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The Drug Testing Issue

Few problems that confront our nation are as difficult and complicated as that surrounding the use of drugs. The newspapers, radio and television are saturated daily with some aspect of this frustrating issue. In one form or another it comes into conversation daily.

The views and opinions on how to deal with the drug problem vary across the board. In our own union there are differing points of view on how to make headway in the fight to beat the use of drugs.

In fact, in our own union we recognized the dangers of drug use to the physical and mental well being of seamen a long time ago, just as we did in dealing with alcoholism long before that.

We deal with both these problems in a very organized manner. Our collective bargaining agreement many years ago created a program that has effectively fought alcohol and drug abuse through preventive and rehabilitative means.

"... As an organization of workers whose history is full of rights' abuses and periods of second-class citizenship, we can do no less than fight with everything we have against any ill-considered and arbitrary attempt to unnecessarily suspend seamen's rights."

So we were very disappointed when the federal government through the Department of Transportation ordered a screening program for seamen as well as other transportation workers. The reason cited for the action was the need for safety. There certainly can be no argument with that purpose.

But the order was issued without any supporting facts that show a pattern of accidents or lack of safety in maritime, arising out of drug use.

So the SIU has taken action (see story below) in federal court against the government program to screen seamen for drugs by a random process whose full cost must be borne by the industry itself. We feel this random testing and other features of the program could violate seamen's rights of privacy, and could include the government in the collective bargaining process.

As an organization of workers whose history is full of rights' abuses and periods of second-class citizenship, we can do no less than fight with everything we have against any ill-considered and arbitrary attempt to unnecessarily suspend seamen's rights.

New Drug Test Regs Challenged

SIU Sues To Protect Seamen's Rights

The SIU became the first transportation union to challenge new federal drug testing regulations when it filed suit in Washington, D.C. to have the new rules declared unconstitutional.

The rules, issued last month by the Coast Guard, require mandatory random drug testing for more than 4 million transportation workers.

"The Coast Guard rule, which tramples upon individual privacy and dignity, enlists private employers as unwilling foot soldiers required at their own expense to violate employees' rights. The rights of the employer and employee are thus sacrificed at great financial and human cost, even though the Coast Guard acknowledges an inability to 'specifically identify the use of drugs or alcohol as a major causal effect in commercial vessel losses or casualty damage,'" the suit charges.

The suit, filed in the U.S. District Court in the District of Columbia, asks the court to declare the rules which require pre-employment, periodic and random drug testing unconstitutional

and further asks for preliminary and permanent injunctions forbidding the Coast Guard from implementing those rules.

"The SIU, along with the entire maritime industry, is committed to an alcohol- and drug-free workplace," SIU President Mike Sacco said.

"... The Coast Guard admits it has no evidence tying drug use to maritime accidents ..."

"We reject the notion that the operators must now, in effect, become police officers to uphold the government's possible violation of the rights of American workers," Sacco said.

The rules have been broadly criticized by maritime labor and management since the proposal was announced earlier this year. They require five types of testing: pre-employment, random unannounced, periodic with government required physical exams,

post accident and probable cause.

In addition, the testing must be conducted by employers. Any worker who tests positive for drugs must immediately be removed from the job and will not be allowed back to work until he or she has completed a rehabilitation program and has been cleared by a medical officer.

But the new regulations do not require companies to establish any type of rehabilitation program.

Sacco pointed out the SIU has operated a drug and alcohol abuse prevention and rehabilitation program for more than 20 years. Many other industries also have been fighting drug abuse through programs set up voluntarily by labor and management.

The cost of the testing and any rehabilitation programs would be left entirely up to the industry. The government estimates the 10-year cost of the program at more than \$2 billion, but some in the industry believe it would be many times that.

While the Coast Guard claims that safety is the main issue, even though it admits it has no evidence tying drug use to maritime accidents, the regulations won't cover any foreign-flag ships.

"This exclusion of individuals aboard foreign-flag ships renders the purported safety justifications for the rules illusory, given that 95 percent of all U.S. export and import cargo is car-

Scholarship Application Time

This might be a good time to remind Seafarers and the children of Seafarers who have the qualifications and who are

thinking about continuing their education at the college level that they ought to examine the Union's scholarship program.

Applications are now being accepted from qualified SIU members and qualified dependents of SIU members who wish to compete for the seven scholarship awards which will be announced in May for use in the school terms beginning in the fall.

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 at a vocational school or community college.

The awards are made by an impartial committee of professional educators from colleges and universities.

Since the start of the program, 178 scholarships have been awarded. It has produced from SIU ranks, doctors, lawyers, engineers, pharmacists, teachers, librarians, computer specialists and scientists. Most importantly, most of them have pointed out that without the help of the SIU program they might never have had the opportunity to pursue their education.

It is a program in which all of us in the SIU can be proud.

Any Seafarer or son or daughter of a Seafarer who is interested, is urged to pick up an application at any SIU hall or write for an application to:

Seafarers Welfare Plan
Charlie Logan Scholarship
5201 Auth Way
Camp Springs, Md. 20746

Season's Greetings

Let me take this opportunity to wish each and every member of the SIU and its affiliated organizations my best wishes for good health and happiness this holiday season and throughout the year ahead, and to their families as well.

ried on foreign-flag vessels," the suit says.

"... Operators must now become police officers to uphold the government's possible violation of the rights of American workers ..."

Other unions have expressed their outrage at the rules.

The Transportation Institute, which represents 140 maritime companies that would be forced to begin drug testing programs under the new rules, joined the SIU in the suit.

Outlining operators' objections to the regulations, TI President James Henry said, "This new burden would seriously impair our ability to compete in the world trades. The red tape, implementation costs and redundancy to efforts already underway in our industry would be more economic blows to our struggling merchant marine."

The more than \$2 billion cost of the program, will add to an already unfair cost advantage foreign-flag operators enjoy.

"U.S. deep-sea shipping companies must often compete with subsidized foreign fleets already benefiting from less restrictive health, safety and employment regulations, fleets that would now gain an unfair cost advantage in drug enforcement as well," Henry said.



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Ship Can't Load in Portland

Grain Ship's Problems Mount, Two Sailing Dates Missed

It's been a rough several weeks for the anti-union owners of an aging tanker that they are trying to convert into a bulk grain carrier.

The former VLCC *New York*, renamed the *Ocean Challenger*, has missed two sailing dates and has been the subject of a Coast Guard investigation for polluting Portland, Ore.'s harbor. Its captain has been relieved of duty and it's the target of a suit filed by the SIU (see page 1, November Seafarers LOG).

The controversy over the ship heated up in October, when its owners won a contract to deliver 200,000 tons of grain to Pakistan. The SIU and OMI Corp. filed suit shortly after to have the U.S. government award overturned. The suit is still pending.

A federal judge did allow an inspection team, including SIU representatives, onboard to see if the former oil tanker's holds had been cleaned properly to carry grain. The holds passed inspection. But that was about the only good news for the ship's owners.

The ship had been scheduled to sail for Pakistan on Nov. 22, but missed that date. A second sailing date was set for Dec. 7, but more problems arose and not a speck of grain had been loaded onto the ship as of early December.

On Dec. 6 the Coast Guard ordered that all cargo and ballasting operations for the *Ocean Challenger* cease until after "competent technical representatives of the vessel's owners presents

a plan (to the Coast Guard) . . . which will minimize the probability of any further release of oil into the water," Coast Guard Capt. J.W. Calhoun ordered. Calhoun is the captain of the port of Portland.

The following day Calhoun ordered the ship not leave Portland until "all oil, oil residue, oil soaked absorbent material, barrels and other debris have been removed from the deck of the vessel and a representative from this office has been aboard to ensure such removal is complete," he ordered.

There had been reports that the *Ocean Challenger* was deliberately discharging oil into the harbor during its bunkering operations. Shortly after the Coast Guard orders, the captain of the vessel was relieved from duty.

The ship was originally scheduled to load the government grain in Portland and then top off its load elsewhere. As the Seafarers LOG went to press, it was reported that the *Ocean Challenger* had been prohibited from loading in Portland. Because of the shape of the ship's holds, a dangerous list could have resulted if loading had taken place in Portland. The holds may be fine for oil but are not designed to carry grain.

There were reports the ship might sail to Seattle to a different grain loading facility.

The *Ocean Challenger* and two of its sister ships were purchased earlier this year at scrap level prices from Marad. Each ship was purchased for

about \$6 million. They originally cost more than \$80 million each when they were built in 1976.

This past summer when the ships' owners were seeking crewmembers for one of the ships, qualified Union members were blacklisted, the SIU charged in an action with the National Labor Relations Board. That case is on appeal.

After the grain contract was awarded, which could bring the company revenue more than twice the ship's cost, the SIU and others filed their suit. The suit charged Belmont VLCCC II, the *Ocean Challenger's* owners, had an

unfair advantage in the bidding because of the low cost in buying the ship at scrap prices. The suit also contends that Marad did not follow the 1936 Merchant Marine Act and that the ship is not suitable for the grain trade.

In addition to the suit, the oil spill charges, the loading problems and the other aspects of the case, there were reports that the contractor hired to clean the ship's tanks was using illegal immigrants in the work crew and was also rounding up homeless men from a Portland shelter to do the dangerous work.

Attention Seafarers!

Those of you who are applying for classes at the Seafarers Harry Lundeberg School of Seamanship which require an evaluation of sea time by the United States Coast Guard will not be scheduled until your sea time has been approved by the U.S. Coast Guard in Baltimore, Md. The address to which you send your request for approval and license application is:

United States Coast Guard
Marine Safety Office
United States Custom House
40 South Gay Street
Baltimore, Md. 21202

When your application for license is sent in for review, a handwritten note must accompany it requesting that the Seafarers Harry Lundeberg School of Seamanship be notified that your application has been reviewed and accepted.

It is also necessary, at the same time, to send in your course application to the SHLSS, so that your admission to a course will not be delayed.

Upon notification by the Baltimore Coast Guard Regional Exam Center, we can then immediately schedule you for the next available class.

