arthur Miller, John Day, Gary Pratts and James Bates.



Wayne Ard, 37  
Husser, La.  
Joined Union 1969



Louis Galuska, 69  
New Orleans, La.  
Joined Union 1947



Santiago Pena, 87  
Bayside, N.Y.  
Joined Union 1950



Julian B. Royston, 70  
Royston, Ga.  
Joined Union 1951

Glen Dickens, 64  
Cut-N-Shoot, Texas  
Joined Union 1955

Lawrence Eiland, 78  
Millbrook, Ala.  
Joined Union 1947

Julius Fekete, 84  
Philadelphia, Pa.  
Joined Union 1954

Felipe Ferrer, 62  
New York, N.Y.  
Joined Union 1953

Benjamin Freeman, 67  
Brooklyn, N.Y.  
Joined Union 1962

Thomas Garrity, 85  
New Orleans, La.  
Joined Union 1948

David Gibbs, 65  
Belhaven, N.C.  
Joined Union 1962

Howard Hinnant, 36  
Hampton, Va.  
Joined Union 1975

Marshall Howton, 60  
Houston, Texas  
Joined Union 1956

Nathan Johnson, 25  
Duncanville, Ala.  
Joined Union 1987

R.B. Kelley, 68  
Houston, Texas  
Joined Union 1977

Harold Knipp, 80  
Toledo, Ohio  
Joined Union 1960

Edward Kihn, 76  
Herron, Mich.  
Joined Union 1950



Raymond Boswell, 84  
Gretna, La.  
Joined Union 1946



William Koltonok, 70  
Camden, N.J.  
Joined Union 1958



Vernon Porter, 68  
Norfolk, Va.  
Joined Union 1938



Willie Tomlinson, 68  
Baltimore, Md.  
Joined Union 1960



James Davis, 64  
Seattle, Wash.  
Joined Union 1945



Joseph McPhee, 66  
Gretna, La.  
Joined Union 1944



Salvador Rodriguez, 71  
Cacus, P.R.  
Joined Union 1964

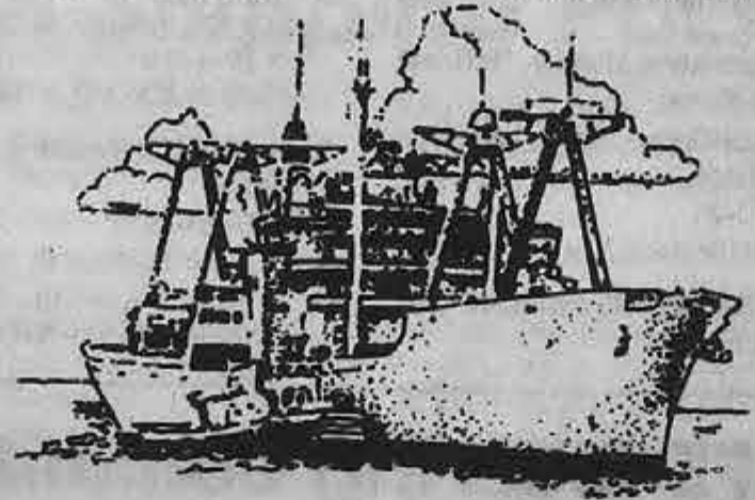
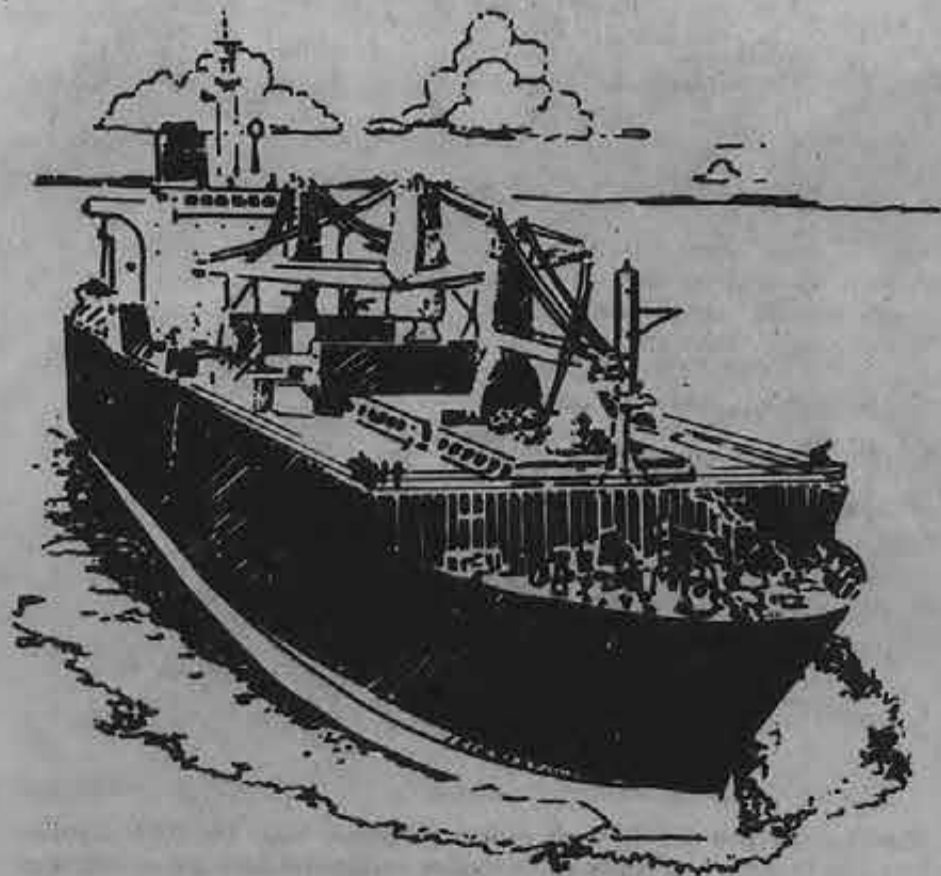
Charles Brezler, 75  
Baltimore, Md.  
Joined Union 1957

Perry Bullock, 49  
Baycliff, Texas  
Joined Union 1963

Henry Caswell, 78  
Alpena, Mich.  
Joined Union 1960

Daniel Dean, 79  
Neptune, N.J.  
Joined Union 1952

## Safeguard Your Shipping Rights



**T**O SAFEGUARD your rights and the shipping rights of all SIU members, there are certain requirements that must be followed. These requirements are spelled out in the **Shipping Rules**, and they are there so that the rights of all members will be protected and furthered fairly and impartially.

**DUES** Your current quarter Union dues must be paid at the time you register.

**RELIEF JOBS/REGISTERING** When you are relieved, you must re-register for your job within 48 hours by reporting to the SIU Union hall.

**RELIEF JOBS/CONTACT WITH UNION** It is your responsibility to keep in contact with the Port Agent at the port in which you are registered.

**RELIEF JOBS/SHIPPING** It is your responsibility to claim your job from the hiring hall shipping board no later than one day before the ship's scheduled arrival.



## First Went to Sea in 1915

# 90-Year-Old Seafarer Wins WW II Discharge

**Editor's Note:** Hundreds of seafarers who sailed in World War II have been granted their WW II discharges and veterans' benefits, some 43 years after the last shot was fired. We salute all of these men who served their country and wish there was room to tell each story.

Roughly a quarter of a million Americans served in the merchant marine between Pearl Harbor and V-J Day. Some 5,662 of them died—a higher casualty rate than their counterparts in the Navy. The benefits to which their status entitles the survivors—including use of veterans' hospitals and burial in national cemeteries—are long overdue—43 years to be exact.

On Jan. 21, 1988, a federal court decision gave veterans status to World War II U.S. merchant seamen who sailed between Dec. 7, 1941 and Aug. 15, 1945. It came after a 43-year fight with the Defense Department and an eight-year struggle in the courts.

One such survivor is Geronimo B. Gapac, now 90 years old. A resident of Savannah, Ga., Gapac went through all the necessary paperwork and government forms, and this past November received his honorable discharge

certificate from the U.S. Coast Guard and a certificate of service from the U.S. Merchant Marine. With the certificates comes the long-awaited and well-earned honor of being a U.S. veteran. But it's been a long road for



Geronimo Gapac proudly displays his World War discharge certificate.

Gapac in getting to this point.

Geronimo Bilbao Gapac was born

Sept. 30, 1898 in the Visaya Islands in the Philippines. He struck out on his own at 17 to become a merchant seaman. And for the next 46 years he saw the beautiful cities of the world and the brutality of action in two world wars.

Gapac was working as a cook aboard ship when he married his wife Infanta in 1935. He left when his son was only seven months old and didn't see them again for six years.

On March 16, 1943, Gapac joined the SIU in the port of Norfolk, Va., sailing in the steward department until his retirement in 1968 at the age of 70.

His voyages took him to Tunisia and Africa with supplies for General George Patton and his troops. He remembers seeing other merchant ships torpedoed as they delivered the needed supplies to our allies in Russia on the "Murmansk Run." One of his last wartime assignments found him in the Pacific where he witnessed some of the most dangerous action between the Japanese and the U.S. Navy.

Gapac and his wife and son were reunited in Shanghai, China in 1946

and moved to Savannah in 1950, where they still reside.

Many merchant seamen have long passed the age where they can enjoy most of the benefits that other veterans enjoyed following the war. For some SIU members, the recognition is merely a matter of principle. Gapac's wife Infanta said the only thing her husband might get out of being a veteran is a flag and a tombstone when he dies.

But for Gapac, the certificates granting him veterans' benefits are "a souvenir," just two of many awards and other memorabilia now hanging on the walls of his Savannah home—among them certificates from the War Shipping Administration testifying to his active service in the Atlantic, Pacific and Mediterranean Middle East war zones, as well as a Merchant Marine Combat Bar certifying that he faced "direct enemy action in a service of vital importance to the nation."

Gapac is anxious to meet with captains, officers and other surviving crewmembers from the war, and hopes they, too, have gotten their long overdue recognition. You may write to Gapac in care of the LOG.

## At Sea

### New Sea Litter Laws Take Effect

An international treaty banning the dumping of plastics at sea and toughening the rules on other garbage took effect in early January.

No plastics, such as synthetic ropes, fishing nets or plastic trash bags can be tossed overboard. In addition, other forms of garbage, such as packing materials, can't be disposed of within 25 miles of land. Food wastes cannot be dumped within 12 miles of shore unless they have been processed through a grinder.

Even stricter rules apply in the Mediterranean, Baltic and Black seas, which face huge pollution problems.

### U.S. Extends Territorial Waters

The United States has extended its territorial waters to 12 miles offshore. The U.S. is the 105th country in the world to mark the 12-mile limit. Previously it claimed a three-mile limit.

The biggest benefit, a State Department official said, "will be to make foreign intelligence gathering more difficult and less effective."

The new limit does not affect U.S. fishing or mineral rights.

### St. Lawrence Seaway Season Ends

The navigation season on the St. Lawrence Seaway ended Dec. 23, when a Liberian tanker, loaded with chem-

icals, passed through the last lock. Both the Seaway and Canada's Welland Canal have been shut.

The Seaway, which links the Great Lakes to the Atlantic Ocean, will undergo routine maintenance and improvements.

### 2 Ferry Boat Sinkings Claim More Than 100

At least 59 people died when a Guatemalan ferry boat sank off that country's Caribbean coast Jan. 1. A ferryboat carrying party-goers off the beaches of Rio de Janeiro sank, claiming at least 51 lives New Year's day.

In the Guatemalan tragedy, the boat apparently ran out of fuel in the middle of a 16-mile trip across Amatique Bay. Witnesses said when a naval tug boat came alongside to secure a tow, most of the passengers ran to one side of the boat and it sank.

