

SEAFARERS LOG



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October, 1989

House Nips Bid To Dump Cargo Preference Law

Maritime Role in Polish Aid Program Defended

WASHINGTON, DC—The House of Representatives turned down an attempt by farm interests to knock out cargo preference laws governing the carriage of food cargoes to Poland.

After a dramatic debate on the afternoon of October 19, congressmen torpedoed, first by a roll call vote of 228 to 170 and then by voice

Excerpts From Debate

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vote, amendments designed to weaken or eliminate the law that requires 75 percent of government generated food aid to be shipped on American-flag vessels.

The first amendment, introduced by Representative Fred Grandy (R-IA), called for a complete waiver of cargo preference laws in the shipping of food aid to Poland. Congresswoman Nancy Kaptur (D-OH) submitted a "compromise" amendment that would have allowed 50 percent of the food aid to be carried on foreign-flag vessels.

(As the Seafarers LOG was going to press the Senate began deliberations on an aid package for Poland and Hungary. Similar amendments are expected during the Senate debate on the bill.)

Grandy said his purpose in eliminating cargo preference requirements was to maximize the \$125 million allocated for American food assistance by lowering the cost of shipping through the use of foreign-flag vessels.

When asked by Congressman Norman F. Lent (R-NY) if American farmers would be willing to allow food aid dollars to buy foreign, and perhaps cheaper, commodities, Grandy quickly responded, "... the answer to that question is not yes."

The proponents of the amendment to waive cargo preference "unfortunately want to have one set of rules for agricultural interests and another set of rules for all the rest," said Congressman John R. Miller (R-WA).

One farm state congressman, David R. Nagle (D-IA), confronted his colleagues from agricultural areas. He asked, "... tell me how farmers are going to benefit if the day comes that this nation is forced to go to war but first has to go knocking on the doors of foreign countries to find one willing to loan us the ships required to transport our supplies and troops and guns to the fields of battle abroad?"

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Rescue at Sea

A fire-racked Peruvian trawler lists in the Pacific Ocean after its mariners were rescued by the MV Ambassador's SIU crew. Chief Electrician Michael Frizzell provided this and other photographs shown on page 2.

Union Responds to Plight of Members Stricken By Hurricane Hugo Rampage

Responding to a cry for help is one of the oldest traditions of the sea, one which the SIU honored when it sprang into action after Hurricane Hugo finished its deadly march through the Caribbean and South Carolina.

To date, the SIU and its industrial division, the United Industrial Workers Union (UIW), have collected humanitarian aid totalling in the hundreds of thousands of dollars to help victims of that tragic storm. The UIW represents 3,500 government and private sector employees who reside in the U.S. Virgin Islands.

Responding to the most pressing short-term needs, the unions sent generators, chain saws, bottled water and batteries to South Carolina, Puerto Rico and the U.S. Virgin Islands, where some areas are still without housing, water or electricity.

It will take months to clear all the debris left by fallen trees and collapsed buildings, said UIW Vice President for the Caribbean Amos Peters.

The unions have assembled more than \$175,000 worth of food to ship to the Caribbean. Many of the goods were donated by UIW-contracted companies from the West Coast and Columbus, OH.

More than \$4,000 has been collected through an emergency relief fund established by the SIU and UIW, and the figure is rising, according UIW National Director Steve Edney.

Officials in the SIU halls of Jacksonville, FL and Philadelphia, PA are conducting ongoing relief drives to secure food items, disinfectants and building materials. The first container from Philadelphia is scheduled to arrive in the U.S. Virgin Islands at the end of this month.

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President's Report

Thanks to the deep concern and convictions of a majority of the U.S. House of Representatives that the U.S.-flag merchant marine is vital to the nation's security, another attempt by farm interests to weaken America's shipping capability has been soundly defeated.

The farm bloc's attack came in the form of two amendments during action on the \$837 million aid program for Poland and Hungary that was acted on October 19. One was introduced by Congresswoman Marcy Kaptur of Ohio, who called for reducing from 75 percent to 50 percent cargo preference requirements for food aid to Poland. The other amendment sought to drop the required use of American ships entirely in the carriage of the food aid given to Poland. Not funny, but certainly a strange coincidence, the latter amendment was introduced and defended by Rep. Fred Grandy of Iowa, whom some will remember as the ship's purser in the television series, "Love Boat," a runaway foreign-flag vessel if we ever saw one.