If you have any questions, please contact the Admissions Office at the SHLSS at 1-800-732-2739.

Upgraders Tour Capitol Hill



Upgrading members from the Able Seaman class, as well as from the Pumproom Maintenance and Operations class, continued their union education program with a tour of the Capitol. Piney Point Port Agent Nick Celona (left) and SIU Legislative Rep Liz DeMato (right) led the group. Enrolled in the classes were: Able Seaman—Rosenda Arredondo, Robert Ashcom Jr., Gerald Beaubien, Joseph Clayton, Steven Fisher, Marcus Hemenway, Edward Kaufman, Paul Limback, James McCormick, Paul Marra, Abdulla Mohssin, Angel Perez Jr., Daniel Pickelheimer, Charles Powers, Harvey Smith, Michael Strickland Jr., David Sundlung, Stephen Sylvia and Jeff Ward; Pumproom Maintenance—Thomas Davis, Willie Howard, Bruce Smith and Michael Wells.

Safety Board Backs SIU Call For Fishing Boat Safety

The National Transportation Safety Board (NTSB) has spearheaded a drive to improve safety standards in the fishing industry, which has the highest accident and death rate in the nation.

Emphasizing that the Coast Guard's voluntary safety program has not yielded the desired results, the NTSB has called for the mandatory licensing of captains and mandatory crew safety training; a move the SIU has called for in the past.

The Coast Guard insists that there has been an improvement in fishing vessel safety since it adopted its voluntary program four years ago. The NTSB says that this is not true.

"Despite the Coast Guard statement that fishing vessel casualty rates for 1986 and 1987 have decreased," said the board's report, "safety board accident investigations indicate that major marine fishing vessel and property loss rates have not decreased from January 1978 until July 1988, and that the death rate has increased in recent months."

The voluntary program that the Coast Guard implemented has had some effect on vessels belonging to companies represented by fishing associations. But the board emphasized that only 13,000 of the nation's 33,000 commer-

cial fishing vessels are members.

The death rate for the fishing industry is seven times the national average and five to seven times the average for deepsea vessels.

There are no mandatory training or licensing requirements for the fishing industry. Such requirements exist for comparable industries, most notably the towing industry.

The Coast Guard claims that its voluntary program should be given more time. Implementing mandatory licensing and training requirements would be a "radical step" which it says would cost \$9 million to set up and \$800,000 a year to administer.

The NTSB noted that from January 1978 to April 1987 it investigated 207 major fishing vessel accidents which involved the loss of 147 lives and a total property loss of more than \$165 million.

The death tolls for those accidents could have been drastically reduced, said the board, if mandatory requirements had been in effect.

Sixty-five percent of all accidents the board investigated were caused by "floundering, flooding and capsizing." Many of these could have been avoided,

(Continued on Page 15.)

Lifeboat Races Across Heavy Seas

Seafarers Rescue 27 From Sinking Bulker

Twenty-seven members of a Panamanian ship owe their lives to the fast action of the SIU-crewed *LNG Capricorn* (Energy Transportation Corp.).

Four Seafarers and two officers piloted one of the *Capricorn's* lifeboats across two miles of 10-15 foot seas and towed the 27, whose lifeboat's engine wasn't working, to safety.

The rescue occurred in the South China Sea, west of the Philippines on Oct. 22. AB and deck delegate Bert Gillis provided these pictures and information to the LOG.

At about 6:35 a.m., the *Capricorn* received a Mayday from the *Evpo Agspyr*. Gillis said the captain increased the ship's speed, and less than an hour later they spotted the sinking bulk carrier.

As the *Capricorn* came into position, Bosun Pete Waters lowered its lifeboat #1 with ABs Larry Sims and Donovan Christie, Ordinary Seamen Ken Lusk and Michael Riley, along with 3rd Mate Ronald Flowers and 3rd Asst. Engineer Brian McAde.

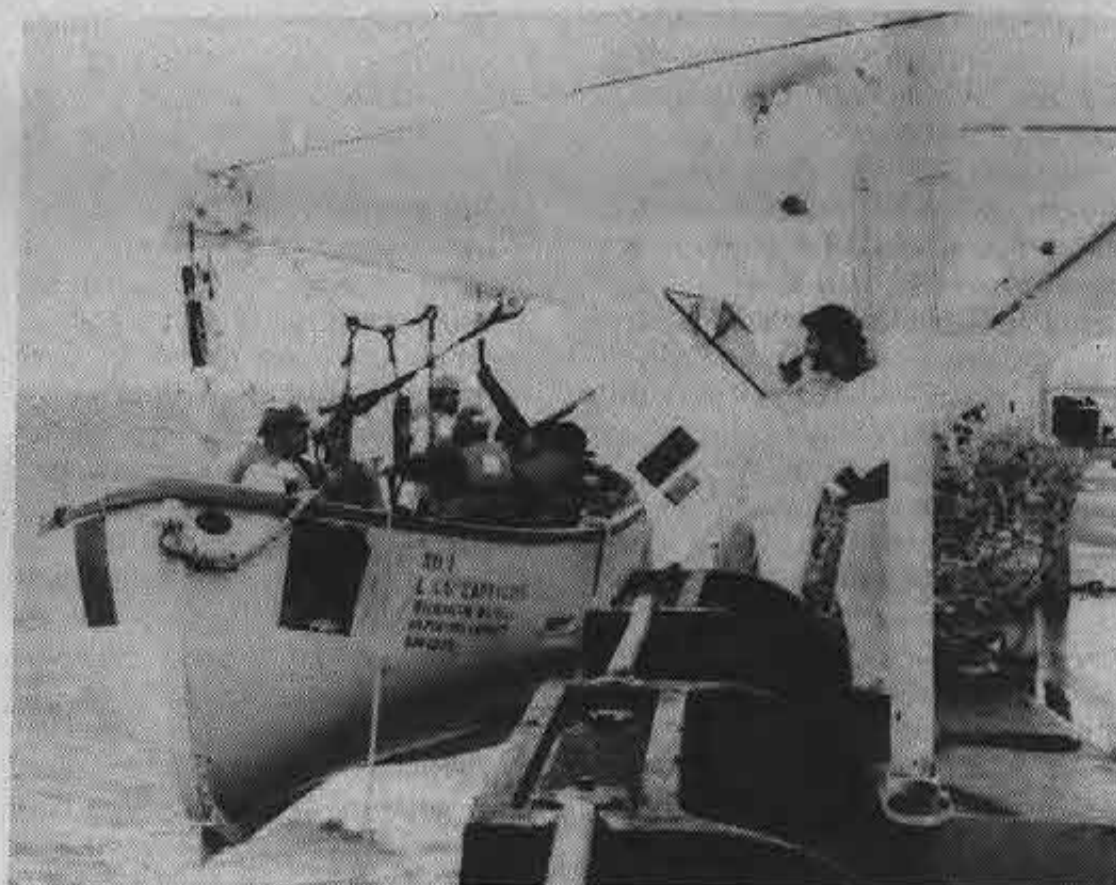
When the lifeboat pulled alongside the sinking ship, its decks were swamped. The crew of the Panamanian vessel were in their lifeboat, but its engines were not operable, Gillis said. They then towed the other boat through the heavy seas to the *Capricorn*.

"We began to bring the rescued seamen aboard. Only one man had to be hoisted aboard with a bosun's chair," Gillis said.

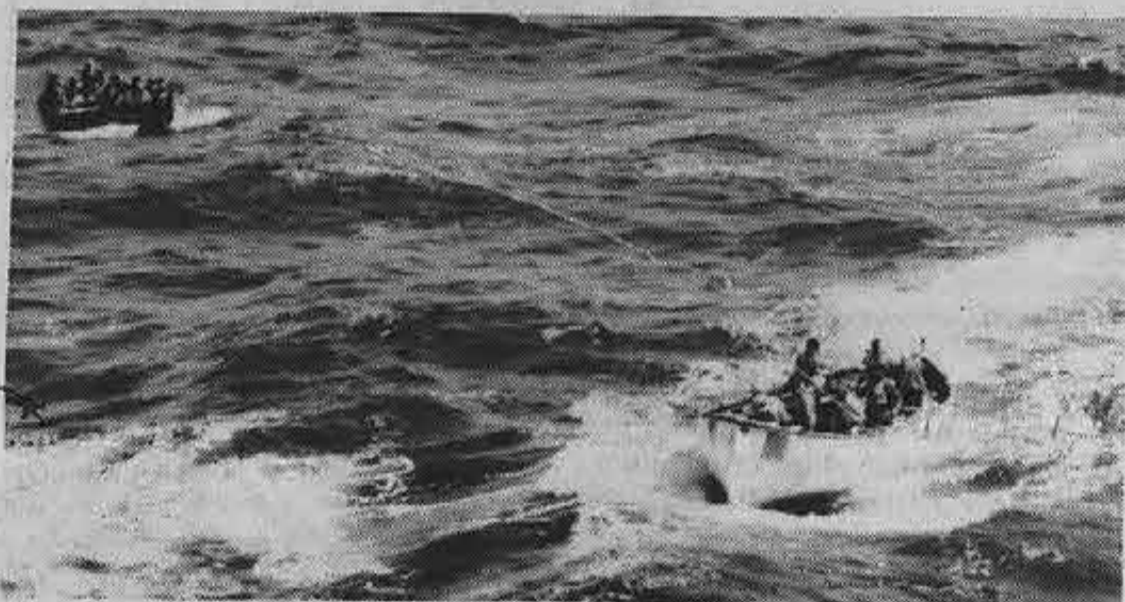
"The *Capricorn's* lifeboat #1 was ready to be hooked up to the falls and winched aboard," Gillis said.

"Sounds easy. But due to the state of the wind and seas, I believe that the training we received at SHLSS and weekly fire and boat drills, plus Bosun Waters' seamanship knowledge made recovery of boat #1 a safe and rapid operation. But by no means easy," he said.

There were no injuries during the rescue, and the 27 crewmembers were taken to Arun, Indonesia for flights home.