In Rio, a 100-foot boat was carrying 131 people, including crewmembers, to watch fireworks off the beach. But the boat which normally takes tourists on trips around the bay, was not equipped for the open seas that face the Copacabana beach.

Rough seas apparently caused the boat to capsize. Authorities said the boat was overloaded.

### A Piece of History Faces Eviction

One of the most famous American passenger ships, the *United States*, may be evicted from its berth in Nor-

folk, Va. because its berthing fees have not been paid. The port is owed more than \$500,000.

The ship has been tied up in Norfolk for 20 years. In 1981 a company hoping to refit the ship and operate it in the West Coast to Hawaii trade bought the vessel from Marad for \$5 million. But the firm has not been able to raise the \$200 million to get the *United States* under steam again.

"Our feeling is we're in the cargo business, and that ship is taking the place of a cargo vessel," said Joseph

Dorto, general manager of Virginia International Terminals Inc.

### WW II Mines Still A Shipping Threat

Some 2,000 mines left over from World War II are still believed to pose a deadly threat to commercial shipping in the Kanmon Channel in Japan.

The mines were dropped by U.S. bombers to disrupt Japanese shipping, but not all have been accounted for.

## Feast Makers



When Thanksgiving rolled around, the crew aboard the SIU-contracted *Stephen Pless* had the "best Thanksgiving Day feast I have ever seen," said QMED Robert Rester. He wanted to make sure the steward department (pictured above) received recognition for their work. They are (l. to r.) S/A Jessie Robinson (kneeling), 3rd Cook Charles T. Yancey, Chief Cook Patrick Helton, Chief Steward Earl Gray Sr. and S/A Donald Gebbia (kneeling).

# The Mess In Your Medicine Cabinet

## Health Line

This is one of a series of occasional articles on personal health. It was prepared by Dr. Elizabeth Reisman.

Our medicine cabinets today contain all the seemingly essential over-the-counter (medicines bought from a drug store shelf without a prescription) and prescription medicines we believe we need to get through our everyday injuries: rashes, itches, aches and pains, coughs, stuffy noses, and bouts of constipation and diarrhea.

One trip through your bulging medicine cabinet will show you, however, that you fall far short of what you expect. Why is it, with such a fine assortment of pharmaceutical products, that you probably can't even properly treat a cough or diarrhea? Actually, the reason is really quite simple. Many of your medicines are probably old and out of date.

All medicines have a limited life on the shelf during which the full effect (potency) of the drug can be depended on. After this time the drug becomes less able to do what it is supposed to do. Because of this, expiration dates must now be present on all prescription and over-the-counter medicines, including ointments and antiseptics (except isopropyl alcohol which is good for at least 3 years).

For prescription medicines the expiration date is written directly on the prescription label prepared by your pharmacist. The expiration date on over-the-counter medicines is placed somewhere on the product label or product itself by the manufacturer. You may find, however, that the expiration date on over-the-counter medicines are much more difficult to find. The location of the date seems to vary from product to product and manufacturer to manufacturer.

Checking the expiration date on an over-the-counter medicine before you buy it gives you a good start to stocking fresh medicines. By checking the expiration date you can avoid the mistake of buying a medicine which is out of date or will soon be out of date.

It is also important that you check your medicine cabinet every few months for out-of-date medicines to discard. Check with your pharmacist before using a medicine with no expiration date, with a date which you are unsure of, or which does not look or smell right. Medicines you wish to discard should be done carefully so that children or pets do not discover them and poison themselves. Community or ship regulations may prohibit you from flushing them down the toilet.

Medicines should always be stored in their original containers. The original container has the medicine's proper name, the strength, the amount to take, when to take the medicine, how to take the medicine, the expiration date, the number of refills left on the prescription, the name and phone number of the pharmacy which holds the original prescription (this is re-

quired if you need to obtain a refill from a different pharmacy), and other important information (such as warnings and unusual effects to watch for). Keeping medicines in their original containers assures you that you have the medicine that you think you have and that you know how to take it.

Another important problem with medicine cabinets is their location. The high heat and humidity of bathrooms cause the deterioration of pills and powders. Bathrooms, therefore, are not good spots to store medicines. A cool, dry place away from direct heat and sunlight is the best. Since some medicines must be stored in the refrigerator, check the label to find out if it needs to be refrigerated.

Always consider the safety of children when storing medicines. Infants and young children are very curious about medicines. They're brightly colored, they look like candy, and children see others eating them. Even small amounts of medicines may be extremely dangerous to a child. Therefore, if young children are around be sure the medicines are in child-resistant containers, the medicine cabinet

## Detroit Labor Leader Honored



Robert "Bobby" Holmes, left, Teamsters vice president and a long-time leader in the Detroit-area labor movement, was honored recently for his 50 years of service in the advancement of labor's causes. SIU Headquarters Representative Byron Kelley made the keynote address at the Testimonial Dinner and presented Bobby Holmes with a ship's wheel, maritime labor's highest award. More than 100 of Michigan's labor leaders attended the dinner.

is out of the reach of children, and the medicine cabinet is locked. Remember to include antiseptics, sprays and ointments in the medicine cabinet since these are also dangerous in young hands.

Don't stock pile out-of-date medicines. Make checking the dates a pe-

riodic job every few months, especially before getting on a ship. Be sure the medicines which you pack in your seabag are not out of date and won't become out of date while on the ship. Finally, keep all your medicines in a cool, dry place which is also out of the reach of young children.

## Dispatchers Report for Inland Waters

DEC. 1-31, 1988

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
	<b>DECK DEPARTMENT</b>								
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	0	1	0	0	1	0	0
Baltimore	2	0	0	0	0	0	2	0	0
Norfolk	30	4	0	3	0	0	64	18	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	12	2	0	0	4	0	21
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	2	17	12	6	60	61	16	6
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	1	0	0	1	0	0
Algonac	19	7	0	5	2	0	18	2	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	0	0	0	0	0	0
Totals	58	13	29	24	8	60	151	36	27
	<b>ENGINE DEPARTMENT</b>								
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	1	0	0	1	1	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	2	0	3	0	0	9	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	1	0	0	1	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	18	32	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	0	0	0	2
Algonac	11	3	0	7	0	0	9	2	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	5	3	11	0	1	37	38	5
	<b>STEWARD DEPARTMENT</b>								
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	0	0	0	1	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	1	0	0	7	2	0
Mobile	1	0	0	1	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	2	0	0	1	1	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	2	1	0	2	52	13	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	5	1	0	6	0	0	3	0	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	14	1	4	9	0	4	63	16	3
Totals All Departments	87	19	36	44	8	65	251	90	35

\*\*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.

# 1988

## SIU's 50th Year Marked by New Leadership and Direction

1988 was a year of change and challenges for the SIU and the maritime industry. It was marked by victories, a few defeats and some standoffs. Following is a wrap-up of 1988 taken from the pages of the each month's Seafarers LOG.

### JANUARY

The year starts out on a promising note. The maritime industry is exempted from the provisions of the Canada Free Trade Agreement. H.R. 2598, the Commercial Fishing Anti-Reflagging Act of 1987 is signed into law. And after 43 years, the Department of Defense finally decides to grant merchant seamen veterans' status for the heroic role they played in World War II.

**WORLD WAR II SEAMEN:** The decision to award World War II seamen veterans' status comes only after the SIU and other maritime unions mounted an eight-year court struggle. The issue is an emotional one for seamen, especially since 14 other non-military groups already had their contributions to the war effort honored.

**H.R. 2598:** The original purpose behind H.R. 2598 is to implement badly needed reforms in the fishing industry. Backers of the bill, however, had hoped to use it as a vehicle to close a loophole which had enabled the government to reflag 11 Kuwaiti tankers.

The administration's decision to reflag 11 Kuwaiti tankers under the American flag is denounced by most industry figures. Under an obscure 19th century law, the operators are able to crew these vessels with foreign nationals. This poses a special threat to the job security of American seamen.

Enactment of H.R. 2598 proves bittersweet: within a month, the government would issue a waiver which allows the operators of the Kuwaiti vessels to continue manning those vessels with foreign crews. Still, the legislation corrects serious problems in the fishing industry and demonstrates just how much the maritime industry can accomplish if it stands united.

**CANADA FREE TRADE:** Trade is one of the most important issues facing

workers in 1988. Increasingly, North American workers find their jobs being exported overseas as a result of unfair foreign competition.

Two trade issues dominate the year. Organized labor pushes hard for passage of some kind of Omnibus Trade Bill. Meanwhile, the Reagan administration seeks to eliminate trade barriers between Canada and the United States.

The Canada Free Trade Agreement poses a serious threat to the cabotage laws of Canada and the United States. Government officials north and south of the border make no secret of their desire to expand the scope of the agreement in upcoming trade negotiations.

Getting maritime removed from the Canada Free Trade Agreement proves to be a major victory for the SIU.

**OTHER DEVELOPMENTS:** Sealand purchases five new vessels that had been owned by U.S. Lines. The vessels, which were to be used on the company's West Coast, Hawaii and Asia runs, represent a 42 percent increase in the line's cargo capacity in the Pacific . . . The *Overseas Joyce* (Maritime Overseas) leaves Houston on its maiden voyage. It is the first U.S.-flag and SIU-crewed car carrier to call in the United States . . . The Coast Guard issues new drug and alcohol rules. The SIU and others in the maritime industry are successful in having two objectionable provisions dropped from the final version: seamen are no longer subject to losing their seamen's papers if they fail to report a co-worker who is intoxicated, and they do not have to report their prescription drug use to the captain of the vessel . . . SIU awaits NLRB decision on unfair labor charges it filed in connection with strikes against Curtis Bay Towing of Virginia and McAllister Brothers in the port of Norfolk.

### FEBRUARY

The Maritime Trades Department of the AFL-CIO meets in Bal Harbour, Fla. to set its legislative agenda for the year. The delegates strongly condemn the administration's decision to



Toasting the long and proud history of their union at the San Francisco hall are, from left, Al Finocchio, Carmelo Aste, Sam Young, Joe Favilli and Dolly Talaga.

waive American manning and citizenship requirements on 11 Kuwaiti tankers . . . Stressing the vital role that America's merchant fleet plays in the defense of this nation, the president's Commission on Merchant Marine and Defense recommends that the administration adopt a seven-point program aimed at revitalizing the American-flag merchant marine . . . With the backing of the SIU, the Senate, for the first time in 35 years, overwhelmingly ratifies two International Labor

pact . . . George Laurence Foote, former Marine Cooks & Stewards port agent, is dead at the age of 76. His ashes are scattered at sea by the crew of the *SS Galveston* . . . SIUNA Vice President Jack Caffey is named to the six-man executive board of the New York State Fed . . .

The presidential race gets under way in Iowa and New Hampshire . . . The Canadian government considers establishing a second registry . . . The SIU is featured on public television as part of a series on the American labor movement. Entitled "Portraits of American Labor," the series is hosted by Ed Asner . . . The NLRB issues unfair labor practice charges against McAllister Brothers.