Both amendments were beaten by heavy margins. But not until there had been considerable debate during some three and a half hours, details of which will be covered elsewhere in the Seafarers LOG. A similar fight is expected in the Senate.

If there is a lesson to be learned from this latest legislative battle to protect U.S.-flag shipping and with it the jobs of Seafarers, it is that we—our union—must continue to be vigilant and strong enough to act responsibly and effectively in situations like this that affect the membership's security.

While the Union is always prepared to deal with an attack on cargo preference, the tactics of the farm bloc in using the Polish aid program as a means of bypassing the required use of U.S. ships in government aid cargoes was a bit of a surprise. Only a couple of years ago a compromise had been worked out by maritime and agriculture interests on the issues of taxpayer-supported grain subsidies and cargo preference that was accepted as mutually satisfactory.

Because farming and shipping are two industries vital to the national interest and security, we thought each should support the other. American shipping certainly acknowledges the role of agriculture in our national scheme of things. That farm interests are not prepared to reciprocate and support the show of the American flag on ships delivering the taxpayer-sponsored aid cargoes to beneficiary nations is disturbingly evident from the shot they fired the other day on the law on cargo preference. Nevertheless, it is hoped that this attitude will not prevent a cooperative working relationship of the maritime and agriculture interests in the future.

A striking and encouraging aspect of the latest legislative experience is the quality of the debate and performance of the members of Congress who led the successful fight against the amendments. A reading of the arguments published in the Congressional Record reveals that the congressmen insisting on upholding the cargo preference laws know the issues well and recognize the vital role of shipping, as well as farming, in the national interest. And they were able to refute the misinformation and distortions of facts about relative costs and the tax dollars involved in maritime subsidies.

Contributing to the successful fight in the House of Representatives were the union's legislative affairs and research staffs, working in cooperation with the Transportation Institute, the shipowners and other elements of the maritime industry. Our people provided important background information and facts on cargo preference, relative shipping costs and the taxpayer's role in farm subsidy.

The debate that took place on October 19 should be required reading for all Seafarers and their families. It provides a powerful insight to the struggles that we must continually wage if we are to defeat the efforts to scuttle the American merchant marine. I am therefore making arrangements to have it reproduced and made available to all. The Seafarers LOG will announce when the publication is ready for distribution.

And here we must be reminded that our ability to maintain the fight to preserve American ships and American seafaring jobs depends on the resources we have to offer. That is why it is in a Seafarer's personal interest for him to support the union's political and legislative activities by contributing to SPAD.

1990 Lundeberg School Courses Announced

Seafarers who wish to take advantage of upgrading opportunities at the Harry Lundeberg School of Seamanship can refer to the 1990 course schedule announced this month.

By upgrading, SIU members

have an opportunity to enhance their job-related skills and increase their pay.

Seafarers are urged to take advantage of the upgrading courses at the Lundeberg School. The 1990 course schedule appears on page 22.



SIU Crew Saves 18 The MV Ambassador responded to an early morning distress call from the Peruvian trawler Dorine I. When the Crowley/CCT freighter arrived, the SIU crew could see fire and smoke spewing from all parts of the vessel as pictured above. The foreign-flag crew of 18 was in a lifeboat. Below, the Ambassador's crew rigged a tow-line for the lifeboat to take the stranded seamen to a waiting Peruvian ship. No lives were lost in the fire or rescue, which took place in late summer 20 miles off the coast of Peru. Official cause of the fire was a short circuit in the galley. Chief Electrician Michael Frizzell, who took these photographs, said the heat from the flames was so intense it could be felt on the deck of the Ambassador.



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House Debate On Cargo Preference

(What follows are excerpts from the comments of House members who supported the upholding of existing cargo preference laws.)

Robert G. Torricelli (D-NJ):

"What we want is an American ship with an American flag unloading an American product with an American label, headed toward a shelf to be read with an American flag on the container, so that it would be clear to all the Polish people that when they needed the United States, we were there."

David R. Nagle (D-IA):

"I remind my farm state colleagues: our numbers are small. We don't have the votes—by ourselves—to pass a decent and just farm bill. We're going to have to have help and support from others. And one of those 'others' who stood with us when we needed help was the U.S. maritime industry. I hope they stand with us again. Yet, some farm state members want to look them in the eye today and say: 'We are not going to help you this year, but by the way, we're sure looking forward to having your help again next year.' If that is our message today, I know what they are going to tell us next year when we ask for their help. I do not think we can grow corn in hell, but that is where they are going to tell us to plant it."