With Bosun Pete Waters (far right) ready at the winch, Seafarers (l. to r.) AB Larry Sims, OS Ken Lusk, OS Mike Riley and AB Donovan Christie are ready to launch the lifeboat. Third Mate Ronald Flowers and 3rd Asst. Eng. Brian McAde are onboard.



With the towline secured, lifeboat #1 (foreground) nears the *Capricorn* after its two-mile run to the sinking bulk carrier.



The rescued crewmembers of the *Evpo Agspyr* pose on the *Capricorn's* deck.

At Sea

Dolphins to the Rescue

Most of us have heard of man's recent rescue of two gray whales, stranded in the frozen waters off Pt. Barrow, Alaska. Through the united efforts of Americans, Russians, Eskimos and environmentalists worldwide, the two whales were freed from the ice to swim southward to warmer waters.

Something similar happened in the Indian Ocean last month, but this time men were the victims and dolphins were the liberators.

Two sailors from the tanker *Elpina*

(owned by the Indonesian state oil company), which sank in the Indian Ocean in rough seas, were guided to the safety of a small island off the Indonesian wildlife reserve at Ujung Kulon by a school of dolphins which nudged them along in the right direction.

The men, who were wearing life vests, were then able to call for help. Rescue teams rushed to the area and were able to pluck another nine crewmembers from the sea. One man was found dead; two are still missing.

New Regs Ban Plastic Trash Dumping at Sea

New Coast Guard regulations will make the United States the leader in an international effort to control a growing threat to marine life.

"We are taking a major step to clean up the world's oceans," said Secretary of Transportation Jim Burnley, in announcing a proposed rule to prohibit the dumping of plastic refuse at sea.

"Marine birds and animals ingest

plastic debris, or become entangled in it," said Burnley, causing the deaths of one million birds and more than 100,000 marine mammals and sea turtles each year.

The rule would also restrict the dumping of other ship-generated garbage and require that adequate facilities for receiving garbage from ships be available at U.S. ports and termi-

nals, including recreational marinas.

The proposed regulations will go into effect Dec. 31, 1988 and apply to U.S.-flag vessels anywhere in the world and foreign-flag vessels in U.S. waters out to the 200 mile limit. This includes

commercial, recreational and fishing vessels of any size and type, as well as the facilities that serve them.

Violators of the new regulations will be given a stiff fine—up to \$50,000 plus five years in jail.

Tanker Sinks—27 Missing

No sign has been found of the 27 crewmen from an oil tanker which broke in two last month and caught fire in the Atlantic Ocean.

The Liberian-registered *Odyssey* split in half 900 miles off the coast of Newfoundland in stormy weather with winds of 44 miles an hour and waves of up to 25 feet.

Fifteen Greeks and 12 Hondurans were onboard the British-owned tanker which was carrying a million barrels of crude oil at the time.

Rescue officials reported no sign of the men, although two burned and empty lifeboats were sighted.

This was the second incident this year of a tanker breaking in two and burning in the mid-Atlantic. In April, a Greek tanker went down off Newfoundland, killing all 24 Polish crew-

men and five of their wives.

Studds Visits SIU



Rep. Gerry E. Studds (right) (D-Mass.) visited the New Bedford hall recently. The member of the House Merchant Marine and Fisheries Committee has been instrumental in battles to help the fishing industry. He is pictured above with New Bedford Port Agent Henri Francois.

Questions and Answers About AIDS

This is another in a series of articles on the AIDS crisis and its impact. The Seafarers LOG is publishing these articles in an attempt to educate Seafarers about this deadly disease and to help SIU members and their families reduce their risk of contracting AIDS. These articles are written by Dr. Elizabeth Reisman as part of the Seafarers AIDS Forum for Education (SAFE). Reprints of previous articles and this one are available by writing to:

AIDS Information Office
Dr. Elizabeth Reisman
SHLSS
Piney Point, Md. 20674

I have been giving lectures about AIDS for nearly two years. During this time I have spoken not only to upgraders and trainees, but also to public school teachers, parents and the general public. It doesn't matter whom I talk to, they all ask me the same questions about AIDS and how it's spread. Studies have shown that people from all backgrounds lack an understanding of the facts about AIDS. These are many of the questions which I get.

Q. Is AIDS really a serious problem today? Why should I be concerned about it?

A. AIDS is the number one public health problem in the U.S. today. As of Oct. 31, 1988, there have been 76,932 cases of AIDS reported in the U.S. By 1992 it is expected that this number will rise to 365,000 or 380,000 cases. We do not know exactly how many people are infected with the virus who are not sick. It is estimated that 1 to 1.5 million people are infected with the virus today. By 1991 this number may be 5 to 10 million. Everyone who reads these statistics should be concerned. By 1992 it is likely we will all know someone who is or has been infected with the virus.



Q. How is the AIDS virus transmitted (passed on from one person to another)?

- A.** 1) Having sex (oral, anal and vaginal) with an infected person.
2) Injecting infected blood into the bloodstream (most often by sharing needles/syringes in IV drug use).
3) Infected mothers to their newborn infants.

Q. How is the AIDS virus not spread?

- A.** The AIDS virus is *not* spread by:
1) insects;
2) donating blood;
3) everyday contact at work, school, stores, restaurants, boats or swimming pools;
4) social contact with others such as hugging, sneezing, coughing or shaking hands;

- 5) sharing telephones, tools, chairs, desks, pens, papers, offices or bathrooms.

Q. Can I get AIDS through a blood transfusion?

A. Before May 1985, some people in the U.S. got AIDS from infected blood transfusions. Now, all donated blood in the U.S. is tested for the AIDS antibody. If the blood is shown to be infected, it is thrown out. Donated blood today in the U.S. is far safer than before 1985. If you plan to have surgery, talk to your doctor about donating your own blood ahead of time in case you need it.

Not all foreign countries test donated blood. Receiving blood transfusions in countries that do not test for the AIDS antibody is risky. In a foreign country it is important to ask if the donated blood has been tested before it is given to you. Also ask how important the transfusion is to your recovery and what other options you have.

"... You can't tell if a person is infected with the AIDS virus by looking at him or her..."

Q. Can I get AIDS by giving blood?

A. No. In the U.S. new sterilized equipment is used for each person who donates blood.

Q. Can I get AIDS from a mosquito?

A. No. AIDS is not spread by mosquitoes. No cases of AIDS have ever been linked to mosquitoes. Scientists have studied mosquitoes in different communities in the country. They have repeatedly found nothing to indicate that mosquitoes transmit the AIDS virus. Areas of the country where mosquitoes are common do not have more cases of AIDS than other areas of the country. If mosquitoes transmitted AIDS we would see people of all ages (birth to 100 years of age) infected more equally. We do not.

Q. Should I share razors or toothbrushes on the ship?

A. Sharing razors and toothbrushes have not been directly linked to transmitting the virus. Household members of persons with AIDS have not become infected with the virus, except through sexual contact or sharing needles/syringes in IV drug use. We do know that equipment containing infected blood can possibly transmit the virus through an opening in the skin or mucous membranes.

So it seems theoretically possible that sharing razors and toothbrushes might transmit the virus this way. Such a risk is easily avoided by not sharing razors or toothbrushes. It is also good personal hygiene not to share them.

Ear piercing, tattooing and acupuncture also present a risk of infection through the use of con-

taminated equipment with infected blood. Choose a reputable place which provides these services. Ask about how the equipment is sterilized or whether new, sterile needles are used.

"... You should be selective about your sexual partners..."

Q. How can I know if a person is infected with the AIDS virus?

A. You can't tell if a person is infected by looking at him or her. Some infected people will be sick with AIDS. Many more infected people feel and look well. The AIDS antibody test is the only way to test if someone has been infected.

Q. What body fluids can transmit (pass on) the virus?

A. The AIDS virus has been found in several body fluids. Blood, semen, vaginal secretions and breast milk are the fluids which are known to transmit the virus. These fluids contain the most virus, therefore, are most likely to lead to infection. A few scientists have found the AIDS virus in saliva and tears in very small amounts in rare instances. Since the amount of the virus is so small, it is unlikely to be of risk to anyone. To infect someone, the AIDS virus would have to get into the bloodstream and be of large enough quantity to do harm.

Q. What is AIDS?

A. This is the late stage of infection with the AIDS virus. It seems to occur on the average of seven to eight years after being first infected with the virus. The body's immune system (defense department) is weakened by the virus. Unusual infections, rare cancers and damage to the brain and nerves occur.

"... All donated blood in the United States is tested for AIDS. If the blood is infected, it is thrown out..."

Q. What is ARC?

A. ARC stands for AIDS Related Complex. It is a term which is not often used today. It is the second stage of infection with the AIDS virus. It is often called pre-AIDS. Some symptoms of this stage include: chronically swollen lymph nodes (neck, armpits or groin), weight loss, chronic fever or fever which comes and goes, night sweats occurring for weeks, diarrhea, and extreme fatigue. These symptoms occur for two or more months and are not due to other illnesses. Since these symptoms are general and may suggest other illnesses, it is important to seek medical attention promptly for a proper diagnosis. Early diagnosis and treatment are important in AIDS as well as other illnesses.

Q. What is an "AIDS carrier?"

A. All individuals infected with the AIDS virus are carriers. People are carriers from the time they are first infected with the virus and throughout all the stages of the illness (positive AIDS antibody test, ARC/pre-AIDS, and AIDS). Therefore, people carry and can pass on the AIDS virus to others from the time of infection for the rest of their lives until a cure is found. Unless a person has been tested or diagnosed with AIDS or ARC, that person would not know that he or she is a carrier. Many people, therefore, do not know they are carriers. People concerned about whether or not they are infected with the virus should consider having the AIDS antibody test done.

"... No cases of AIDS have ever been linked to mosquitoes..."

Q. I don't have sex with prostitutes, can I still get infected?

A. A great number of prostitutes in the U.S. and the world are infected with the AIDS virus. Women other than prostitutes are infected, especially IV drug users, sex partners of IV drug users, sex partners of bisexual men, and sex partners of other high risk persons.