### MARCH

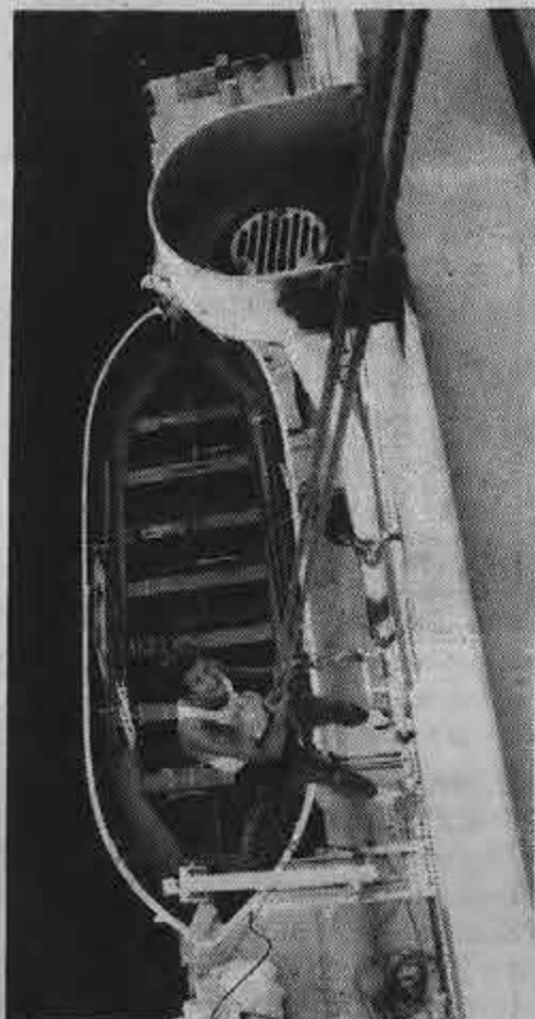
The SIU appeals directly to Secretary of State George Shultz in an effort to rescind the crewing waiver for 11 reflagged Kuwaiti tankers. Also, the NMU, NMEBA, MM&P, SUP and MFOW file suit in federal court seeking to have that waiver overturned . . . The administration submits a trillion dollar budget to Congress for fiscal year 1989 which leaves funding for maritime programs at essentially the same levels that they were last year . . .

More than 30 labor, management and government representatives, including SIU President Frank Drozak, meet at the United States Merchant Marine Academy to discuss manning standards for the American-flag merchant marine . . .

H.R. 1841, which seeks to improve safety onboard fishing vessels, is approved by the House Merchant Marine and Fisheries Committee. The bill also seeks to address the liability insurance problem and would require that the Coast Guard develop a mandatory licensing plan for vessel operators. While there is a general consensus that something needs to be done about safety onboard the vessels (the fishing industry has the highest accident rate in the nation), the provisions regarding liability insurance and mandatory licensing are quite controversial . . . The Omnibus Trade Bill remains stalled in  
(Continued on Page 12.)



AFL-CIO President Lane Kirkland and SIU President Michael Sacco at the SIU's 50th anniversary.



Tom Skagg helps ready the *Sgt. W. R. Button* just before she laid up for repairs.

Organization (ILO) conventions. Convention No. 147 sets minimum worldwide standards for seafarers, and No. 144 establishes a tripartite consultation system of labor, management and government on matters relating to the ILO.

American seamen who served in World War II react to news that they have been granted veterans' status with great enthusiasm. The Veterans Administration issues instructions on how to apply for veterans' benefits . . . The Coast Guard faces a \$100 million cut in its budget. Experts issue dire warnings about the safety im-

# 1988—A Review of the SIU's 50th Year

(Continued from Page 11.)

joint conference between the House and Senate.

The American Maritime Privatization Coalition calls for the reform of the MSC procurement process. DOT Secretary James Burnley testifies at the House Merchant Marine Fisheries Committee that reform of the liner subsidy program is essential, but that the administration is committed to making sure that "the program is fiscally responsible." SIUNA Vice President John Fay is honored for his contributions and help to the Deborah Hospital and Heart Lung Center in Philadelphia. SIU contracted companies garner the lion's share of contracts awarded by the MSC to private sector for the maintenance of the Ready Reserve Force (42 out of 71 vessels).

SIU boatmen at Cape Fear Towing in Wilmington, N.C. agree to a contract extension. Representatives from the SIU attend a special meeting of the Commission on Merchant Marine and Defense on Capitol Hill, where Dr. Alan Cameron, the executive di-

rector of the group, discusses how the commission's findings and recommendations relate specifically to the Great Lakes maritime industry.

that they are taking steps to increase U.S. manning. In response to a suit filed by five maritime unions, a federal judge rules that the administration has the right to waive manning requirements on the 11 reflagged Kuwaiti-owned tankers. SIU trainees and upgraders from Piney Point join ranks with 200 other union workers and civil rights supporters at an anti-apartheid rally in Washington, D.C. Five bills are introduced to reform the liner subsidy program. The SIU joins the NMU, MM&P and NMEBA in expressing "extreme disappointment" in the administration's plan. The Omnibus Trade Bill is still in joint conference, where Senate and House conferees drop a provision which would have taken minimal steps in opening up the restricted auto-carriage trade. Also, the conferees are reported to be looking into a provision that would allow the export of 50,000 barrels of Alaskan oil a day to Canada.

The SIU reaches a tentative agreement with the Seafood Producers As-

sociation in New Bedford concerning the scallopers and druggers. A bill is introduced in the New York City Council to change the name of Battery Place between Broadway and West Street to Merchant Marine Veterans Drive. The SIU's Government Services Division seeks to clarify the union's basic agreement with the Military Sealift Command of the Pacific to correct longstanding grievances. SIU crewmen onboard two G&H tugs in Houston, the C.R. Haden and the J. Harris Masterson, are praised by the company for their courageous and quick action in extinguishing a fire.

## MAY

development of Arctic National Wildlife Reserve (ANWR) oil. The House passes an amendment to the Immigration and Nationality Act prohibiting the admittance of aliens planning to work on American ships or aircraft during a strike by American workers. SHLSS Executive Chef/Instructor Romeo V. Lupinacci is awarded the Diamond Jubilee Gold Medal of the American Culinary Federation. The American Council on Education begins a routine 10-year evaluation of the vocational courses offered at the Seafarers Harry Lundeborg School of Seamanship.

For the second time in a little more than a year, the SIU's view on CDS payback is upheld by a federal judge who rules that Marad's decision to allow huge, subsidized tankers into the Alaskan oil trade is wrong. President Reagan threatens to veto the Omnibus Trade Bill because it contains a provision requiring companies to give their employees 60 days notice in case of a plant closing. In order to gain enough votes to override a presidential veto, Democrats drop a provision from the bill prohibiting the export of refined Alaskan oil in excess of 70,000 barrels a day. American President Lines launches the *President Truman* and the *President Kennedy*, two of five new C-10 container ships it has added to its fleet. Two Seafarers and four dependents win \$50,000 in scholarship awards from the SIU's Charlie Logan Scholarship program. Long-time SIU official Leon Hall retires after nearly 50 years with the SIU. Hall played a pivotal role in many of the union's most important beefs and was instrumental in establishing the SIU's Food Service Plan, a training program for stewards. He is replaced by Jack Caffey, who is named vice president in charge of the Atlantic Coast.

Shipping is in full swing on the Great Lakes, where seamen hope to improve on last year's promising figures. During 1987 iron ore cargoes rose by more than 20 percent, stone shipments were up 21.8 percent and coal showed a small increase of 4 percent. Joe

Marshall, a fork lift instructor for the SHLSS's Sealift Program, retires after 11 years of dedicated service. SIU members negotiate a new contract with North American Trailing Co.

The first in a continuing series of articles dealing with the deadly AIDS crisis appears in the Seafarers LOG. Elizabeth Reisman, the author of the article and a member of the St. Mary's County AIDS Task Force, stresses that education is the most effective weapon we have. The Persian Gulf War heats up as the United States blows up an Iranian oil rig in retaliation for mines that Iran allegedly laid in the Strait of Hormuz. Commenting on the development, *The Washington Post* notes, "It takes some getting used to that American-owned ships that fled to a foreign flag to avoid American maritime union wages can now slip in under the wing of the U.S. Navy." A House Committee kills three amendments that would impede the exploration of ANWR oil. House Merchant Marine Chairman Walter B. Jones (D-N.C.) warns that "the clock is running out" on passage of a Fish Liability and Safety law. Labor leaders across the country speak out forcefully in favor of passage of a bill that would raise the minimum wage to \$5.05.



The fit-out on the Great Lakes is under way as deckhands Steve Halvaks (left) and Jeff Lalonde help tie up the *Paul Thayer*.

## JUNE

Michael Sacco, executive vice president of the SIU, is appointed vice president of the MTD. Maritime Day celebrations are held around the country. The holiday was created in 1933 to promote public awareness of this nation's maritime heritage, and coincides with the anniversary of the first transatlantic voyage by a steamship, the *SS Savannah*, May 22, 1819. A report issued by the Fletcher School of Law and Diplomacy is condemned by maritime officials around the country. Among other things, it recommends that all maritime subsidies and cabotage laws be discontinued. Hearings are held on Capitol Hill concerning the recommendations contained in the President's Commission on Merchant Marine and Defense.

President Reagan vetoes the Omnibus Trade Bill because it contains a modest plant closing provision. The veto is easily overridden in the House,

but the vote in the Senate is expected to be close. S. 1988 is signed into law. Known as the Sewage Sludge Bill, the legislation spells out Jones Act coverage for the transportation of sludge and other "valueless" material within the 200-mile Exclusive Economic Zone. *The Journal of Commerce* reports that "prospects for passage of maritime subsidy reform legislation this year appear to be dim."

President Reagan signs two conventions of the ILO into law, including one which requires nations to establish minimum standards for working and living conditions for crews on seagoing vessels registered under their flag. The Transportation Institute estimates that the Military Traffic Management Command could save as much as \$400 million by utilizing this nation's domestic waterways as an alternative to railroads and trucks. The SIU reaches a tentative agreement with Maritrans, formerly known as Harbor Towing and Dock Dredging and Dock

wins an emergency contract to free a Greek-flag vessel that was broken down in the Chicago River. The SIU reaches a contract with Crescent Towing of Mobile. The SHLSS plays host to a distinguished group of government officials from the U.S. Virgin

## JULY

Frank Drozak, 60, SIU president since 1980, dies at his home June 11 following a long bout with cancer. The executive board of the Seafarers International Union of North America and the SIU's A&G District unanimously elect Michael Sacco president. Hundreds of friends, seamen and dignitaries attend Drozak's funeral at Seafarers Haven, a cemetery for seamen which he had built across the river from the Seafarers Harry Lundeborg School of Seamanship. "Frank's death brings sorrow to trade unionists around the world, at sea and ashore," says AFL-CIO President Lane Kirkland.

The crews of *SS Sgt. Matej Kocak*, *SS Major Stephen Pless*, and *SS Pfc Eugene Obregon* are cited for their meritorious service to the 60th Marine Amphibious Brigade. All three vessels are operated by Waterman Steamship Company. Ground is broken in

San Pedro, Calif. for a major U.S. Merchant Marine Memorial site, financed in part by a \$10,000 donation by the SIU. The worst drought in years brings the inland industry to its knees. The Mississippi River shrinks to some 20 feet below normal levels, and dozens of tugs and barges become stuck, halting traffic up and down the river. Dixie Carriers orders three modern and sophisticated chemical barges which they hope will boost their business on the Gulf-Intercoastal Waterway.

The Department of Transportation issues regulations requiring drug testing for seamen onboard commercial vessels. They are similar to the ones that the Department issued earlier in the year concerning aviation and railway workers. Provisions that would have caused drastic changes in the liability insurance industry are dropped from a fishing safety bill. In West Germany, adherents of open registry shipping try to persuade the government there to open up second registry. West German trade unionists oppose the idea because it would cost 37,000 seamen and marine-allied workers their jobs. Participants at the Containerization and Intermodal conference in Oakland, Calif. call intermodalism the most important development to hit the maritime industry since containerization in the 1950s. Sen. Daniel Inouye (D-Hawaii) introduces legislation to allow Sea-Land to apply for operating subsidies for 12 foreign built containerships. The House Merchant Marine and Fisheries Committee holds hearings on H.R. 4662, which would authorize the federal government to build vessels for charter to private industry. Legislation seeking to outlaw the carriage of sewage sludge is introduced in the House of Representatives.