Howard L. Berman (D-CA):

"... if the goal of this amendment is to maximize the assistance to Poland to get as much for the \$125 million as possible, then why are we doing it through United States commodities? Why are we not going out on the world market and buying as much as we can, which will be a great deal more?"

John R. Miller (R-WA):

"United States wheat costs between \$161 and \$166 per metric ton and European wheat costs about \$158 per metric ton. So if the proponents of these amendments want to be fair, we should buy European wheat to help Poland. Similarly, United States butter costs \$2,656 per metric ton, compared to \$1,850 per metric ton for European butter... Under a truly open and competitive market, we could get more wheat and butter for Poland because European products are cheaper and they do not need to be shipped as far."

Eliot L. Engel (D-NY):

"A good deal of misinformation has surrounded the costs associated with shipping this country's food aid on United States vessels. The source of much of this misinformation was a Boston Globe story of September 29, which cited an \$85-per-ton rate. This figure has presented a highly misleading picture, and has been specifically refuted by the U.S. Deputy Maritime Administrator Robert S. Silberman..."

Walter B. Jones (D-NC):

"The shipping cost differentials suggested by the proponents of the U.S.-flag waiver are grossly overstated. The \$84.95 per ton United States-flag rate was for a single, small, spot-charter shipment for which the Polish rate offer was \$60 per ton, not \$15-20 per ton as claimed by the proponents of the waiver. The Maritime Administration states that the United States-flag rate for a normal shipment would be less than \$34 per ton, with the Polish rate being in the high \$20-per-ton range. The \$70-per-ton differential suggested simply has no basis in fact."

Helen Delich Bentley (R-MD):

"The actual difference is about \$6 of tonnage between the high Polish rates and the American rates of \$34 a ton. That is much less than any 30 percent differential."

Herbert H. Bateman (R-VA):

"Does Poland have a merchant marine? You bet it does. Is that merchant marine subsidized? You bet it is. It is very heavily subsidized."

W.J. (Billy) Tauzin (D-LA):

"I, for one, believe that American aid should arrive in American ships, flying the American flag and crewed by the American people."

Ronald Keith Machtley (R-RI):

"In my book, United States support for economic restructuring in Poland and Hungary need not be subsidized at the cost of our own domestic interests."

Gerry E. Studds (D-MA):

"American workers, American industries, Polish workers and Polish industries should equally reap the benefits of the generosity of the American people."

Continued on page 4

House Votes to Keep Polish Aid on U.S. Ships

Continued from page 1

Supporters of a strong merchant fleet spoke of the inequity of Grandy's amendment. Lent asked, "... there are two industries here that government seeks to favor... Why are we taking it all out of the maritime side of the equation?"

Cheaper Commodities Available

Congressman Robert G. Torricelli (D-NJ) proposed, "... if we want to get the most value for our money, let us go to the world community and be prepared to buy Argentinean wheat and Canadian agricultural products and use them for American aid."

"If the concept of American foreign aid is to get the most for the dollar, whether it is shipping or the food we give I do not see why there should be different rules for maritime than for agriculture."

Torricelli concluded, "the gentleman" who proposes the cargo preference waiver "should know that he is opening that door and there are those of us who are prepared to walk through it, if those are the rules of the game."

Miller said, "I read that United States butter costs \$2,656 per metric ton compared to \$1,850 per metric ton for European butter. If we are trying to maximize in this one particular case, whether it comes to butter or any other commodity, why do we not go on the world market in the case of butter and buy European butter?"

Other proponents of cargo preference noted that wheat in the United States costs between \$161 and \$166 per metric ton and European wheat costs about \$158 for the same amount.

What Would Solidarity Want?

Cargo preference opponent Representative James A.S. Leach (R-IA) suggested the law requiring 75 percent carriage of government food aid on American bottoms pits "an established American union movement against an aspiring union movement in another country. This is Solidarity versus the American union movement."

But Leach's argument backfired. Proponents of cargo preference quickly pointed out the consistent role of American labor in aiding Poland's free labor movement that has been at the forefront of that communist nation's emerging democracy and economic reforms.

Congressman Howard L. Berman (D-CA) said, "At the heart of the movement to support Solidarity year after year was the institution of organized labor in this country. When others were looking away and had other priorities, no other institution gave that kind of assistance to Solidarity."