Any sex partner (male or female) presents a possible risk of infection. The safest sexual partner is one who you are certain is not infected, who has not and will not use IV drugs, and who has been and will be absolutely faithful to you. Other sexual partners must be viewed as possibly infected. You should be selective about your sexual partners. Limit the number of sexual partners. During sexual activity precautions need to be taken to prevent contact with vaginal secretions, semen and blood. Latex condoms can reduce your chances of infection with the virus. To be effective, condoms must be used properly from start to finish. Read and follow the package instructions carefully.

"... A great number of prostitutes in the U.S. and the world are infected with the AIDS virus..."

Q. Where can I go to get more information about AIDS or to ask my personal questions?

- A.** 1) Your family physician may be helpful if he is familiar with AIDS.
2) Your local or state health department.
3) Your local chapter of the American Red Cross.
4) The AIDS hotline 1-800-342-AIDS.
5) The VD Hotline 1-800-227-8922.

Lundeberg School Prepares Seafarers for Third Mate Licensing with Revised 13-Week Course

The upper level deck courses offered at the Seafarers Harry Lundeberg School of Seamanship are designed to prepare qualified upgraders to take the U.S. Coast Guard exams for the various licenses up to either Third Mate any gross tons, or Master/Mate, 500/1600 gross tons—both for oceans and coastal waters.

The Third Mate (Oceans) is the first of many courses to undergo revision under the direction of instructor Chuck Spence, and will include Firefighting, CPR and First Aid. Because of the mass of material needed to be mastered, the 13-week course requires a serious student who will average at least two hours of study per night. "This course of study is geared to learning the material for the job, not just to pass the Coast Guard test," says deck instructor Jim Brown.

The Third Mate course is a 13-week concentrated course of study consisting of classroom instruction in all areas of terrestrial navigation, deck seamanship, nautical rules of the road, shipbuilding, ship stability, cargo handling and federal regulations (CFR's). Additional emphasis is placed on the basics of marine meteorology and navigation where the student is expected to master the subjects of chart construction, instruments and accessories, magnetic and gyro compasses,

dead reckoning, piloting, lines of position, electronic navigation, tides and tidal currents, and weather.

Finally, this course's extensive training includes instruction in elementary celestial navigation. This ma-

terial consists of basic nautical astronomy, time, latitude by observation of Polaris and noon sights (LAN), lines of position (LOP), and running fixes from sun, star and planet observations, determining compass and gyro error by amplitude and azimuth, star

identification, sunrise, sunset and twilight. In the final week of the course, the student will take the U.S. Coast Guard exam. The Third Mate (Oceans) exam lasts three days. Students who pass

contact the SHLSS admissions office for starting dates. The Piney Point Third Mate course is designed to take the student on the Third Mate (Oceans) career path. To be eligible, applicants must have discharges showing: (1) Three years in the Deck Department: Two-and-one-half years as Ordinary Seaman and six months as Able Seaman, Quartermaster, or Bosun, OR (2) All three years as Able Seaman, Quartermaster or Bosun.

Third Mate instructor Chuck Spence expresses great enthusiasm for this newly restructured course. Back in September of this year, he was pleased with the U.S. Coast Guard's release of their entire Merchant Marine test bank to the Vocational Department at Piney Point. Mr. Spence explained that "This material consists of more than 18,000 questions which can be used as an effective tool to strengthen all the Merchant Marine programs here at SHLSS, as well as enhancing student performance on exams."

For all those interested in becoming a Third Mate, the best advice is to begin your career by getting an AB certificate as soon as you are eligible. You will need it to advance to any license beyond 200 gross tons, and by getting it early you will be in a position to move to the 1,600 ton category when you choose.

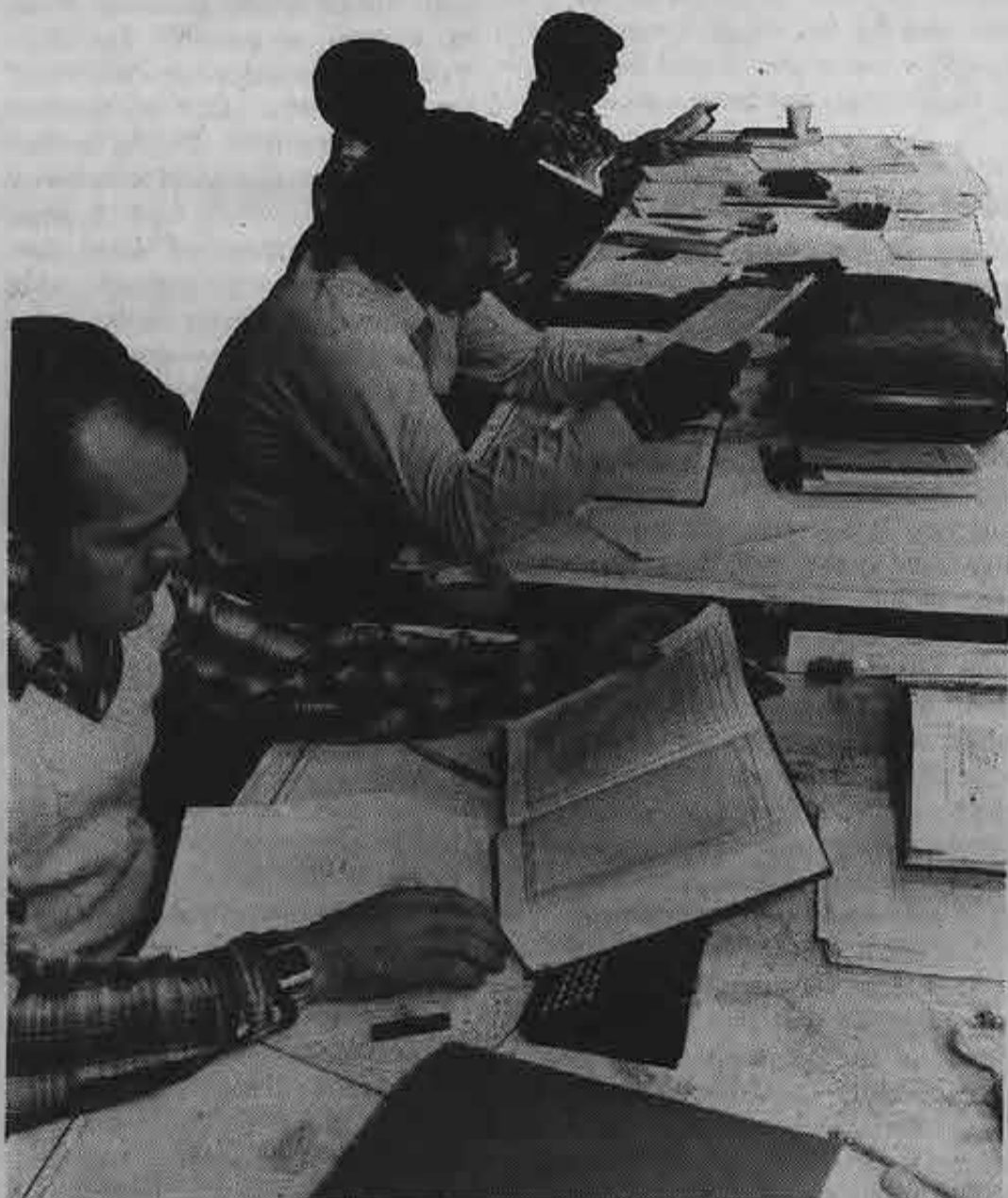


Instructor Jim Brown lectures on terrestrial navigation.

terial consists of basic nautical astronomy, time, latitude by observation of Polaris and noon sights (LAN), lines of position (LOP), and running fixes from sun, star and planet observations, determining compass and gyro error by amplitude and azimuth, star

this exam must then pass the Flashing Light exam and the Radar Certification course in order to finally receive their Third Mate license. Flashing Light study tapes are available in the Paul Hall Library. Radar Certification courses are scheduled throughout the year and interested students should

"... This course of study is geared to learning the material for the job, not just to pass the Coast Guard test ..."



Students reviewing Celestial Navigation material of Third Mate course.



Reduced Manning World-Wide Trend

Swedish Ship Will Test 9-Person Crew

The Swedish Shipowners' Association recently released a study which contends that it is possible to operate a large boxship with as few as nine seamen. The concept will be tested on a Swedish vessel operated by Atlantic Container Line.

Next spring, Hapag-Lloyd, a West German shipping company, will begin operating two vessels with crews of only 13 on its cross-Atlantic trade routes.

Other companies are rushing to keep up. The Nippon Liner System, Nippon Yusen Kaisha and Evergreen Marine Corp. have been operating with severely reduced manning schedules.

These sweeping technological changes in foreign registries could have important ramifications for seamen worldwide, including those in the United States.

These changes are expected to affect the way seamen live onboard ship, the job skills they need to cultivate if they are to remain employed and even their job security.

During the past decade, West German and other foreign shipping companies have poured millions of dollars in developing highly automated vessels that can sail with crews as small as nine people.

Over the past few years, Hapag-Lloyd has gradually readjusted its manning scales downward in anticipation of its new "Ship of the Future" and erased the distinctions between work done in the engine room and work done on deck.

Hapag's two new vessels, which will have crews of 13, were originally scheduled to sail without a steward department. Experiments were run on its existing vessels where seamen were provided with frozen dinners that they could heat in microwave ovens.

But the company found that this created a severe morale problem among the remaining crewmembers, and decided to keep a two-man steward department on its new "Ships of the Future." Otherwise, these vessels would be scheduled to run with crews of 11.

Many industry experts are afraid that technology is far outstripping the maritime industry's ability to utilize it properly. Just because it is possible to operate automated vessels with crews of nine doesn't mean that it is wise to do so.

Low manning levels are beginning to stretch the limits imposed by safety and sound economics.

While worldwide manning scales are much smaller than they used to be (they are down to roughly 22 people per ship from about 34 a decade ago), many companies find it economical for safety reasons to keep one or two extra crewmembers onboard even if they aren't required to do so. They don't want to be caught short in case of an illness or injury.

The fear among many shipping industry experts is that once a company like Hapag-Lloyd operates with severely reduced manning scales, there will be increased pressure for all others to do so.