## AUGUST

Fishermen working on 25 boats, whose owners are part of the New Bedford Seafood Producers Association, ratify a new contract. New flag of convenience operations pose a renewed threat to the U.S.-flag fleet. An American maritime consultant hangs out his shingle; for the right price, he can offer a "one-stop-shop" for U.S. ship-owners seeking to find a foreign-flag registry. He claims to have 32 flags to offer. U.S. taxpayers are footing a large part of the bill for the Marshall Islands, a former U.S. territory, to become the newest flag of convenience. One of the key players in the set-up is a close friend and major fund-raiser for the George Bush presidential campaign. A Japanese company purchases a U.S. barge company, and the Coast Guard, despite being made aware of the lack of U.S. citizen owners, approves the operations.

The SIU files charges with the NLRB against Offshore Personnel Inc. and Gleneagle Ship Management Inc. for refusing to hire qualified seamen because of their union affiliation. The



Seafarers attend anti-apartheid rally in Washington, D.C.

two firms, one a ship manning agency and the other a ship management firm, were hiring seamen for the newly-chartered tanker *Maryland*, one of three ships recently bought by Belmont VLCCII. Belmont signs a deal to charter one of the ships to Kuwaiti interests for 24 months. Senate hearing is held on legislation to grant operating subsidy eligibility to 12 for-



SIU President Frank Drozak dies in June at age 60.

eign-built Sea-Land ships. The Coast Guard issues a set of stringent drug testing regulations which could subject every member of the U.S.-flag merchant marine to regular random drug testing. Tug industry experts predict that the drought could cost the industry \$150 million.

Seventeen young boys and girls spend two weeks at Piney Point and the union's headquarters building as part of the MTD's Sea Scouts program. The SIU establishes the Seafarers AIDS Forum for Education in an effort to combat this deadly disease. SIU member Edward Pulver is re-elected by acclamation to a four-year term as secretary-treasurer of the New Jersey State AFL-CIO. Augustin Tellez is also elected to the Executive Board. Democrats unite behind a Dukakis-Bentsen ticket at an electric four-day convention which highlights the themes that the party intends to use in this year's presidential campaign. Touring Sea-Land's massive container facilities in Tacoma, Wash., Dukakis pledges his support for a plant closing bill, which had passed both the House and the Senate by veto-proof margins after it had been introduced separately from the trade bill. The Reagan

## SEPTEMBER

administration eases restrictions on the amount of sugar that can be imported into the country, causing concern to the Sugar Workers Union, an affiliate of the SIUNA. Michael Dukakis is endorsed by the AFL-CIO. Seafarers crew the *Guayama*, one of five new Puerto Rico Marine Lancer-class ships. Seafarers crew the *M/V Maersk*, which is chartered by the Military Sealift Command. Leonore Sullivan, former chairman of the Merchant Marine Committee, is dead at the age of 85. An ardent supporter of the maritime industry, she helped win passage of the Energy Security Act of 1974, which was pocket-vetted by President Gerald Ford. SIU President Michael Sacco warns the maritime industry about the upcoming General Agreement on Tariffs and Trade (GATT) talks. The SIU reports on a small but growing trend: the reflagging of foreign vessels under the American registry. Many of these vessels are engaged in carrying cargo for the Military Sealift Command.

(Continued on Page 14.)



Deckhand Dean Gilbert climbs back aboard the *Keyes* after helping tie her up in Detroit.



Dragtender Luis Green keeps an eye on operations onboard the dredge *Sugar Islander*.

rector of the group, discusses how the commission's findings and recommendations relate specifically to the Great Lakes maritime industry. Corpus Christi is chosen to be the home port for the Navy battleship *Lexington*. An SIU company, G&H Ship Docking, helps dock the battleship when she reaches port. Two candidates for the Democratic presidential nomination, Richard Gephardt and Jesse Jackson, speak at the SIU hall in Houston, Texas.

## APRIL

Michael Sacco is named executive vice president of the SIU at the union's membership meeting in Piney Point, Md. In a letter to Drozak, Secretary of State George Shultz defends the government's action in claiming a crew waiver for the 11 Kuwaiti tankers. But he adds, "We are also advised that Kuwaiti officials are aware of our concerns over the manning issue, and

sociation in New Bedford concerning the scallopers and druggers. A bill is introduced in the New York City Council to change the name of Battery Place between Broadway and West Street to Merchant Marine Veterans Drive. The SIU's Government Services Division seeks to clarify the union's basic agreement with the Military Sealift Command of the Pacific to correct longstanding grievances. SIU crewmen onboard two G&H tugs in Houston, the C.R. Haden and the J. Harris Masterson, are praised by the company for their courageous and quick action in extinguishing a fire.

Sen. Daniel K. Inouye (D-Hawaii) speaks at the dedication of the *Sea-Land Hawaii*, which is one of five vessels that is scheduled to begin a regular West Coast to Far East run via Hawaii. The SIU urges the House Subcommittee on Fisheries, Wildlife, Conservation and Environment to facilitate the exploration and



The Shiphandling Simulator Building at Piney Point is named after SIU pioneer Lindsey Williams, center.

# 1988—Year in Review

(Continued from Page 13.)

Several maritime groups, including the SIU, severely criticize the administration's drug testing proposal . . . The SIU joins a coalition of maritime unions and companies seeking to restore the full deductibility of onboard meals . . . The SIU seeks to correct a diesel tax procedure which costs the industry \$300 million . . . The takeover of an American barge company, Consolidated Grain and Barge Co., by a Japanese company is put on hold by a federal judge until the Coast Guard can determine if American citizenship requirements are met . . . Barge traffic on the Mississippi River, slowed earlier this year by shallow water, rebounds after rainfalls in the upper Midwest.

The SHLSS begins a driver training course for Crowley Trailer Marine Transport . . . Three SIU-contracted vessels, the *USNS Algol*, *USNS*

ternational Labor Communications Association. It wins second place: General Excellence in a nationwide contest in which there were 1,276 entries from 155 labor union publications . . . Rep. Walter B. Jones (D-N.C.) sends a letter to his colleagues stating that there is "no room" in the upcoming GATT talks to encourage entry by the Third World and East bloc vessels into maritime trades reserved, for security reasons, to vessels of the United States . . . The SIU negotiates a severance benefit settlement with National Marine Service.

## NOVEMBER

Thousands of Seafarers, their families and friends join in celebrations held at headquarters and the ports commemorating the union's 50th anniversary . . . A Shiphandling Simu-

threat to this nation's military capability, it is not irreversible. The problem could be corrected by the adoption of a comprehensive maritime policy. And the savings and benefits derived from implementing such a program would substantially exceed the costs to the government . . . Secretary of Transportation James Burnley requests that the Coast Guard triple the number of people handling applications from World War II seamen seeking veterans' status. There is now a backlog of 43,000 such applications, and about 900 are arriving weekly.

The SIU holds an AIDS seminar for its contracted companies in order to come up with an industry-wide policy to combat the deadly disease . . . The Government Accounting Office releases a study stating that the estimated cost of maintaining the Jones Act restrictions in the Alaskan trade have been greatly exaggerated and that they should be retained because they "help maintain the nation's capability for military shipbuilding and sealift in time of war" . . . Marine Transport Lines, the owner of the ill-fated *Marine Electric* which sank five years ago at the cost of 31 lives, pleads guilty to a criminal misdemeanor charge . . . The Reagan administration's CDS payback plan suffers another setback when a federal judge rules that any company operating in the protected Alaskan trades contrary to an April 29 decision is doing so illegally.

The United States and the People's Republic of China make substantial progress towards negotiating a new maritime agreement. Katharine Wei, chairman of the board of the Falcon Group, says that the proposed agreement would bestow only "a cosmetic benefit to the bulk carrying segment of the American fleet" . . . Long-time SIU-contracted Waterman Corp. requests Marad approval to sell its interests to International Shipholding . . . Sen. Ernest F. Hollings (D-S.C.) and Thomas B. Crowley, chairman of the Crowley Maritime Corp., are presented with Admiral of the Ocean Sea (AOTOS) awards.

## DECEMBER

The SIU becomes the first transportation union to challenge new fed-



Joining the crew of the *Golden Monarch* are AB Julio Mattos (left) and Relief Bosun Ruben Morales Jr.

eral drug testing regulations when it files suit in Washington, D.C. to have new drug testing rules issued by the Coast Guard declared unconstitutional . . . Even though VLCC's *Ocean Challenger* passes an inspection requested by the SIU, the vessel misses two sailing dates and is the subject of a Coast Guard inspection for polluting Portland, Ore.'s harbor . . . The National Transportation Safety Board (NTSB) spearheads a drive to improve safety standards in the fishing industry, which has the highest accident and death rate in the world. It says that H.R. 1841, a fish safety bill passed earlier this year, is only a minimum, and that the Coast Guard should implement a mandatory licensing program . . . Seafarers from the *LNG Capricorn* (Energy Transportation Corp.) rescue 27 from a sinking Panamanian-flag vessel . . . The Swedish Shipowners' Association releases a study which contends that it is possible to operate a large boxship with as few as nine seamen. Hapag-Lloyd, a West German shipping company, puts the final touches on two new vessels which are scheduled to begin cross-Atlantic runs with crews of only 13 people.



SIU Vice President Jack Caffey (second from left) joins other maritime figures at 1988's Maritime Day ceremony in New York Harbor.

*Denebola* and *USNS Altair*, begin their role in "Reforger 88," one of the largest U.S. military exercises.

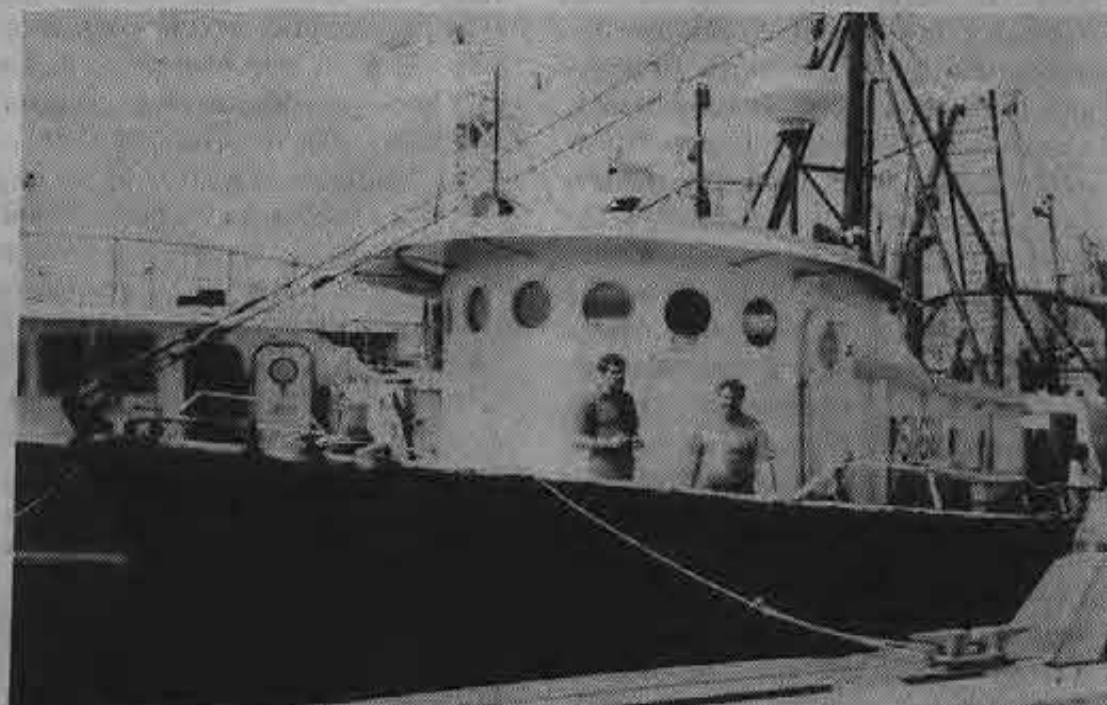
## OCTOBER

At a hearing before the House Merchant Marine Subcommittee, the SIU presents a joint statement with NMEBA, the MM&P and the IBU condemning the Coast Guard's proposed drug testing regulations . . . Stressing the need "to get the American-flag merchant fleet back under full steam," Democratic presidential candidate Michael Dukakis unveils a comprehensive maritime plan . . . The SIU strongly opposes two bills that would weaken the Jones Act. The first, S. 2728, would allow foreign-flag ships to carry coal between Alaska and Hawaii. The second, S. 2729, would allow foreign-flag passenger ships to operate between ports in Alaska and between Alaska and Seattle, Wash. . . . The Seafarers LOG puts out a special edition commemorating the 50th anniversary of the Seafarers International Union of North America and its affiliate, the Seafarers International Union . . . The Seafarers LOG is cited for journalistic excellence by the In-