Torricelli asked House members if they thought Lech Walesa and Solidarity wanted the cargo preference amendment.

"Does anybody who has heard Lech Walesa think that he is a part of wanting to jeopardize American labor rights? The fact is no, he does not," said Torricelli.

Farm Interests Use Phony Numbers

Supporters of the cargo preference waiver painted a picture of exorbitant U.S. shipping rates compared to bargain basement prices of foreign carriers. Congressman Eliot L. Engel (D-NY) confronted the numbers thrown around by the farm interests: "A good deal of misinformation has surrounded the costs associated with shipping this country's food aid on United States vessels."

"The source of much of this misinformation was a Boston Globe story of September 29, which cited an \$85-per-ton rate. This figure has presented a highly misleading picture and has specifically been refuted by the U.S. Deputy Maritime Administrator Robert S. Silberman."

The chairman of the House Merchant Marine and Fisheries Committee, Walter B. Jones (D-NC) added, "The shipping rate differentials suggested by the proponents of the U.S.-flag waiver are grossly overstated. The \$84.95 per ton United States-flag rate was for a single, small, spot-charter shipment for which the Polish rate offer was \$60 per ton, not \$15-20 per ton as claimed by the proponents of the waiver."

"The Maritime Administration states that the United States-flag rate for normal shipment would be less than \$34 per ton, with the Polish rate being in the high \$20-per-ton," Jones said.

Cargo preference foes implied the American merchant marine was "heavily subsidized" and "relying on the crumbs from the agricultural table." Congresswoman Helen Delich Bentley (R-MD) set the record straight: Only four of the 26 U.S.-flag bulk carriers receive government subsidy. The total national subsidy to maritime is under \$300 million compared to \$13 billion received by agricultural interests.

The Maryland congresswoman said the amendments to waive cargo preference requirements on the Polish aid cargo was "a continuation of the agriculture interests' tunnel vision of wanting to protect their own self-interests while demonstrating a willingness to allow a vital component of our national defense capabilities to be further eroded, all the while they stuff their pockets with taxpayers' dollars, wave the flag and expound the virtues of their alleged humanitarian efforts to increase food supplies to Poland and Hungary."

More Shipping Needed, Not Less

Representative Jack Fields suggested that rather than reducing support for the nation's merchant marine, Congress should look for ways to enhance the U.S.-flag fleet. Fields asked House members to examine the status of U.S. shipping:

- The American merchant marine is down from being the largest fleet in the world to a nation with fewer than 375 active ships.

- The Soviet Union, with a national fleet of 2,500 merchant ships, carries more of our nation's cargo overseas than we do. In fact, Soviet ships carry nearly 50 percent of all mail postmarked in the United States, while our domestic carriers transport a mere 2 percent.

- The United States has gone from 110 privately operated shipyards in 1982 to 69 in 1988.

- In 1970 there were 18 major U.S. shipping companies, now there are four.

- The number of seafaring jobs has dropped from 99,000 at the end of WWII to fewer than 13,000 today.

Fields said the administration, recognizing the importance of our sealift requirements, opposes waivers of cargo preference laws and is committed to strict adherence of existing maritime legislation.

Proponents of cargo preference said the nation gains from shipping on American-flag vessels. After all, said Congressman Lawrence J. (Larry) Smith (D-FL), "The foreign Liberians, the Japanese, the Koreans, the Swedish, the Panamanians, all of these people pay no taxes in this country."

Upbeat Convention Marks UIW's 40th Anniversary



UIW delegates broke into small working committees. The Civil Rights Committee, pictured above, included the following UIW members: (from left to right) Frank Gill, Bob Love, Joe Perez, Amos Peters, Maurice Stanley and Juliana Bowley.

The SIU's industrial division, the United Industrial Workers Union (UIW), marked its 40th anniversary in a special way: delegates from all around the country met in a spirit of enthusiasm for the organization's eighth quadrennial convention.

The convention, which was held at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, MD September 14-15, 1989, reflected the UIW's continued strength and diversity.

The UIW has grown forty-fold since it received its charter from the American Federation of Labor in 1949, and its membership, once confined to marine-allied fields, is now a microcosm of the American workforce. The union represents 20,000 workers employed in a wide-spectrum of industries: tuna canning, service sector, wire and rope, transportation and government.

Delegates took action on a number of different fronts, from devising new organizing strategies for future growth to enacting resolutions which staked out positions on issues of importance to the union—fair trade, civil rights, apartheid and grassroots political action.