For the men who work at sea [reduced manning schedules] will mean an even more lonely life filled with the tensions and pressures of running a giant ship with the minimum number of hands needed.

One captain who is presently sailing with a reduced crew that is still larger than the one that Hapag-Lloyd envisioned called his ship a prison. "You know it is a very clean jail, with very nice accommodations, but it is still a kind of jail," he said.

Reduced manning rates on the scale envisioned by Hapag-Lloyd will mean that seamen will find it virtually im-

possible to get any time off in port. And life onboard ship will be difficult: there won't be much chance for any kind of interaction with other members in the mess hall.

The rush to automation will place a higher premium on education and training.

And it will also accentuate already severe scalift problems. Were these manning levels to become the norm, then many seamen would be forced out of the industry. The manpower pool—already inadequate to meet scalift needs—would grow smaller.

What's This?



Long before LASH ships were designed, one of the SIU's contracted companies solved the problem of carrying barges aboard one of their vessels. Can you name the company? The ship? The year? Answer next month.

NOTICE
NATIONAL MARINE SERVICE
EX-EMPLOYEES

The Union has negotiated a severance benefit settlement with National Marine Service and the following ex-employees of National Marine Service may be due settlement money.

If your name appears below please contact in writing: Secretary Joe DiGiorgio, Seafarers International Union, 5201 Auth Way, Camp Springs, Md. 20746 and provide the following information:

1. Name
2. Mailing Address
3. Social Security No.
4. Book No.
5. Job classification
6. Period worked for National Marine Service

Benefits will be calculated on the basis of the number of years of uninterrupted service with National Marine.

Name	Soc. Sec. No.
R. Azar	487-62-4016
S. Burnap	264-49-2951
M.J. Chapman	437-34-1983
J. Gomez	078-50-1040
R. Hernandez	584-86-6787
K. Larsen	536-58-2162
C. Lovett	427-74-2872
D. Marcus	466-42-8549
C. Merryman	429-38-9982
F. Newton	457-48-6789
G. Pruitte	494-76-0611
D.E. Shubert	240-17-5591
E. Stringfellow	425-44-7154
J. White	104-42-2927
C. Wilson	441-38-3014
W.M. Wortham	323-60-0442

Dispatchers Report for Inland Waters

NOV. 1-30, 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
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	1	1	0	0	0	1	0	0
Baltimore	2	0	0	0	0	0	2	0	0
Norfolk	32	10	0	18	6	0	60	22	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	7	0	0	0	0
Jacksonville	2	0	6	1	0	0	4	1	19
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	2	18	15	1	28	53	17	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	2	3	4	0	2	3	0	4
Algonac	19	7	0	5	2	0	18	2	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	63	22	28	43	10	30	141	42	27
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	1	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	4	0	6	2	0	18	16	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	1	0
Jacksonville	0	0	2	0	0	0	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	19	9	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	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	26	7	2	13	2	0	46	29	3
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	9	3	0	5	3	0	15	8	0
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	6
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	1	0	0	42	14	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	2	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	15	4	1	12	3	2	61	22	7
Totals All Departments	104	33	31	68	15	32	248	93	37

***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.

SIU's Aurora Sets Sail for Trip to Israel

The SIU-crewed M/V *Aurora* (Liberty Marine) tied up in New Orleans recently to load grain. The bulk carrier, which makes frequent stops in New Orleans, was on her way to Haifa, Israel. These photos were supplied by New Orleans Patrolman Danny Griffin.

The voyage was to be marked by a somber moment, the scattering of the ashes of a Seafarer who died recently. The ashes of AB Brian Hubbel, 38, were brought aboard for the mid-ocean ceremony. Hubbel, who lived in New Orleans, joined the SIU in 1971 at the port of Jacksonville.



At the shipboard meeting are Bosun Cesar Gutierrez (front) and (l. to r.) Steward/Baker Claude Hollings, AB Charlie Merida, AB Wilber Adams and GSU Wilmer Jack.



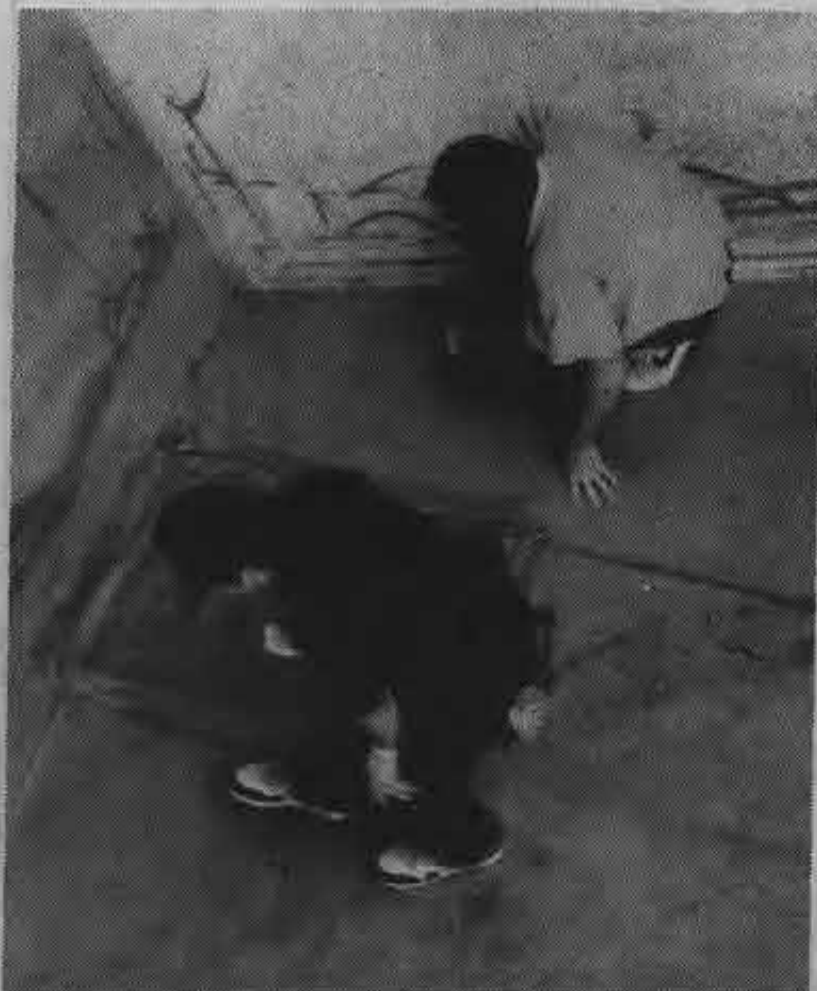
The deck crew brings on stores for the voyage.



New Orleans Patrolman Danny Griffin turns the ashes of AB Charles Hubbel over to Capt. Samuel Schweigart. Hubbel had asked that his ashes be scattered at sea.



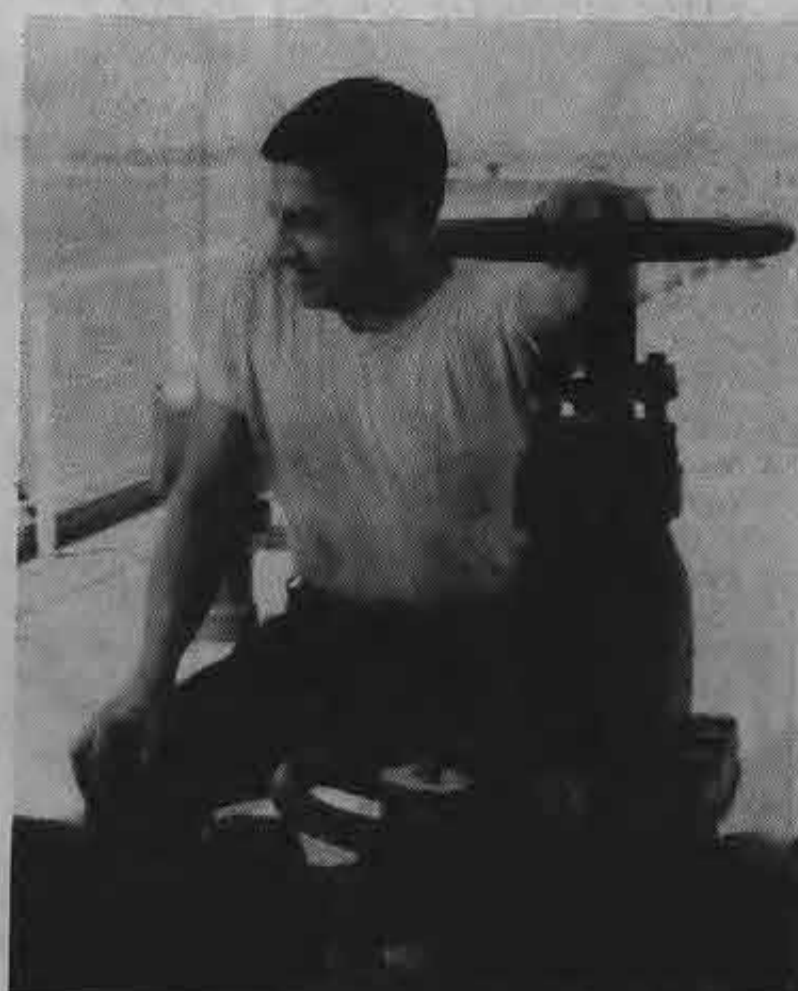
Taking a break from lunchtime duties is the steward department, (l. to r.) GSU Wilmer Jack, Steward/Baker Claude Hollings and Chief Cook James Thacker.



The deck crew cover and seal rose boxes in preparation for cargo.



AB Gary Gambrel standing gangway watch.



QMED Victor M. Conde while the *Aurora* takes on bunkers.

Sailing Aboard the LNG Aquarius



Doyle Cornelius, chief steward, and Joe Fratinni, chief cook, slice the sausages for one of their delicious meals aboard the LNG Aquarius (Energy Transportation Corp.).



ABs Steve Molito and John O'Connell do their part in the boat drill.