ternational Labor Communications Association. It wins second place: General Excellence in a nationwide contest in which there were 1,276 entries from 155 labor union publications . . . Rep. Walter B. Jones (D-N.C.) sends a letter to his colleagues stating that there is "no room" in the upcoming GATT talks to encourage entry by the Third World and East bloc vessels into maritime trades reserved, for security reasons, to vessels of the United States . . . The SIU negotiates a severance benefit settlement with National Marine Service.

lator Building at Piney Point is named after former Vice President Lindsey Williams . . . The SHLSS dedicates Frank Mongelli Drive, named after the late vice president of the school. A federal judge grants an SIU request for a special inspection of the *Ocean Challenger* . . . The SIU and OMI Corp. jointly file suit to overturn Marad's decision to award a contract to Belmont VLCCII. The suit contends that Belmont has an unfair price advantage because it purchased the ship for a bargain basement price, that Marad did not follow the 1936 Merchant Marine Act and that the ship is not suitable for the grain trade . . . The House and Senate vote to restore 100 percent deductibility for crew meals and to exempt tug and barge owners from a 15 percent diesel fuel tax.

SIU President Michael Sacco sends a letter to President-elect George Bush congratulating him on his victory and urging him to give shipping a high priority in his upcoming administration . . . The president's Commission on Merchant Marine and Defense issues the third in a series of four reports which reaches the following conclusion: while the decline of the American-flag merchant marine poses a grave



Engineer Manuel Roda and Mate Antonio Pimentel in a quiet moment onboard the *Sao Pedro*, tied up on the New Bedford waterfront.

**Pensioner's Corner**

**DEEPSEA**



Arturo I. Aguilar, 66  
Houston



Charles E. Bell, 65  
San Francisco



Frank T. Conway, 67  
New Orleans



James W. Gard, 61  
Jacksonville



Esko Makila, 66  
San Francisco



Elmer P. Moran, 61  
Wilmington



James J. Mulcahy, 65  
San Francisco



Ralph W. Murray, 63  
Wilmington



George I. Prasinos, 65  
New York



Roberto A. Principe, 65  
San Francisco



Emmanuel Rapitis, 66  
Seattle



James R. Thompson, 62  
Mobile



Percival Wicks, 78  
San Francisco

George E. Annis, 59  
New Orleans  
John Bekiaris, 61  
New York  
Samuel E. Bossard, 67  
St. Louis  
John T. Cherry, 67  
New Orleans  
Carlos Gomez, 61  
New York

Ira J. Jesse, 53  
Wilmington  
Thomas T. Kirby Jr., 64  
Houston  
William Kunak, 61  
Baltimore  
William Lovett, 65  
New York  
Herbert R. Minick, 63  
Jacksonville  
Albert N. Ringuette, 65  
Seattle  
Bernard Shapiro, 65  
New York

**INLAND**



John M. Cossman, 62  
Houston

Robert S. Cropper Jr., 59  
Philadelphia  
Lawrence Dugas, 62  
New Orleans  
Siegfried R. Gibbs, 55  
Philadelphia  
Paul P. Greco, 62  
Duluth  
Lloyd O. Montgomery, 62  
Jacksonville  
Edwin Welch, 56  
Houston

**RAILWAY MARINE REGION**

Hollis W. Maupin, 63  
New York

**GLOUCESTER FISHERMAN**

Benjamin A. Chiancola  
Gloucester



**Personals**

**Leon Jack LaRoche**

Please contact your daughter, Mary Jane Karg. This concerns important medical information she needs. Anyone who could help Mary Jane Karg find her father may call too. His first ship, the *Tide-water*, sailed from Brooklyn in late 1943 or early 1944. Call collect (618) 763-4974.

**D.R. White**

D.R. White (SS# 038-36-1546): Please contact the Jacksonville hall to reclaim a Sea-Land check dated November 20, 1987.

**New SIU Pensioners**



Jacksonville Port Employee Jim Koesy (above right) presents Joseph Zelay with his first pension check in the Jacksonville hall. Below, Bosun James Corder also joins the retirement ranks with his first pension check from Koesy.



Joining the retirement ranks is Manuel "Manny" Ledesma, right, receiving his first pension check from Honolulu Port Agent Tom Fay. Manny sailed as cook and baker aboard the Matson Line vessels. Aloha and smooth sailing, Manny.



**SHLSS Course Graduates**

**LIFEBOAT—MILITARY SEALIFT COMMAND, 10/25/88**



First row, left to right: Luis Ronchaquirra, Jose F. Rivera, Bruce Zenon, Richard Allen, James Noble. Second row: Ben Cusic (Inst.), Antonio Soares, Dennis Rapp, Christina Sofia Ramos, Jose A. Montes.

**WELDING, 12/16/88**

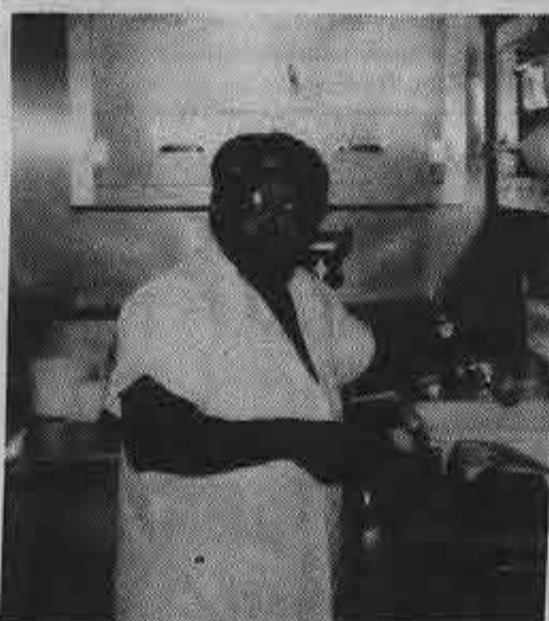


Left to right: Bill Foley (Inst.), J.J. Cooper, Jim Hagner, Tom Dowell, Keith Shamberger, Chuck Miller, Mike Wells, Angel Luis Perez, Jr., Scott Horn, John Day.

# 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.

**COVE TRADER** (Cover Shipping), November 13—Chairman C.E. Pryor, Secretary W. Braggs, Educational Director N.C. Aguilera, Deck Delegate Robert Lambert, Engine Delegate W. Miles Jr., Steward Delegate L. McGivens. Several hours of disputed OT were reported in the deck department. Three men aboard ship were repatriated to the States due to illness. Two members came aboard as replacements. Otherwise, everything is running pretty smoothly, although it was requested that the patrolman look into the matter of allotment checks being late. The chief mate has some films on safety in his office for any interested members. A vote of thanks was given to the steward department for a "very nice job." Next port: Houston, Texas.



Calvin Hazzard, chief cook aboard the Sam Houston (Waterman), shows how a steak should be cut. (Photo by Ernest Hoitt)

**1st LT. BALDOMERO LOPEZ** (AMSEA), November 13—Chairman W. Johnson, Secretary Milton Youmett, Educational Director/Engine Delegate Q. Duffy, Deck Delegate Henry Gable, Steward Delegate Clancy Hennigan. No beefs or disputed OT reported. Notification was received from headquarters that engine cadets are not to do any maintenance work that would adversely affect the QMEDs overtime. Regarding transportation costs of flying to the ship, AMSEA will pay \$75 per day. The secretary noted that the UNREP training went well. He reminded all crewmembers of the importance of donating to SPAD and of taking advantage of the upgrading opportunities available at Piney Point. A vote of appreciation was given to the steward department for a job well done.

**GUAYAMA (PRINI)**, November 24—Chairman Paul Domes, Secretary Paul Stubblefield, Educational Director R. Tompkins, Deck Delegate R. Pace. No beefs or disputed OT reported. There is \$1 in the ship's fund. No communications have been received from headquarters. Payoff will be Friday, Nov. 25 in San Juan. "We have a happy ship. She is a speeder and a feeder." It was requested that someone with the proper authority talk to the longshore boss about the longshoremen coming into the lounge and messroom. "After all, this is our home and we don't like having it made into a mess." A vote of thanks was given to the steward department for a job well done and for the delicious Thanksgiving Day dinner. In its report to the LOG, the *Guayama* notes: "We are slowly getting the ship cleaned up. It is rough, but things are shaping up. We are a happy little crew."

**LAWRENCE H. GIANELLA** (Ocean Ships), November 14—Chairman P. Hulbosch, Secretary D.E. Edwards. The ship sailed short from Scotland one AB and one pumpman. Reliefs are due on arrival at Khor Fakkon, U.A.E. Thanks to

the success of the arrival pools, there is \$130 in the ship's fund. Almost all items on the previous repair list have been taken care of. The condiment boxes that the steward requested have been made, thanks to the cooperation of the deck department and the chief mate. Things are going smoothly, although there has been some question as to why the company has been reluctant to send reliefs for some crewmembers in the past. The importance of filling the jobs on the board, as well as waiting for proper relief before leaving a ship, was discussed. The stores situation has been pretty good, and additional provisions are expected at Khor Fakkon. The chairman noted that the union is short of ABs right now, so anyone with enough time should take advantage of the school and upgrade as soon as possible. A motion was made to increase the \$8 per day currently being paid for maintenance and cure. A vote of thanks was given to the steward department for a job well done. Also, the GSUs and DEUs were complimented on the fine job they've been doing to help keep the decks and passageways clean. It was suggested that some of the money in the ship's fund be used to buy some new movies and a basketball net.

**OMI WABASH (OMI)**, November 18—Chairman G. Matilio, Secretary J. Price, Educational Director J. Spell. A number of beefs were brought up by the steward department. The ship is not equipped with enough cleaning gear, and the messhall is not being properly cleaned or stocked. Also there is not enough chocolate milk or hot chocolate available to the crewmembers. [Four days following this meeting, a delegates meeting was held with the steward and the messman. All beefs were settled without having to involve the captain.] There is \$115 in the ship's fund. The money is kept in the captain's safe. The chairman reports that the vessel's runs will continue to be trip-to-trip. The *Wabash* is currently headed for Galveston Bay to await orders. The educational director encouraged eligible members to take advantage of the courses offered at Piney Point.