Highlighted at the convention were conditions in the U.S. Virgin Islands, where the UIW repre-

sents 3,500 government and private-sector workers. The UIW's Virgin Island delegates to the convention reported on the islands' inadequate medical facilities. Many of the U.S. delegates recounted personal experiences with the substandard health care on the island. President Sacco pledged the SIU's full support in investigating the situation. Sacco appointed a high level union committee that will be responsible for researching and recommending solutions.

Much of the convention was devoted to discussing how the UIW could best adapt to the far-reaching changes which have swept the labor movement and the American economy.

Robert McGlotten, legislative director of the AFL-CIO and a convention speaker said, "There is nothing in your daily life . . . from the food you eat to the house you buy . . . that some politician doesn't vote on on a day-to-day basis."

Jack Otero, President of the Labor Council for Latin American Advancement, said that labor's future could only be secured by appealing to new groups of workers. He called on delegates to intensify efforts to organize workers who are not currently represented by unions.



Products made by members of the SIU's industrial division, the UIW, on display at the organization's eighth quadrennial convention.

House Debate on Cargo Preference

Continued from page 3

Thomas M. Foglietta (D-PA):

"Over the last year, a great deal has been said in this chamber about the American flag—how it cannot be desecrated, how it must be honored. Today, we must further honor the American flag by requiring that it fly over the ships that carry our bounty to the people of Eastern Europe."

Lawrence J. (Larry) Smith (D-FL):

"Why should American crews on ships most likely built in America, flying the flag of America, of companies that still choose to do business and stay here in our country be punished? It will be punishment, because the bottom line is that when those ships, if we agree with the Grandy amendment, come steaming into the harbor in Gdansk, they will be flying a Liberian flag. What a spectacle . . . America helping a Liberian flag."

Austin J. Murphy (D-PA):

"Those same corporations that run those fleets of American vessels pay their corporate income tax to the United States of America . . . Every crewmember on those ships pay their tax dollars to the United States and contribute to the Social Security trust fund."

Gregory H. Laughlin (D-TX):

"I believe that if the opponents of cargo preference win this round, they will succeed in undermining this basic support for our fleet and its maritime work force . . . and will signal future retreats from this important law in its application to food donations to other nations and will inevitably lead to a mass export of U.S. maritime jobs and the further decline of the U.S.-flag fleet."

Jack Fields (R-TX):

" . . . during the past 40 years, our merchant fleet, once the largest in the world, has declined from more than 1,300 ships to fewer than 375 active vessels . . . I am, frankly, amazed that we are even having this debate. At a time when the U.S. maritime industry is fighting for its very survival, this body should be considering measures to increase, not decrease, the amount of cargo carried on U.S.-flag vessels."

James H. (Jimmy) Quillen (R-TN):

"Since World War II we have let our merchant marine go down the drain . . . In case of another conflict what would we do for security? What would we do for defense? . . . Back during World War II, the merchant marine fleet helped win the war . . . With the help of the merchant marine fleet during the war, supplying the goods and the equipment and the ammunition and whatever was necessary, we built up a great aggregation, which was essential to winning the war."

Norman F. Lent (R-NY):

"In my opinion, the Congress of the United States should be supporting both the American farmer and the American merchant seaman. The American farmer is the most productive farmer in the world and the American merchant seaman is the most efficient seaman in the world—our Nation needs both."

Corinne C. (Lindy) Boggs (D-LA):

" . . . the American labor movement was really the mainstay of the Solidarity labor movement, and helped them all along in their effort for freedom. I am certain that the leaders of the Solidarity movement would be pleased to know that we recognize efforts of the American labor movement, particularly the Seafarers' Union, the SIU, in being helpful to the whole, beautiful defense effort that has been going on in Poland."

Presidential Support is Key To Maritime Policy, Says Sacco

The government needs to pay more attention to the problems surrounding the U.S.-flag merchant fleet before it is too late.

This was the central theme in a number of speeches presented last month at the National Defense Transportation Association (NDTA) forum in Seattle, WA.

SIU President Michael Sacco called for presidential intervention to help the merchant fleet.

Sacco said the Bush administration must "provide direction and leadership" desperately needed in order to meet our nation's sealift requirement.

"History has shown that only when the administration gives its full support to the industry do positive results occur."

Sacco noted the United States

has frozen, cut and, in some cases, eliminated monetary programs for its merchant fleet, while other countries (Norway, Japan, Spain, West Germany, Korea and others) continue to increase funding for their fleets.