(Thanks to Doriانا Schmeltz for sending along these photos.)



Enjoying a pool party are Patrick Coppola, QMED; Steve Migliara, QMED; Sam Reed, AB, and Leon (Squeezer) Pierce, AB, and Randy White, wiper. Look at those shrimp!



Billy Ray Hanbury, AB, and Stephen Migliara, QMED, fish while underway.



▲ Bosun Robert D. Schwartz returns his dishes to the galley.

The LNG Aquarius is one of a fleet of liquefied natural gas carriers operated by Energy Transportation Co. These special ships carry LNG from Indonesia to Japan and provide steady work for the Seafarers who crew them.



Part of the steward department are, from the left: Mark Holley, SA; Doriانا Schmeltz, SA; Perry McCall, SA, and Joe Fratinni, chief cook.



Members of the Aquarius use the launch service while at anchor in Bontang, Indonesia.

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.

ATLANTIC SPIRIT (PRMMA), November 13—Chairman D. Wagner, Secretary James Keno, Educational Director S. Wala, Deck Delegate G. Israel Bonofont, Engine Delegate Fernando Valle. No beefs or disputed OT. "From the fine cooperation between Port Agent Angel Hernandez and Vessel Operations Manager Peter Patrick in Elizabeth and Angel Bauzo in San Juan, the crew is awaiting the company purchase of a new 3-speed VCR. Many thanks." The chairman thanked an exceptional crew which "understands the traditions of the SIU." The three departments work well together, and "there is mutual respect between top-side and below. A fine ship." The educational director reminded all members of the benefits of attending upgrading courses at Piney Point and explained the importance of continuing to support SPAD. The ashes of retired MM&P member John DeRocco were scattered at sea. A motion was made to ask headquarters for an explanation as to how unemployment insurance from the Commonwealth of Puerto Rico is determined. And for information purposes, members would like to ask headquarters for a book of clarifications pertaining to PRMMA. The copy would be shared by all and kept in the educational director's safe-keeping. The entire steward department, headed by James Keno and ably assisted by Brother Felix Camacho, was given a unanimous vote of thanks for a job well done. Brother Keno, who will retire soon, was wished a happy retirement "with smooth sailing always." Next port: Jacksonville, Fla.

GROTON (Apex Marine), October 6—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director Allan Gardner, Deck Delegate Juan A. Loper, Engine Delegate Ricardo Vasquez, Steward Delegate Sergio Morales. No disputed OT. Everything is running smoothly, with a payoff scheduled for Nov. 6 in Stapleton, N.Y. All crewmembers were urged to contribute to SPAD and to help the union fight for a stronger merchant marine. The secretary added that it is not only the right, but the duty, of every member to vote. "As union members, we must assist any politician who supports the maritime industry." The educational director wished good luck and smooth sailing to the SIU's new president, Mike Sacco. "May he continue to work for our goals." The crew welcomed the permanent bosun and permanent steward back from vacation. A vote of thanks was extended to Steward Marvin Deloatch and Chief Cook Sergio Morales for the fine food they prepare and serve. The steward, in turn, gave a vote of thanks to the crew for their cooperation in keeping the ship clean. And a final word from the crew of the *Groton*: "Congratulations from the crew of the *Groton* to the SIU on its 50th anniversary. The union has come a long way. Also, congratulations to the union officials for their hard work to make it possible that we still have jobs."

LNG LIBRA (Energy Transportation Corp.), October 2—Chairman B.B. Darley, Secretary H. Markowitz, Educational Director C. Dahlhaus, Deck Delegate Francis H. Smith, Steward Delegate George Taylor. No beefs or disputed OT reported. There is \$1,065.20 in the ship's fund and \$134 in the SIU fund. The bosun reported that the *Libra* will be going to the shipyard Oct. 23. He thanked the deck department for their help in making the tank-cleaning period a safe one. He also reported that the captain expressed concern about deck department members switching watches and advised all deck department personnel to make sure that the proper procedures are being followed. A vote of thanks was given to the steward department. Next port: Osaka, Japan.

NEWARK BAY (Sea-Land Service), October 17—Chairman C. James, Secretary Jonny Cruz, Educational Director Tom Herbert, Engine Delegate V. Carrao, Steward Delegate L.S. Dukes. No beefs or disputed OT. The chairman discussed the crew's responsibility to maintain the ship's living areas and lounge. He noted that with Mike Sacco at the helm of the union, we have a capable leader to take us into the 21st century. The secretary thanked the crew for keeping the ship clean. He re-

A Seaman's Burial



First and second officers and various members of the crew of the *Sea-Land Explorer* attended services Oct. 9 to commit the ashes of Henry E. Caswell to the sea.

mind members to try to get out the vote this election day, not only by voting but also by urging family and friends to vote as well. The educational director noted that crews are getting smaller and that the way to be ready for any job is to take advantage of the upgrading classes at Piney Point. It was suggested that an emergency ladder be installed aft of the house, from the main deck to the 06 level. A vote of thanks was given to the steward department for a job well done. Next port: Elizabeth, N.J.

OMI DYNACHEM (OMI Corp.), November 13—Chairman Charles D'Amico, Secretary Donnie W. Collins, Educational Director Edward Smith, Deck Delegate Thomas E. Howell, Engine Delegate Willie J. Franks, Steward Delegate Francis B. Howard. Some disputed OT was reported in the deck department, and a beef about QMED sougee time for all the days workers came from the engine department. One QMED got off in the Panama Canal due to injury. Otherwise, all is running fairly smoothly. The new 50th anniversary issue of the LOG came aboard in San Francisco so there will be lots of good reading for the month. One movie ("E.T.") was purchased in Rodeo, Calif. for \$21.10, leaving a total of \$308.38 in the ship's fund. A vote of thanks was given to the steward department for their fine work. Next port: New York.

OVERSEAS HARRIETTE (Maritime Overseas), October 16—Chairman Leon T. Jekot, Secretary E. Dale, Steward Delegate James Robinson. No beefs or disputed OT. There was quite a bit of old business to discuss at the meeting. For some reason, the company has refused to replace the chairs in the lounge and has not ordered new movies. The mates are still ignoring Article 16 of the contract by doing ABs work, and no response has been received from headquarters regarding overtime for this work. The chairman announced that there will be a payoff this voyage. However, he noted, those men who boarded the vessel on 8/27/88 or were

shipped on that date will be paid from 8/28/88, according to the captain. Several suggestions and motions were made. One was to reduce SPAD, regular dues and working dues in accordance to the pay scale of SCA-contract vessels. Another was to reduce the retirement age to 15 years sea-time (at any age). This would be similar to the percentage scale used by Social Security. Next port: Norfolk, Va.

ROVER (Ocean Carriers), November 13—Chairman G. Hernandez, Secretary E. Harris, Educational Director J. Parkhurst, Deck Delegate William Ashman, Engine Delegate R. Butler, Steward Delegate Lorenzo Razo. No beefs or disputed OT. There is \$196 in the ship's fund, \$100 of which was collected from the arrival pools. Payoff will take place in Singapore. The ship will take on about three weeks worth of stores in the six-hour layover. The steward will leave the ship in Singapore. It has been a good four months that he's been on, during which time things have gone very smoothly. It was suggested that a new popcorn popper be purchased for the crew lounge and that everyone should chip in for a new videocassette player. A vote of thanks was given to the steward and chief cook for doing such a good job, even with one man short. Next ports: Singapore and Guam.

SAM HOUSTON (Waterman S.S. Corp.), October 30—Chairman H. Leake, Secretary Ernest Hoitt, Educational Director Glenn Watson. One hour disputed OT was reported in the steward department. There is about \$350 in the ship's movie fund. No LOGS or other correspondence have been received aboard ship this voyage. The chairman stressed the importance of donating to SPAD "so that we can get some more ships and jobs." He also urged all eligible members to go to Piney Point to upgrade their job skills. The secretary has all sorts of union forms available: vacation, health, Piney Point, etc. A vote of thanks was given to the steward department for a job well done. The steward also thanked the deck department for keeping the pantry and messhall clean at night. Members were reminded to leave their room keys on the ship if they're getting off while on the coast. Next ports: Newport News, Va.; Pascagoula, Miss.; New Orleans, La.

THOMPSON PASS (I.O.M.), October 16—Chairman F.A. Khan, Secretary G.F. Thomas, Educational Director A. Hansen, Engine Delegate James S. Martin, Deck Delegate Joseph A. McDougall, Steward Delegate James W. Hines. No beefs or disputed OT. The vessel is due in Long

Beach, Calif. Oct. 20, with payoff on arrival. A request was made for a technician to come aboard to clean and check the TV and VCR equipment. A "big vote of thanks" was given to the steward department for a "fantastic job. They have really put an extra effort into the job." The deck department was also complimented for the terrific job they've also done to make the vessel "look like new." Next port: Long Beach, Calif.

ULTRASEA (American Maritime Trans.), October 30—Chairman Robert R. Newby, Secretary E. Hagger, Educational Director Herman Bergeron Jr. No beefs or disputed OT. There is \$65 in the ship's fund. Three men got off in Israel; two were replaced. Payoff will be Nov. 4 in Galveston, Texas. The educational director talked about the opportunities available at Piney Point for upgrading your skills. A vote of thanks was given to the chief steward and his department for a job well done. "His food spreads every day are like a holiday." Members especially enjoyed all the fancy dishes he prepared, including the Creole and Cajun style meals.

LNG VIRGO (Energy Transportation Corp.), October 16—Chairman Billy K. Nuckols. No beefs or disputed OT. There is \$267.70 in the ship's fund. Mr. Foran, the ETC safety director, is onboard this voyage. The bosun asked everyone to be extremely cautious during nighttime fire drills. "Stay healthy, be alert, work safely." He also noted that night drills are payable in overtime to crewmembers off watch. There previously had been some problem with the wake-up call from the bridge to the steward department. Everything has since been resolved satisfactorily. Next port: Tobata, Japan.