**OVERSEAS MARILYN** (Maritime Overseas), November 6—Chairman Robert Tillman, Secretary J. White, Educational Director R.W. Scrivens, Deck Delegate Daniel Laitinen Jr., Engine Delegate James McCrary, Steward Delegate Jorge A. Bernardez. No beefs or disputed OT reported. The chairman stressed the importance for every member to go to Piney Point to prepare for the jobs of the future. "Tomorrow is here right now; don't be left behind in waiting for tomorrow." When leaving the ship, each member should make sure that his room is clean for the next person. A suggestion was brought up to have some kind of identification card when going to the doctor or hospital so that they know the kind of insurance members have. A motion was also made to get something in writing about the "A" men doing eight months and the "B" men, six months. The crew was reminded to get an absentee ballot when there is a major election going on. "Your vote can make a difference to you." A vote of thanks was given to the steward department for a job well done. Next port: Durban, South Africa.

**SEA-LAND FREEDOM** (Sea-Land), November 17—Chairman L.E. Watson, Secretary L.A. Lamphere, Educational Director D. Struthers, Deck Delegate E.R. Limon, Engine Delegate F. Fulmer, Steward Delegate T. Markham. No beefs or disputed OT. There is \$4 in the ship's fund. The pilot pool for Tacoma will go toward the fund as well. The ship arrives in Tacoma on Sunday, Nov. 20 and will sail Nov. 22. The crew has been a big help in keeping the rec room clean. New mattresses are

needed in some of the rooms; the present ones are now about eight years old. The 50th anniversary edition of the Seafarer's LOG was well received. Crewmembers believe a special vote of thanks should be given to those members responsible for "making the SIU what it is today. Some of these old-timers are still with us and should be thanked for the work they did to get us what we benefit from today." The steward department was also given a vote of thanks for a job well done. Next ports: Tacoma, Wash. and Yokohama, Japan.

**SEA-LAND INDEPENDENCE** (Sea-Land), November 4—Chairman Virgil C. Dowd, Secretary George W. Gibbons, Educational Director Gene Speckman. No beefs or disputed OT reported. It was a sad voyage aboard the *Sea-Land Independence*. Able Seaman Joseph Schoell died onboard ship. The second mate and cadet did all they could to help, and were praised for their valiant efforts. No beefs or disputed OT reported. Three new men joined the ship, and all is running fairly smoothly. A motion was made to return to the six-month shipping rule. "It would be better, instead of the present rule of eight months." A vote of thanks was given to the entire crew for keeping the ship clean and to the steward department for their fine work. One minute of silence was observed in memory of our brother, Joseph Schoell.

**SEA-LAND VOYAGER** (Sea-Land), November 26—Chairman R. Murray, Secretary L. Lightfoot, Educational Director D. Johnson, Deck Delegate L. Stogner, Engine Delegate D. Campor, Steward Delegate S. Thomas. No beefs or disputed OT reported. All hands were cautioned to keep watertight doors dogged during rough weather. The secretary reported that the ship will arrive in Tacoma, Wash. Nov. 27. Due to the heavy weather, payoff should take place between 1600-1800 hours. Each department was asked to let the electrician know of any safety conditions needing attention. Following this voyage, Bosun Ralph Murray will be retiring. "All hands agree we will be losing a fine shipmate." A question arose concerning the 240-day shipping rule. All unlicensed crew showed their support for returning to the 120-day employment period. They will send their concerns to the Negotiations Committee.

**LNG TAURUS** (Energy Transportation Corp.), November 20—Chairman Robert J. Callahan, Secretary Robert H. Forshee, Deck Delegate James A. Desoucey, Engine Delegate Daniel A. Brass, Steward Delegate Francis E. Ostendarp. No beefs



On Aug. 31, at 1830 hours aboard the Sam Houston, burial services were conducted for Janet Withers Parker, the mother-in-law of Herbert Hannsan (retired marine operating manager for Waterman Steamship Corp.). Capt. John Morris conducted the ceremony as other crewmembers pay their final respects. (Photo by Ernest Hoitt)

or disputed OT reported. There is \$1,071 in the ship's fund (in the captain's safe). The chairman re-emphasized the importance of upgrading your skills at Piney Point and of the part SPAD plays in protecting your jobs. Capt. Kedenburgh was invited into the meeting and addressed the crew on the topic of drugs in the Orient—and to avoid them. He also talked about the Coast Guard's proposed drug testing plan as well as the drug policies of Energy Transportation Corp. The secretary expressed his appreciation to all departments for keeping the ship clean. A total of six refrigerators have been bought for the crew's use. More will be purchased as money builds up in the ship's fund. Next ports: Bontang, Indonesia and Tobata, Japan.

In addition to the minutes published above, the SIU received official ships minutes from the following:

ANTARES  
BAY RIDGE  
CAGUAS  
CHARLESTON  
FALCON DUCHESNE  
1st LT. JACK LUMMUS  
GALVESTON BAY  
LIBERTY SUN  
MOKU PANU  
OMI DYNACHEM  
OMI LEADER  
OVERSEAS CHICAGO  
OVERSEAS HARRIETTE  
OVERSEAS JOYCE  
OVERSEAS JUNEAU  
ROBERT E. LEE  
SEA-LAND DEVELOPER  
SEA-LAND ENTERPRISE  
SEA-LAND HAWAII  
SEA-LAND NAVIGATOR  
SEA-LAND TRADER  
STALWART  
STUYVESANT  
THOMPSON PASS

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, February 6	10:30 a.m.
New York	Tuesday, February 7	10:30 a.m.
Philadelphia	Wednesday, February 8	10:30 a.m.
Baltimore	Thursday, February 9	10:30 a.m.
Norfolk	Thursday, February 9	10:30 a.m.
Jacksonville	Thursday, February 9	10:30 a.m.
Algonac	Friday, February 10	10:30 a.m.
Houston	Monday, February 13	10:30 a.m.
New Orleans	Tuesday, February 14	10:30 a.m.
Mobile	Wednesday, February 15	10:30 a.m.
San Francisco	Thursday, February 16	10:30 a.m.
Wilmington	Tuesday, February 21	10:30 a.m.
Seattle	Friday, February 24	10:30 a.m.
San Juan	Thursday, February 9	10:30 a.m.
St. Louis	Friday, February 17	10:30 a.m.
Honolulu	Friday, February 17	10:30 a.m.
Duluth	Wednesday, February 15	10:30 a.m.
Jersey City	Wednesday, February 22	10:30 a.m.
New Bedford	Tuesday, February 21	10:30 a.m.

## Military Transport Chief Issues Warning

# Cassidy Cites Sealift as Biggest Need

"The most serious transportation need today is our need for a national sealift policy," said the Air Force general who is in command of the entire joint armed forces transportation network.

Gen. Duane H. Cassidy, commander in chief of the U.S. Transportation Command, and also commander of the Military Airlift Command, told the New York Propeller Club last month, "We have a crying need for more sealift and a viable merchant marine."

The U.S. Transportation Command is a little more than a year old. Cassidy is its first chief and is responsible for all land, air and sea transportation for all American fighting forces. It's his job to make sure the troops and materials get to the front.

Since taking over the command, Cassidy has become a familiar figure in maritime circles. He has been an outspoken supporter of the U.S.-flag fleet and of its need for revitalization.

"I went to Piney Point with Mike Sacco and saw first hand what great capabilities there are to train merchant seamen," he said.

Following are highlights of Cassidy's remarks:

"Obviously, sealift is a critical part of this country's strategic mobility—but—is that so obvious?"

"I am surprised to find that there are those to whom that is not so obvious—those who don't care, either through ignorance or apathy.

"I know I am preaching to the choir here, but historically, this country has relied on the commercial merchant fleet with U.S. mariners in time of war or national emergency, and this effort has been supported by promotional laws (industry subsidies, preference cargo, etc.).

"Until recent years, we have always had a sufficient pool of ships and mariners in time of emergency to draw from (Korea, Vietnam).

"However, now all the segments of this industry are declining and the traditional pool of ships, mariners, ship building and ship repair is shrinking—let me be more blunt, IT HAS SHRUNK!

"We have just reached the end of a two-year presidential commission on merchant marine and defense, which clearly described the weakened condition and predicts a further precipitous decline if national level action is not taken soon.

"It said that 'there is no more militarily efficient, cost effective or reliable way to provide the majority of the sealift requirement now and in the future than in a U.S.-flag merchant marine.'"

"Unfortunately, the past predictions of dire straits in the U.S.-flag merchant marine have now come true.

"We have come to a moment in time when we can no longer ignore the situation.

"We have a crying need for more sealift and a viable merchant marine.

"We will soon have a new administration—and a new Congress—which

offers you and me a great opportunity for a fresh effort.

"We have the beginning of a more open dialogue between the major players in the industry.

"And we now have a unified transportation command that has attained



Gen. Duane H. Cassidy

some status and a charter to bring attention and focus on the need for a more viable industry—and I intend to do just that!

"This is one moment in time we can't ignore.

"Our current 'hands off' policy on maritime trade really demonstrates a lack of policy for our maritime industry while our foreign competition receives support.

"You know more of the facts and figures of these industry trends than I . . .

"I believe that in order to get sufficient high level attention, we must have a national sealift policy now which will reaffirm the need for a strong American-flag merchant marine—certainly for defense—but also because it's right!

"This country, the world's largest and leading trade nation, must not accept second place in its ability to move that trade.

"Secondly, we need to level the playing field.

"For this problem we must turn to a combination of actions.

"One of those is some type of restructuring of our government support.

"As an Air Force general, I don't know all the specific ways of doing that, but I do know from the expert testimony and advice I have heard this year that we need to restructure that support.

"We need to make some tough decisions now—maybe some gains could be made from timely investments in technology—technology which will increase productivity and our competitiveness.

"No other national characteristic has helped this country more than our ability to be innovative and be creative.

"Americans need to apply some of that creativity to this situation.

"I am confident that there is lots of

untapped original thought out there in U.S. industry.

"After all, American companies developed Roll On/Roll Off container ships, and are on the leading edge of intermodal transportation and Electronic Data Interchange (EDI) innovation.

"But I know it will take a united industry with practical short-term goals and ambitious long-term goals,

**'We have a crying need for more sealift and a viable merchant marine.'**

"An active DOD, government agencies, and a congressional coalition,

"A supportive administration.

"And increased public awareness of the current plight . . . and the resulting support to correct the current decline.

"Without a national policy, what happens will come by default, rather than by design.

"We will have a national sealift policy. The only question is whether it will be done now in a deliberate, timely fashion (by seizing this one moment in time) or be forced upon us later by sudden travail.

"I think the choice is ours—and I'm proud to be a part of it."

## Are You Missing Important Mail?

We want to make sure that you receive your copy of the LOG each month and other important mail such as W-2 Forms, Union Mail and Welfare Bulletins. To accomplish this, please use the address form on this page to update your home address.

Your home address is your *permanent* address, and this is where all official Union documents, W-2 Forms, and the LOG will be mailed.

If you are getting more than one copy of the LOG delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill in the special address form printed on this page and send it to:

SIU & UIW of N.A.  
Address Correction Department  
5201 Auth Way  
Camp Springs, Maryland 20746-9971

HOME ADDRESS		PLEASE PRINT			Date:
					_____
					Social Security No. _____
					Phone No. ( ) _____
Your Full Name _____					Area Code _____
Street _____	Apt. or Box # _____	City _____	State _____	ZIP _____	
Book Number _____	<input type="checkbox"/> SIU <input type="checkbox"/> UIW <input type="checkbox"/> Pensioner   Other _____		UIW Place of Employment _____		
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.					
(Signed) _____					



# Notice: Seafarers Welfare Plan

In December of 1988, the Seafarers Welfare Plan sent a letter to all plan participants describing a new program called "COBRA." COBRA allows an employee to purchase health care benefits when he or she becomes ineligible to receive health and welfare from the Plan.