Don Becker, publisher of the Journal of Commerce, asked why the military does not assume responsibility for the nation's merchant fleet when supplying troops overseas is an important element of U.S. defense capability.

In his remarks, Timothy Rhein, president and CEO of American President Lines, struck the same chord. He threatened that unless U.S.-flag companies receive assistance from the federal government by the year 2000, Old Glory may be replaced with foreign flags.

SIU Urges Louisiana Gov't To Continue Shell Dredging

The future of approximately 500 maritime jobs awaits a decision by the state of Louisiana on whether shell dredging can continue in Lake Pontchartrain.

The Seafarers International Union is taking a leading role in the fight to retain the work, almost half of which belong to SIU members.

The state is reviewing its position on shell dredging because of pressure from environmental organizations to clean the lake. The SIU, through New Orleans Port Agent Jim Martin, has argued that shell dredging, which affects only eight percent of the lake's area, releases no contaminants or pollutants.

"The water quality of Lake Pontchartrain is related directly to problems of urban development and urban pollution—drainage created by storm water, discharges of sewerage that is treated to less than acceptable levels, discharges and spills from marine related facilities and marine vessels," Martin said this month at hearings conducted by the Louisiana Department of Environmental Quality (DEQ) and the Causeway Commission.

Dredging Key to Economy

If the state should stop shell dredging, an annual payroll to Louisiana residents of \$8.7 million would be lost, Martin told the state government officials. This could have a devastating affect on the already distressed state economy, which has been hit hard by the depressed oil industry.

Martin was joined at the October 23 DEQ hearing held in the state's capital city by Lawrence Evans of the Transportation Institute, an organization that represents 140 U.S.-flag-operators.

While emphasizing the fact that maritime industries, as well as the SIU, want the lake to be pollution-free and will work to that end, Evans also pointed out the variety

of outside businesses that could be hurt by an end to shell dredging, road construction and maintenance, public utilities, oil field construction, oyster reef maintenance and harvesting, and tourism.

Both Evans and Martin demonstrated the need for shells for road construction, especially in southern Louisiana. The shells are used to float the highways because normal roadbed construction cannot be used in the swampy areas. Also, the shells help to filter polluted run-off water and are nec-

Urban pollution not shell dredging creates lake contamination.

essary for the construction of levees.

Evans noted public utilities use the shells to help filter smokestack emissions. Alternatives would be costlier and the increased cost would be passed to consumers.

Shell also is needed in oil field construction. Evans pointed out that "as long as shell dredging is permissible, a recovery in the oil sector will accelerate demand for shell used in oil field construction, expand job opportunities in the shell dredging industry and increase the revenues generated for the state."

The SIU has been supported in the quest to save shell dredging by the Louisiana AFL-CIO and other maritime unions. Two bus loads of employees from Dravo, an SIU-contracted company, attended the October 23 hearing.

The state plans to continue hearings until early November. An announcement concerning the future of shell dredging in Louisiana is not expected until early 1990.

Leback is New MarAd Chief

After remaining unfilled for nearly a year, the Maritime Administration has a new chief officer.

Warren Leback, a former deputy of the department during the Reagan administration, was confirmed by the Senate and assumed his new duties immediately.

Leback is a 1944 graduate of the U.S. Merchant Marine Academy at Kings Point. His extensive experience in the private sector includes the following positions: senior vice president for vessel operations for Puerto Rico Marine Management; director of the El Paso Marine Company in Houston; and vice president of marine operations for Sea-Land Services in Port Elizabeth, NJ.

Historically, the maritime administrator has played an important role in formulating and administering the government's

maritime policy. But the post has been empty ever since John Gaughan's departure earlier this year, to the consternation of many in the maritime industry. Gaughan left the Maritime Administration for a high-ranking position in the Department of Transportation.

Leback's first few weeks in office have been busy. The administration released its long-awaited policy statement on sealift, and the House defeated amendments to an aid package to Poland that would have relaxed American-flag cargo preference standards.

During his confirmation hearings, Leback said that he opposed any changes in current cargo preference laws. He stressed his strong support of the Jones Act, and pledged to work towards the revitalization of the American-flag merchant marine.



SIU members on the G&H tug Eva attempted to rescue three men in a drifting motorboat. Pictured above are (left to right) AB Rodney Nix, Engineer Robert Hyams, AB Lee McGovern and Master Ted Schendel as they receive a commendation from U.S. Coast Guard Captain T.C. Greene (middle).