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

AMBASSADOR	OMI MISSOURI
LNG AQUARIUS	OVERSEAS ALASKA
LNG ARIES	OVERSEAS NEW YORK
AURORA	PERSISTENT
CONSTITUTION	PHILADELPHIA
COURIER	RANGER
GALVESTON BAY	SEA-LAND ANCHORAGE
GOLDEN MONARCH	SEA-LAND CRUSADER
LNG LEO	SEA-LAND INTEGRITY
LIBERTY WAVE	SEA-LAND LIBERATOR
NEDLLOYD HUDSON	SEA-LAND PERFORMANCE
OMI HUDSON	SEA-LAND QUALITY
OMI LEADER	SPIRIT OF TEXAS

NOTICE

Final Departures

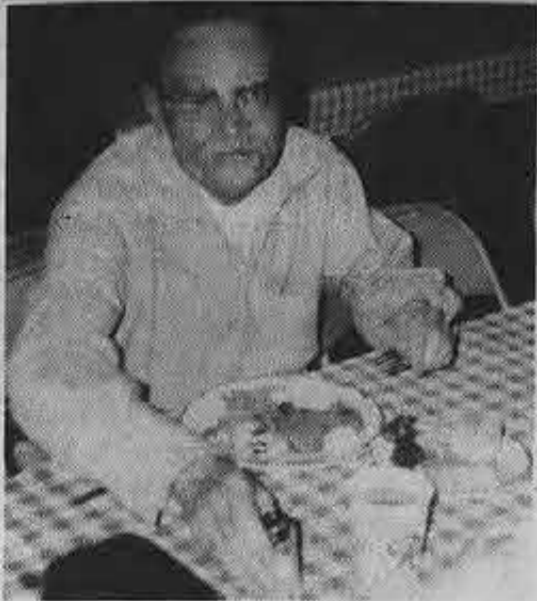
The Final Departures column will resume in January.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Tuesday, January 3	10:30 a.m.
New York	Tuesday, January 3	10:30 a.m.
Philadelphia	Wednesday, January 4	10:30 a.m.
Baltimore	Thursday, January 5	10:30 a.m.
Norfolk	Thursday, January 5	10:30 a.m.
Jacksonville	Thursday, January 5	10:30 a.m.
Algonac	Friday, January 6	10:30 a.m.
Houston	Monday, January 9	10:30 a.m.
New Orleans	Tuesday, January 10	10:30 a.m.
Mobile	Wednesday, January 11	10:30 a.m.
San Francisco	Thursday, January 12	10:30 a.m.
Wilmington	Tuesday, January 17	10:30 a.m.
Seattle	Friday, January 20	10:30 a.m.
San Juan	Thursday, January 5	10:30 a.m.
St. Louis	Friday, January 13	10:30 a.m.
Honolulu	Friday, January 13	10:30 a.m.
Duluth	Wednesday, January 11	10:30 a.m.
Jersey City	Wednesday, January 18	10:30 a.m.
New Bedford	Tuesday, January 17	10:30 a.m.

Seafarers in Seattle Celebrate SIU's 50th

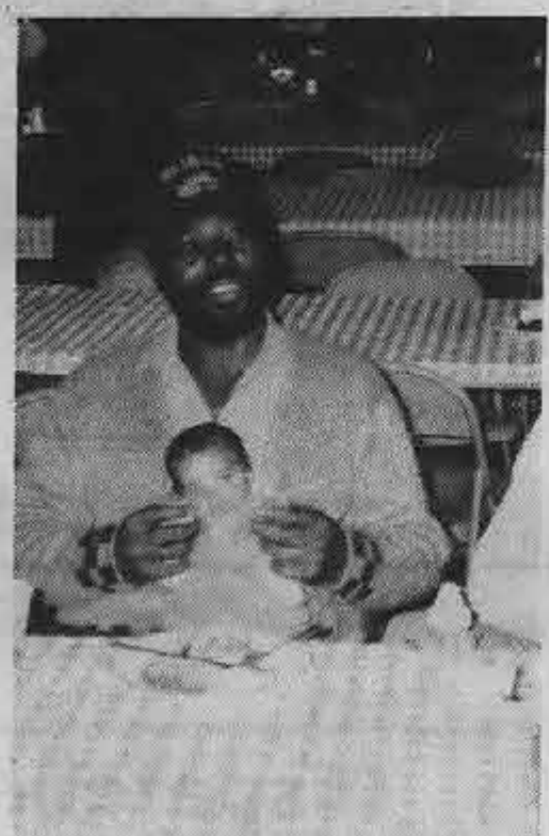
It must have been the time difference on the West Coast. These pictures from Seattle showing Seafarers and their families enjoying the SIU's 50th anniversary arrived too late to include in last month's issue.



Old-timer Frank Airey is president of the Seattle SIU Pensioner Club.



Pensioner Dave Awankuni (foreground) is a two-fisted eater. Behind Awankuni is pensioner Sammy Nelson and other SIU members in the serving line.



Cook and Baker Anthony Myers brought his newborn son to the festivities.

SHLSS Course Graduates



ABLE SEAMEN, 10/25/88—Front row, left to right: James McCormick, Edward Kaufman, Joseph Clayton, Steve Sylvia, Abdulla A. Mohssin, Paul Limback, Jake Karaczynski (Inst.), Jerry Beaubien, Marcus Hemenway. Second row: Daniel L. Pickleheimer, Angel Luis Perez, Jr., Harvey Smith, Robert Ashcom, Jr., Steven Fisher, Paul Marra, Mike Strickland, Jr., David Lee Sundling.



PUMPROOM OPERATIONS & MAINTENANCE, 10/25/88—Left to right: Willie Howard, Mike Wells, Thomas Davis, Bruce Smith, Jim Shaffer (Inst.)



HYDRAULIC, 11/8/88—Left to right: Richard Daisley, David Bryan Veldkamp, Coy Herrington, Jim Hagner, John J. Phillips.



REFRIGERATION, 11/8/88—First row, left to right: Frank Coburn, Mark D. Field. Second row: Michael Peck, Gary Gateau, John Anderson, Eric Malzkhun (Inst.).

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

Dispatchers Report for Great Lakes

NOVEMBER 1-30, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	16	4	0	46	22	0	3	1
ENGINE DEPARTMENT									
Algonac	0	4	1	0	25	5	0	4	1
STEWARD DEPARTMENT									
Algonac	0	2	2	0	9	7	0	3	5
ENTRY DEPARTMENT									
Algonac	0	10	19	0	0	0	0	18	23
Totals All Departments	0	32	26	0	80	34	0	28	30

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

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(508) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

675 4 Ave., Brooklyn 11232
(718) 499-6600

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

St. Mary's County 20674
(301) 994-0010

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

510 N. Broad Ave. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

NOVEMBER 1-30, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	46	8	4	41	6	7	12	90	15	4
Philadelphia	1	2	0	2	3	0	0	1	4	1
Baltimore	4	3	1	5	3	1	1	12	7	0
Norfolk	12	5	3	16	6	3	3	17	5	3
Mobile	18	2	4	7	2	3	1	22	3	4
New Orleans	33	7	9	19	4	5	5	58	13	13
Jacksonville	32	8	8	24	8	5	5	53	15	6
San Francisco	23	12	9	25	8	6	4	49	17	12
Wilmington	26	10	6	18	7	4	2	37	10	6
Seattle	37	7	6	27	4	3	5	75	5	9
Puerto Rico	16	1	1	14	4	0	2	20	1	1
Honolulu	8	4	2	6	4	3	2	6	5	4
Houston	36	9	8	26	9	8	5	54	7	7
St. Louis	1	2	3	0	3	1	1	1	1	4
Piney Point	0	7	3	1	5	2	0	0	4	1
Totals	293	87	87	231	76	52	48	495	112	75
ENGINE DEPARTMENT										
New York	24	4	4	23	4	3	3	47	7	3
Philadelphia	4	3	1	3	1	0	0	4	3	1
Baltimore	10	4	0	4	0	0	1	13	5	0
Norfolk	4	6	2	3	5	0	0	12	8	2
Mobile	8	4	0	4	3	0	1	13	5	0
New Orleans	18	6	4	11	1	2	5	36	13	5
Jacksonville	18	2	3	13	3	0	3	31	3	6
San Francisco	16	6	6	20	4	0	2	34	9	9
Wilmington	8	8	4	11	6	1	5	14	5	3
Seattle	19	7	2	11	7	1	6	39	8	2
Puerto Rico	8	0	0	3	0	0	0	11	0	0
Honolulu	1	5	9	4	5	6	3	1	9	10
Houston	27	1	2	13	3	0	5	42	4	4
St. Louis	2	1	0	0	1	0	0	2	0	1
Piney Point	1	2	1	1	1	1	0	1	5	0
Totals	168	59	38	124	44	14	34	300	84	46
STEWARD DEPARTMENT										
New York	19	6	3	16	3	2	1	28	10	1
Philadelphia	1	1	0	1	2	0	0	1	2	0
Baltimore	2	1	0	4	3	0	0	2	1	0
Norfolk	8	1	0	6	0	1	1	10	2	1
Mobile	4	3	1	2	0	1	0	9	3	0
New Orleans	8	3	3	12	1	0	2	25	5	5
Jacksonville	13	4	0	8	0	0	2	17	8	2
San Francisco	43	5	9	28	6	2	16	68	8	11
Wilmington	17	4	4	10	3	0	3	22	3	6
Seattle	23	0	0	14	2	0	6	31	6	0
Puerto Rico	8	0	0	4	0	0	0	9	0	0
Honolulu	5	19	14	4	21	11	7	10	35	18
Houston	15	0	2	12	0	0	8	26	2	2
St. Louis	1	0	0	0	0	0	0	1	0	0
Piney Point	2	9	2	3	10	2	0	3	8	0
Totals	169	56	38	124	51	19	111	262	93	46
ENTRY DEPARTMENT										
New York	18	18	9	15	13	7	0	34	26	6
Philadelphia	1	0	1	0	2	0	0	1	3	2
Baltimore	2	1	0	0	5	0	0	4	3	0
Norfolk	6	8	5	7	4	2	0	9	9	10
Mobile	1	6	3	0	0	2	0	2	8	2
New Orleans	3	9	19	3	7	8	0	19	18	25
Jacksonville	7	2	11	2	2	3	0	9	8	16
San Francisco	24	9	14	13	11	9	0	44	19	27
Wilmington	12	10	7	4	6	3	0	20	16	9
Seattle	14	9	4	11	2	1	0	35	22	8
Puerto Rico	9	4	2	8	4	1	0	18	10	4
Honolulu	6	64	143	4	70	135	0	8	73	165
Houston	11	7	4	10	2	0	0	12	12	10
St. Louis	0	3	0	0	1	0	0	0	2	0
Piney Point	0	3	2	0	2	2	0	1	5	1
Totals	114	153	224	77	131	175	8	216	236	285
Totals All Departments	744	356	357	556	302	260	193	1,273	523	452

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

Shipping in the month of November was up from the month of October. A total of 1,311 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,311 jobs shipped, 556 jobs or about 42 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 193 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 8,878 jobs have been shipped.