This benefit program is part of a law called The Consolidated Omnibus Budget Rehabilitation Act or COBRA. Congress passed COBRA to provide individuals with the opportunity to purchase their health insurance in the event of losing eligibility for benefits under health care plan.

The law spells out what events have to happen before a person can buy the health benefits. Participants who lose plan coverage after January 1, 1989 will be able to purchase benefit coverage for themselves and their dependents. Under certain circumstances it is also possible for dependents to purchase health plan coverage for themselves.

Dear Participant:

A new law requires the Seafarers Welfare Plan to give you and your dependents the opportunity to extend your health care coverage in situations where you have lost your eligibility for benefits. These situations are called "qualifying events." This letter will explain how the new law applies to you and your family and how to use this program should you become ineligible for benefits under the Seafarers Welfare Plan.

In order to understand the new law, you need to know a few special terms. Please make sure that you and your spouse read this letter carefully so you will be able to take advantage of this program should you need it.

## DEFINITIONS

1. **COBRA**—The short name for the federal law which gives Plan participants the right to purchase Welfare Plan coverage.
2. **QUALIFYING EVENT**—A situation which causes the employee to lose Welfare Plan coverage because they no longer work for an employer who must make contributions to the Plan on their behalf. A list of qualifying events will be explained on the following pages.
3. **ELECTION**—An election is your decision to tell the Plan whether you would like to purchase Welfare Plan coverage under the COBRA program.
4. **COST OF CONTINUING COVERAGE**—This is the amount of money you are required to send to the Plan office so your health care coverage will be continued. This payment is like an insurance premium. It is necessary because the employer for whom you worked before the qualifying event happened, is no longer required to make contributions on your behalf.

## WHAT TYPE OF SITUATION IS A QUALIFYING EVENT UNDER COBRA?

The next part of this letter will explain what type of situations will allow you to continue your health care coverage under the COBRA program of the Seafarers Welfare Plan. As explained above, these situations are called "qualifying events." When one of these events happens to you, it means that you, your wife or dependent children will lose coverage under the Plan and can elect to continue coverage by purchasing benefits.

The "qualifying events" are:

1. Your being fired from your job. You may elect to continue your health benefits if you were fired for any reason *unless* you were fired for gross misconduct.
2. You were unable to continue to work enough time to be eligible to continue your benefits under the Rules and Regulations of the Plan.
3. Your death, which would entitle your spouse and dependent children to continue coverage.
4. Your divorce, or legal separation from your spouse which would entitle your spouse and dependent child to continue coverage.
5. Your eligibility to receive Medicare benefits. For example, you are age 65 but still actively employed, making the Seafarers Welfare Plan the provider of your welfare benefit coverage rather than the Medicare program.
6. Your dependent child loses eligibility under the Plan because (1) he or she reaches age 19 or (2) he or she does not fall into the category of dependents under the age of 25 and enrolled in a full time school program leading to a college degree.

## HOW WILL I KNOW IF I AM ELIGIBLE TO CONTINUE WELFARE PLAN COVERAGE UNDER THE COBRA PROGRAM.

When the Plan receives notice from you or your employer that one of the "qualifying events" listed above has happened, the Plan office will send you a letter with complete instructions about how to continue coverage.

In the event of death, divorce, legal separation, receipt of Medicare benefits or when a dependent child is no longer eligible for Welfare Plan coverage, *you or your spouse should notify the Plan at the address given at the end of this letter.* Your employer will notify the Plan if you are terminated, if your job with the company has ended, or if your hours have been reduced.

If any of the "qualifying events" happens to you, it is also important that you notify the Plan of the change. Since seafaring employees are able to end jobs and get other work without generally notifying the Plan, it is very difficult to determine when a participant will lose his or her eligibility. The Plan is here to serve you, but we need your help.

## IF YOU HAVE NOT WORKED AND YOU KNOW YOU ARE INELIGIBLE FOR PLAN BENEFITS, CONTACT THE PLAN'S COBRA DEPARTMENT TO SEE IF YOU CAN ELECT TO CONTINUE YOUR WELFARE BENEFITS UNDER THIS PROGRAM.

## WHAT TYPE OF BENEFITS WILL I RECEIVE IF I ELECT TO CONTINUE BENEFITS UNDER THE COBRA?

If you elect to participate in the COBRA program and pay the costs, you will receive the same type and level of benefits as you did before you lost your eligibility. You will receive these benefits as long as you are not already receiving Medicare benefits from the government, or you are not working for another employer who has a medical benefits program.

## HOW LONG WILL HEALTH CARE COVERAGE THROUGH THE COBRA PROGRAM LAST?

The maximum period of time you, your spouse or dependent children will be able to continue health care benefits under the COBRA program depends on your "qualifying event."

If you lose eligibility because you were fired or laid off from your job or did not work enough time to establish eligibility, your maximum coverage period is 18 months from the date of the event. If you lose your eligibility for any other "qualifying event," the maximum coverage period will be 36 months from the date of the qualifying event.

## WHAT HAPPENS IF I HAVE TWO QUALIFYING EVENTS?

If you experience two "qualifying events," it is possible to extend your coverage through the COBRA program for up to 36 months instead of 18 months. The time period is measured from the date of the *first* qualifying event.

In order to receive an extension of participation in the COBRA program the following must have happened:

1. Your first "qualifying event" must have been a termination of employment or a reduction in your days of employment which caused you to lose your eligibility.
2. Your second "qualifying event" must take place while you are receiving Plan benefits which you have purchased through the COBRA program.
3. Your second "qualifying event" must also be (1) the death of your covered spouse; (2) divorce or legal separation; (3) your eligibility for Medicare; (4) your dependent child's loss of eligibility under the Seafarers Welfare Plan because he or she has reached the maximum age for benefit coverage.

## CAN MY COBRA COVERAGE END BEFORE THE 24th OR 36th MONTH MAXIMUM PERIOD?

Yes. Your COBRA coverage can end before the maximum period if the following events take place:

- (1) Your monthly payment to the Plan for the COBRA coverage is not timely.
- (2) You get another job which has health care benefits for you. Even if those benefits are less complete than those you are receiving from the COBRA coverage, you can no longer receive benefits from the COBRA program.
- (3) You become *entitled* to receive Medicare benefits.

## WHAT IS THE ELECTION PERIOD AND HOW DOES IT WORK?

Once again, the "election" is your decision to tell the Plan whether you wish to purchase COBRA benefit coverage in the event you lose Seafarers Welfare Plan coverage. Depending on the "qualifying event," the Plan will send you notice, or you or your family member will send a letter to the Plan.

Once the "qualifying event" has happened and the Plan sends you an "election" letter, you and your family will have 60 days to decide whether to purchase benefits through the COBRA program. The election period will end 60 days from:

- (1) The date you experience your "qualifying event" which caused you to lose eligibility time for benefit coverage from the Seafarers Welfare Plan *or*
- (2) the date the Plan tells you that you have a right to participate in the COBRA program, whichever date is later.

## HOW MUCH WILL COBRA COVERAGE COST?

The cost of COBRA benefit coverage depends on what level of Plan benefits you were receiving at the time you or your dependents lost eligibility for Seafarers Welfare Plan coverage. Because the cost to participants will vary, you will be notified of the cost to you, or if you are married, for you and your family.

After notification of a "qualifying event," the Plan will send you a letter which contains specific information for your situation. This letter will explain the cost of the COBRA benefit coverage and other important information. If you choose to buy benefit coverage through the COBRA program, the first payment you make will cover the cost of your benefits, for the period before your election. After that, you will make a payment once a month.

## CAN MY SPOUSE ELECT TO CONTINUE HEALTH CARE BENEFITS?

Yes. Each family member is entitled to make an election. If you make the election, your spouse and dependent children will be automatically included. If your spouse makes the election it will automatically include dependent children.

## WHAT IF MY PAYMENT FOR COBRA COVERAGE IS LATE?

If you choose to participate in the COBRA program, your first check must be received by the Plan no later than 45 days after you elect to participate in the program. You then must pay a premium every month to keep your COBRA benefits.

You do have a 30-day grace period for making late payments. The grace period expires 30 days from the first day of the month during which your coverage is extended. If you do not pay within this grace period you will lose welfare benefit coverage.

## WHEN WILL THE PROGRAM START?

The COBRA program will be in effect on January 1, 1989. If you need more information you can call Membership Services at 1-800-CLAIMS-4 (1-800-252-4674). You may also write to COBRA Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Maryland 20746.

Leo Bonser  
Plans Administrator

# After 45 Years at Sea, 'Tiny' Banks His Oars

**Editor's Note:** The crew of the SS *Independence* (American Hawaii Cruises) sent the Seafarers LOG these pictures and story about the retirement of their shipmate and friend Edgar "Tiny" Anderson.



Edgar "Tiny" Anderson cuts into the specially-prepared cake at his retirement party aboard the *Independence*.

The officers, staff and crew of the SS *Independence*, Honolulu, Hawaii, wished Edgar "Tiny" Anderson a fond and warm aloha, to begin his retirement Dec. 10, 1988.

To those who sailed with Tiny, his endless wit and constant humor will never be forgotten. Edgar Anderson started his sailing career on the troop ship *Maraposa*, Feb. 11, 1944. Tiny saw action in both the European and Pacific theaters during World War II. He continued sailing during Korea and Vietnam, and has logged more sea miles than Captain Cook and Christopher Columbus. "I think he sailed with Christopher Columbus" . . . Oh well.

After nearly 45 years of tying knots, salt air and coffee breaks, Tiny is banking his oars. Though he can't see his glasses without contact lenses, he's still a super duper trooper.

To Tiny Anderson, carpenter/joiner, able bodied seaman, master harpoonist and notary public, we wish you fair winds and following seas. Aloha and all the rest.



Wishing him "smooth sailing" are (l. to r.) 3rd Steward R. Witowich, AB T. Williams, AB R. Cahill, "Tiny" Anderson, Carp/Joiner W. Anderson and Bosun K. "Whitey" Tankersley.

# Eight Die When Storm Sinks Ship—Three Saved

A 60-foot wave, combined with storm winds of 50 mph and 30-foot seas, sent eight crewmen to their deaths and sank their small containership, the *Lloyd Bermuda*, 160 miles south of Nantucket, Mass., Dec. 28.

Four crewmen survived several hours in the cold Atlantic waters before a cargo ship plucked two from the seas. A Coast Guard helicopter saved two others, but one man died enroute to a hospital.

The 240-foot ship with a 109 TEU capacity had left Elizabeth, N.J. with

70 containers headed for Hamilton, Bermuda, when it encountered the heavy weather. The *Lloyd Bermuda* was owned and flagged in Cyprus, but was chartered to an American company, Trans-Mars Agencies Inc.

According to accounts the survivors gave to the Coast Guard, the ship was making headway in the heavy winds and seas when a wave estimated at 60 feet crashed over the port bow and tore four containers loose. The boxes were swept over the side.

The *Lloyd Bermuda* took an im-

mediate list to starboard "with a trim down by the bow that was very noticeable," a Coast Guard officer said.

The general alarm sounded, and the crew, clad in life jackets, gathered on the port boat deck but couldn't launch the lifeboat because of the list.

Before they could launch an inflatable life raft, the *Lloyd Bermuda* sank, less than 10 minutes after the giant wave battered the ship.

The exact cause of the sinking has not been determined, but the Coast

Guard said a 4,800 pound Bobcat, a small bulldozer, could have broken loose below decks and torn a hole in the ship's hull.