SIU Men at G&H Commended By USCG for Rescue Attempt

In the late afternoon last November 25, a small motorboat drifted directly into the path of a large ocean-going tug and barge. Crewmembers on G&H Towing Company's tug Eva, at great risk to themselves and without hesitation, steered the Eva under the bow of the barge into the path of the oncoming tow and passed a line to the motorboat.

The actions of the SIU members on the tug Eva in attempting to rescue the three men in the mo-

Eva's crew moved their vessel directly into the path of the oncoming tow . . .

torboat were commended by T.C. Greene, captain and officer in charge—marine inspection for the United States Coast Guard in a ceremony in Houston last month.

Eva Master Theodore Schendel, Engineer Robert Hyams and AB's Lee McGovern and Rodney Nix were commended by Captain Greene for "outstanding performance." He said their "valiant efforts" in the "life-threatening situation deserve great credit and are in keeping with the highest of maritime traditions."

The motorboat, on its way home from a fishing trip, had stalled, leaving the occupants stranded in the middle of the channel not far from Texas City. The men were trying to restart the engine when the barge, pushed by the ocean-going tug, turned into the channel. The pilot on the tug requested the Eva, which was on its way to meet the ocean-going vessel, investigate the drifting motorboat.

Master Schendel managed to steer the Eva under the bow of the barge and Hyams, McGovern and Nix were able to pass a line to the motorboat. But the three occupants were unable to secure the line and did not hold on. Jerry Vickers, a spokesman for G&H Towing, said it appeared the men in the motorboat panicked because instead of clinging to the Eva's line, they jumped into the water.

Two of the men drowned, one was saved by a passing shrimp boat.

Calling the event "tragic," Vickers said Eva's crew did manage to pull the motorboat to the point where the craft floated down the side of the barge. Consequently, the motorboat received only minor damages to the windshield and steering wheel.

G&H tug crewmembers are represented by the SIU. The company operates harbor docking tugs in the Galveston and Houston area.

SIU HALL ESCAPES QUAKE DAMAGE

The SIU union hall on Fremont Street suffered temporary loss of electricity and telephone service but otherwise escaped unharmed after a devastating earthquake hit San Francisco on October 17. After three days without utilities, the hall is back to normal, report San Francisco-based SIU Vice Presidents Buck Mercer and George McCartney.

The earthquake, which measured 7.1 on the Richter Scale, ruptured the San Andreas Fault for 20 miles. University of California Seismology Laboratory experts placed the epicenter near

Lake Ellsman, a reservoir between San Jose and Santa Cruz.

Areas hardest hit by the earthquake were the San Francisco Marina District, the Oakland Bay Bridge which lost a 50 foot section of the upper deck and Interstate 880, also called the Nimitz Freeway.

About one-and-a-half miles of top deck of I-880 buckled and collapsed on the lower section, crushing vehicles and trapping occupants.

Rescue workers are continuing the process of digging out rubble and checking damaged structures.

Bill Extends Veterans' Eligibility Date For Merchant Seamen

Federal legislation to extend World War II veteran status to merchant mariners who served from August 15, 1945 to December 31, 1946 will face its next hurdle in late October. The bill has the strong support of the Seafarers International Union.

The House Merchant Marine and Fisheries Committee will schedule a vote for the latter part of this month on the bill sponsored by Houston Congressman Jack Fields (R-TX).

Six House members have co-sponsored the legislation, giving it bipartisan support. They include Helen Bentley (R-MD), William Hughes (D-NJ), Bill Richardson (D-NM), Owen Pickett (D-VA), Herbert Bateman (R-VA) and Greg Laughlin (D-TX).

Harry Burroughs, minority counsel for the committee, said Fields' bill is expected to pass in the House committee. The Houston congressman had addressed the committee's Merchant Marine Subcommittee urging it to study, then adopt the legislation.

Although Congress granted veteran status to World War II merchant seamen, the legislation establishes an August 15, 1945 cutoff date. That was the day the Japanese surrendered. However, it was on December 31, 1946 that President Harry Truman announced the

end of hostilities and that is the date recognized for all other World War II veterans.

While testifying, Fields said at least 11 U.S. merchant ships were damaged by mines between August 15, 1945 and December 31, 1946. He noted merchant seamen lost their lives in some of the explosions.