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 Lundberg 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 February 6 March 6	January 20 February 17 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
Stewards 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 Lundberg School of Seamanship Upgrading Application



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

Address _____
(Street)

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

Deep Sea Member 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 _____ Last grade of schooling completed _____
(dates attended)

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 Lundberg Upgrading Center, Piney Point, MD. 20674

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

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

Pensioner's Corner

DEEPSEA



Enos E. Allen, 66
San Francisco, Calif.



Peter F. DiCapua, 66
Seattle, Wash.



William P. Goff, 59
Piney Point, Md.



Pablo Gonzalez, 62
Santurce, P.R.



Victor Hernandez, 66
New Orleans, La.



Steve Krkovich, 64
San Francisco, Calif.



Howard S. Lindsey, 61
Mobile, Ala.



Charles A. MacDonald, 62
Algonac, Mich.



William Ober, 61
Seattle, Wash.



Charles F. Ries Jr., 59
Seattle, Wash.



Robert L. Rudolph, 61
Jacksonville, Fla.



Willard A. Smith Jr., 47
New York



Roy S. Theiss, 65
Mobile, Ala.



Gumersindo Triquero, 65
Jacksonville, Fla.



Glenn Weist, 65
Algonac, Mich.



Earl D. Willis, 65
Norfolk, Va.



Paul M. Wuori, 65
Duluth, Minn.



Seamon Wyres, 61
New Orleans, La.

Hurmon B. Butts, 60
Mobile, Ala.

Leopold Faulkner, 63
New York

Leon Kleinman, 65
New Orleans, La.

Claude C. Lanier, 65
Jacksonville, Fla.

Charles L. Lester, 50
Houston, Texas

John P. Lyons, 68
Wilmington, Calif.

Jesse F. Macleod, 55
Algonac, Mich.

Esko Makila, 66
San Francisco, Calif.

John J. McHale, 62
New York

New SIU Pensioners



Andy Reasko (left), who sailed as chief steward, and Steve Krkovich (center), who sailed as QMED/electrician, receive their first pension checks from SIU Vice President George McCartney in the San Francisco hall. Both have been SIU members since World War II, and are originally from Pennsylvania.



Laureano C. Perez (right), 55, received his first pension check from Baltimore Headquarters Rep Bob Pomerlane Nov. 11. Perez, who was born in Pontevedra, Spain, has been with the SIU for 35 years. He started sailing out of the port of Baltimore in 1955 in the engine department as a FWT and oiler and later as a QMED. Perez is married and has three children and one grandchild.

James J. Mulcahy, 65
San Francisco, Calif.

Harold H. Nelli, 61
New Orleans, La.

George M. Papamanolis, 65
Baltimore, Md.

Laureano C. Perez, 55
Baltimore, Md.

Floyd E. Perkins, 62
Jacksonville, Fla.

Henry L. Perkinson, 58
Houston, Texas

Andrew H. Reasko, 62
San Francisco, Calif.



Murphy P. Martin, 60
Houston, Texas

Raymond W. Collins, 60
Philadelphia, Pa.

Rumildo Colon, 66
Santurce, P.R.

Dorris W. Malear, 65
St. Louis, Mo.

John Malloy, 60
Algonac, Mich.

Elbridge K. Mann Jr., 59
Norfolk, Va.

Robert E. Rigby, 59
New Orleans, La.

John T. Taylor, 61
Philadelphia, Pa.

INLAND



Thomas M. Braddy, 65
Norfolk, Va.



Elmer N. Goff, 62
Norfolk, Va.

GREAT LAKES

Edward Kaszubinski, 60
Algonac, Mich.

Old-Timers Corner



Rich Heffley of Pleasantville, N.J., pictured here with two of his grandchildren, is happy to report that he finally received his veterans' benefits, thanks to the SIU. He is also grateful "for 43 years of good sailing."



Fishing was good this year for Reino J. Pelaso. He brought home 17 salmon (from four to 32 pounds) and 90 pounds of rockfish from his fishing spot outside the Golden Gate Bridge. Pelaso, who lives in Vallejo, Calif., wishes to say hello to all his old shipmates. "I hope everyone has a Merry Christmas and that the New Year will be good to all."

Personals

Juan Manuel González Aguilar

Anyone knowing the whereabouts of Juan Manuel González Aguilar please get in touch with Aurora Guig Aguilar at Ave. 39, #5606, c/o 56 y 58, San Antonio de los Baños, Havana, Cuba.

Stephen J. McGurgan

Please contact Hugh T. McGurgan, 356 Fayette St., Elmira, N.Y. 14901 or call collect (607) 732-8304.

Harvey Mills

Please contact your brother Mike at (606) 928-4822.

Gillman Wilkins

Please contact Mr. Frost at 1-800-822-1239.

David A. McKinley

Born Jan. 20, 1937; married Anna Napoli July 16, 1960; daughter Roxanne McKinley born May 17, 1961. Need to get in touch with you. Very important! Please call (718) 429-4241 after 6 p.m.

William Schakelford Jr.

Please contact Greg Haynie at (602) 278-7523. Important!

Attention Old-Timers

If you served on the maiden voyage of the USS *Vernon S. Parington* out of San Francisco, November 1943, please get in touch. Let's have a reunion. Contact William E. Cain, Rt. 2 Box 76, Utica, Miss, 39175, or call (601) 885-6213.

Fishing Boat Safety

(Continued from Page 3.)

said the board, if the captains had been aware of the "stability characteristics" of their own vessels.

Earlier this year Congress passed a law requiring commercial fishing vessel to be fitted with basic safety equipment. The SIU supported passage of that bill, but noted that "it should be thought of as a minimum, not the ultimate, in safety," and that much more needed to be done.

The NTSB began a review of fishing vessel safety in 1986 after a sharp increase in accidents and deaths and a few highly publicized cases.

One such catastrophe involved the *Western Sea*, which left Kodiak, Alaska on Aug. 15, 1985.

Five days later, the crew of another fishing vessel spotted a corpse being kept afloat by a life preserver. The

body was identified as a crewmember of the *Western Sea*.

Later investigations revealed that the vessel had been in poor shape and that the crew had been inexperienced.

"The vessel did not have and was not required to carry emergency position indicating radio beacons (EPIRBs), exposure suits for the crew, or an inflatable life raft," said the NTSB.

The law which was passed earlier this year requires that fishing, fish processing and fish tender vessels carry life rafts, immersion suits, radio equipment, navigation equipment, first-aid gear and other safety items.

Despite the efforts of the SIU and other maritime unions and the recommendations made by the NTSB, the new law did not require mandatory licensing and training procedures.

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.,

SUMMARY ANNUAL REPORT FOR MCS-PMA SUPPLEMENTARY PENSION FUND

This is a summary of the annual report of the MCS-PMA Supplementary Pension Fund EIN 57-6997856 for the year ended June 30, 1987. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust. Plan expenses were \$1,400,876. These expenses included \$165,002 in administrative expenses and \$1,235,874 in benefits paid to participants and beneficiaries. A total of 2,395 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$10,955,264 as of June 30, 1987, compared to \$10,791,937 as of July 1, 1986. During the plan year the plan experienced an increase in its net assets of \$163,327. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$2,079,568, including employer contributions of \$654,648, gains of \$521,280 from the sale of assets, and earnings from investments of \$903,640.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An Accountant's report
2. Assets held for investment
3. Transactions in excess of 3 percent of plan assets
4. Actuarial information regarding the funding of the plan

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$2.70 for the full annual report, or \$.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

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



While the M/V *Samuel L. Cobb* was in port at Thule, her sister ship, the M/V *Paul Buck* was laying at anchor. The T-5 class tankers carry jet aircraft fuel to U.S. Air Force installations around the world.



Able Seaman Bobby Clinton Jr. stands watch on the bridge in Thule as the M/V *James L. Cobb* discharges cargo.

Our Nation's Fourth Arm of Defense . . .

On Top of the World

SEAFARERS who man the ships of the Military Sealift Command sail to "the four corners of the world" to supply our nation's Armed Forces. From McMurdo Sound in Antarctica to Greenland in the North, SIU-contracted ships deliver on time. Last July, the SIU-contracted M/V *Samuel L. Cobb* sailed into Thule, Greenland to deliver JP-5 jet fuel for the U.S. Air Force stationed there. Onboard was Andre Gee, steward assistant, who took these photos.



It's relaxing time for Steward Assistant Aaron Bernard, left, and Steward/Baker Raymond Crawford as their ship is secured at the dock in Greenland.



Some of the Air Force personnel were welcomed aboard while the *Cobb* was in port. Sharing happy times with their new friends are Chief Cook Hubert Curry, AB Bobby Clinton Jr. and AB Tyrone Burrell.



Steward Assistant Andre W. Gee at the "Top of the World." Brother Gee is presently upgrading to Chief Cook at the Seafarers Harry Lundeborg School of Seamanship in Piney Point, Md.



Able Seaman Jessie Thomas posed for this photo with the sun low on the horizon in the ice-dotted harbor at Thule.



This recently-calved "growler" was photographed by Andre Gee as it was being carried seaward on the ebbing tide.