"Given the fact that the vessel assumed a starboard list and the list continued to increase rapidly, it would have to indicate that the vessel was taking on water from some other source than over the top," a Coast Guard spokesman said.

One body was found, the remaining bodies have not been recovered.

## 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.

## KNOW YOUR RIGHTS

**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.,

## KNOW YOUR RIGHTS

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 Mike Saeco at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way, Prince Georges County, Camp Springs, Md. 20746.



**Help  
A  
Friend  
Deal  
With  
Alcoholism  
and  
Drugs**



**Addicts don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic or drug user is headed.**

**Helping a fellow Seafarer who has an addiction problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Addictions Rehabilitation Center in Valley Lee, Md.**

**Once he's there, an SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free and drug-free life.**

**The road is a long one for an alcoholic and drug user. But because of ARC, an addicted SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.**

**Addictions Rehabilitation Center**

I am interested in attending a six-week program at the Addictions Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name ..... Book No. ....

Address ..... (Street or RFD) (City) (State) (Zip)

Telephone No. ....

Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

# 1989 Upgrading Course Schedule

**Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry**  
January — March 1989

The following is the current course schedule for January — March 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	January 23 March 20	March 3 April 28
First Class Pilot (Organized self study)	Open-ended (Contact Admissions Office for starting date)	
Radar Refresher/Renewal	"	
Radar Recertification	"	
Celestial Navigation	February 29	April 1
*Minimum number of students required for Celestial Navigation class to be held is 5.		
Third Mate	January 16	April 14
Lifeboat	January 9	January 20
	February 6	February 17
	March 6	March 17

### LNG — Self Study Safety Course

(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 must take four (4) week Sealift Operations & Maint. Course.

## Steward Upgrading Courses

\*All Steward Upgrading Courses are open-ended. Contact the Admissions Office for starting dates.

\*All students in the Engine and Steward Departments will have 2 weeks of Sealift Familiarization at the end of their regular course.

## Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 30	March 6
Bosuns Recertification	March 27	May 8

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	January 9	March 31
Marine Electrical Maint.	January 9	March 3
Variable Speed DC Drives	March 20	April 28
Welding	February 6	March 3
Diesel Engine Technology	March 6	March 31
Hydraulics	March 20	April 14
FOWT	February 6	March 17

\*All students in the Engine and Steward Departments will have 2 weeks of Sealift Familiarization at the end of their regular course.

## Adult Education Courses

Course	Check-In Date	Completion Date
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The Adult Education Courses for 1989 will be six weeks in length.

High School Equivalency (GED)	January 2	February 13
Adult Basic Education (ABE)	January 2	February 11
English as a Second Language (ESL)	January 2	February 11

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

Developmental Studies (DVS)	January 30	February 3 (Offered prior to the FOWT Course)
ABE/ESL Lifeboat Preparation Course	February 13	March 3
	March 13	March 31

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.

## College Programs

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	January 9	March 3
	March 20	May 12



## Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Name \_\_\_\_\_ (Last) \_\_\_\_\_ (first) \_\_\_\_\_ (Middle) Date of Birth \_\_\_\_\_ Mo./Day/Year

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

Deep Sea Member  Inland Waters Member  Lakes 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 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 \_\_\_\_\_ (dates attended) Last grade of schooling completed \_\_\_\_\_

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

Course(s) Taken \_\_\_\_\_

Do you hold a letter of completion for Lifeboat:  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 \_\_\_\_\_

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

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

- ### ENGINE
- FOWT  Automation
  - QMED—Any Rating  Hydraulics
  - Variable Speed DC Drive Systems (Marine Electronics)
  - Marine Electrical Maintenance
  - Pumproom Maintenance & Operation
  - Refrigeration Systems Maintenance & Operations
  - Diesel Engine Technology
  - Assistant Engineer/Chief Engineer Motor Vessel
  - Original 3rd/2nd Assistant Engineer Steam or Motor
  - Refrigerated Containers
  - Advanced Maintenance
  - Electro-Hydraulic Systems

- ### STEWARD
- Assistant Cook Utility
  - Cook and Baker  Chief Steward
  - Chief Cook  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

### '... In Pursuit of a Dream ...'

Before too much more time goes by, I would like to thank the Charlie Logan Scholarship Committee for awarding me a scholarship for 1988.

I am using the scholarship to pursue a degree in clinical psychology at Antioch University in Santa Barbara, Calif. with the hope of realizing my long-held dream of becoming a psychotherapist. The Scholarship Committee's assistance is greatly appreciated.

To those of you I have sailed with: I miss you but trust that I will see you again when the time is right.

Sincerely,  
Lexa McClean  
Goleta, Calif.

### 'Grateful to the SIU ...'

I've been an SIU man since 1949. In those days, I was young and enjoyed the life of a merchant seaman. However, today is another story. Due to many factors, all our American unions are fighting an uphill battle for our very existence.

I've been unfit for duty for over four months and have incurred about \$10,000 in medical bills! (Lots of expensive tests and one operation.) Thanks to our Seattle port agent and the SIU, about \$6,000 have already been paid, and I don't have to worry about the remaining \$4,000 being paid—not to mention the sickness and accident money paid to me.

It's hard to believe the cost of being sick. (Getting old doesn't help!) Let's just say I'm grateful to belong to the SIU. It's good to realize the SIU will protect me from unreasonable medical costs in the future, too.

Sincerely,  
Joseph A. Gibbons G-694  
Huntingdon, Pa.

### 'In Praise of the Real Heroes ...'

I am writing this letter to give thanks to all those who helped us receive veteran's status for the U.S. merchant marine in the big one—WWII: Senator Richard Shelby, Senator Howell Heflin and Rep. Sonny Callahan, and to our Commander-in-Chief, President Reagan.

As we were the first ones in combat and the last to be honored, it was about par for the course. But better late than never. I hope that before the president leaves office, he can find time to meet with some real "unsung heroes" who delivered the goods to all theaters of action on all fronts.

I also want to give praise to three of the finest men that I've ever sailed with: Captain Paul Heller, Mr. Clarence A. Lott Sr. and Mr. George Bales.

## News From Labor

**SAN FRANCISCO**—Twelve unions representing Southern California Kaiser Health Plan employees have joined forces to "aid and assist our affiliated labor organizations in their individual and collective dealings to secure improved working conditions and other economic advantages for our members, to assist in the settlement of labor disputes, to safeguard and promote the principles of collective bargaining and workers' rights."

The coalition will also "battle management programs which are nothing more than thinly veiled attempts to diminish or destroy union strength in the workplace." The group is headed by Jim Zellers of SEIU's Local 399, and includes locals of the Service Employees, the Food & Commercial Workers, the Operating Engineers and the Los Angeles District Council of the Carpenters.

**NEW YORK**—The Food & Commercial Workers have started a hard-hitting recognition campaign in upstate New York to focus public attention on the non-union status of food markets.

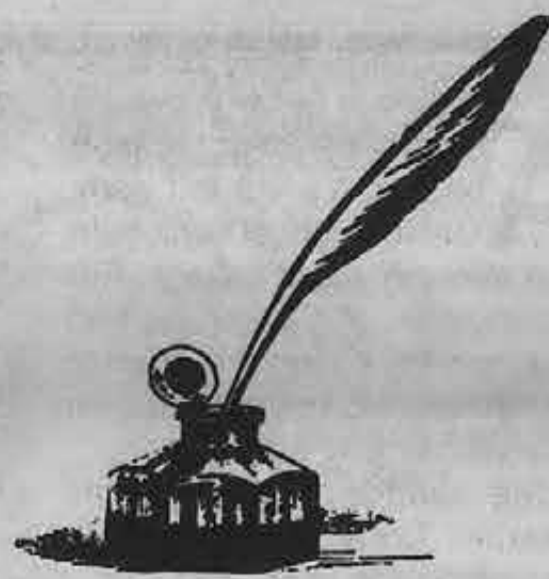
UFCW District One President Joseph C. Talarico is leading the way with the "We're Up Front, Protecting Union Jobs" program, which encour-

ages consumers not to spend their food dollars at non-union markets where often workers are not treated fairly by their employers. The campaign includes Do Not Shop leaflets; "Shop Union" lawn signs; prominent Union Store Card displays in organized supermarkets; and heavy media publicity.

**WASHINGTON**—Four union representatives were named to the 15-member Occupational Safety and Health Administration's advisory panel to update federal shipyard safety standards. They are Russel Axom of the Steelworkers, Louis D'Ambrosio of the Boilermakers, Bedros Dostoomian of the Sheet Metal Workers and Frank Terranova of the Plumbers. James D. Bishop of the Painters was named an alternate. OSHA's shipbuilding standards have not been updated since the agency's inception 17 years ago.

**WASHINGTON**—AFL-CIO Associate General Counsel David Silberman will head the federation's Union Privilege Benefit Programs. He is succeeding Ray Denison, who will retire Feb. 28. Silberman, 37, was a partner at the Washington law firm of Bredhoff & Kaiser and taught law at George Washington University prior to joining

## Letters To The Editor



Now here are some of the real heroes: Mr. Lish Taylor was on the first ship that was boarded by the crew of a German sub before we got into the big one. Also he and his son George Taylor were torpedoed on the S.S. *Maiden Creek*. I think it was history that father and son were on the same ship. Some of the other men who were torpedoed were Tommy Jenkins, Leon Branch Sr., Charles Mitchell, Ervin Bradley, Wardell Hendricks, Willie "Hump" Palmer, Lloyd Young, Big Joe Henderson and Leslie Taylor.

So all of the old salts can now hang their Honorable Discharges on the wall, and when their grandchildren ask what they did in the big one, they can point to it...

Eloris B. Tart T-249  
Mobile, Ala.

### 'Keep Up the Good Work ...'

After 21 years, you, with the help of God, have made the other unions come in out of the cold! My hat's off to you.

I want to thank you for getting me on the new ship Nedlloyd Holland. It is a wonderful ship.

Paul Hall would be proud. I know I am. If there is anything that I can do to make your task a little easier, feel free to call on me, and I will do my best.

In your next meeting, please remind the members to vote. Keep up the good work. I am praying for you and your staff.

Yours truly,

Oscar Wiley  
Nedlloyd Holland



the AFL-CIO's legal department in 1985. Denison, 65, headed the UPBP since its creation in 1986. UPBP's first

benefit was offering low-interest credit cards to members of participating unions.

**A**s the 1989 school season begins, it's not too early for high school seniors to start thinking about college. For dependents of Seafarers and Boatmen the financial burden of college can be greatly eased if they win an SIU scholarship.

The awards, known as the **Charlie Logan Scholarship Program**, are given each year under the auspices of the Seafarers Welfare Plan. For dependents, four \$10,000 scholarships are offered.

But the Scholarship Program is **not exclusively for dependents**. A \$10,000 award and two \$5,000 scholarships are available to active Seafarers and Boatmen. Also, when there are exceptionally qualified Seafarers and Boatmen, the Board of Trustees of the Welfare Plan may grant a second \$10,000 award to an active member.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers Scholarship Program and then worked hard to keep it strong and growing.

#### Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six-month period immediately preceding the date of application.
- Have 120 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

#### Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1 Major

Medical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six-month period immediately preceding the date of application.
- Have 120 days of employment in the previous calendar year.

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

## Don't Wait! Apply Now For



## 1989 SIU College Scholarships Deadline - April 14

#### Must Take SAT or ACT

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) OR American College Tests (ACT).

The SAT or ACT exam must be taken no later than February 1989 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

Princeton, N.J. 08540 or Box 1025 Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Scholarship program applications are available to active members or their dependents at any SIU hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746.

Scholarship winners will be announced in May 1989. The deadline for submission of applications is April 14, 1989.