Congressman Fields explained that shipping actually increased immediately after the war as medicine, food and other supplies were carried to battle-ravaged Europe and Asia.

Some of the individuals affected by the legislation include those seafarers who signed up prior to August 15 but had not yet gone to sea, merchant seamen in military training on August 15, and those who enlisted in the U.S. Maritime Service after August 15, 1945, but who sailed before December 31, 1946.

Should the legislation clear the Merchant Marine and Fisheries Committee, it would then go before the House Veterans Affairs Committee. The bill may face a tougher time there. Burroughs said the U.S. Air Force (the branch of the armed services that reviews veteran status matters), the Department of Defense and some veterans organizations are expected to oppose the extension.

Liberty Ship Veterans Note 'Grim' U.S. Shipping Scene



SIU Executive Vice President Joseph Sacco receives a certificate from Captain George W. Jahn, a former skipper on the O'Brien.

While reflecting on the turbulent years of shipping during World War II, approximately 300 merchant marine veterans, gathered in San Francisco for a Liberty Ship reunion, heard the sobering statistics associated with today's American-flag fleet.

"Since World War II, the commercial fleet has been in continuous decline," Joseph Sacco, SIU executive vice president, told the group aboard the SS Jeremiah O'Brien last month.

Sacco urged presidential leadership to help unify Congress, labor and management in order to improve the outlook for the maritime industry. With the exception of Richard Nixon, he said that no chief executive since Franklin Roosevelt has shown any interest in revitalizing the fleet.

"To survive in the future, the merchant marine must be utilized

to a far greater degree for both military and commercial purposes," Sacco said. "There must be ships in peace time, because in wartime it will be too late."

Congresswoman Helen Delich Bentley (R-MD) announced that none of the 595 manufacturers used to supply materials for the building of Liberty Ships is in operation today. She said the maritime situation is "grim and getting worse every day."

Bentley told the veterans the President's Commission on Merchant Marine and Defense reported the seagoing workforce had dropped 60 percent since 1970 and American bottoms carry a mere four percent of the nation's commerce.

Sacco and Bentley spoke on board the O'Brien, the last unaltered operational Liberty Ship. The O'Brien is docked at Fort Mason in San Francisco Bay.

The reunion featured men and women who built and sailed the 2,000 Liberty Ships used during World War II. The mass-produced vessels served as the backbone of the American merchant marine effort during the war.

The O'Brien went into service in June 1943. She saw action in both the Atlantic and the Pacific. After the war, the O'Brien became part of the reserve fleet before being selected in 1979 as a living memorial and museum.

Inquiring Seafarer

Congress is considering a bill which, if adopted, would extend WWII veteran status to merchant seamen who served from August 15, 1945 to December 31, 1946. Currently, only civilian mariners who saw active duty in WWII between December 7, 1941 and August 15, 1945 are eligible for veterans' benefits and recognition of service from the Maritime Administration and the United States Coast Guard.

Question: What do you think of the legislation that would extend the cutoff date for veteran status for WWII merchant mariners to December 31, 1946?

(Asked of SIU members at the union hall in Norfolk, VA.)



Fred Hicks, Chief Steward—House Bill HR 44 will, if enacted, correct an injustice done to several thousand of our fellow

members who sailed after August 15, 1945 and through December 31, 1946. It has taken two lawsuits and 44 years of long, hard fighting to get our World War II merchant mariners recognized as veterans. Due to enemy actions, many of these men died after only a few days at sea while in the service of their country. Any benefits that will be afforded to WWII mariners will be minimal as most of the WWII benefits have long since been exhausted. Nevertheless, at least their families will have something to cherish and they will be eligible for a flag to drape over their coffins and a small burial benefit.

Alfonso Holland, Chief Steward—Although I was not sailing during WWII, I feel these men should be recognized. I am an Army Vet from the Vietnam era and even for that war we got honorable discharges and veteran status. I am sure these men helped bring about total defeat of the enemy and they sailed during the period when our Allies desperately needed our goods in order to help them recover from that war. Not only that, but several merchant ships hit mines during that period and many sank. For all practical purposes, WWII did not end until December 31, 1946. WWII will not be over for merchant seamen until they have been recognized.

William "Red" Price, QMED—I was in the Navy during WWII. Merchant mariners took the same risk I did and probably much more. As I see it, they sailed many months into WWII without any protection before the ships were armed and the armed guard was put aboard. Later the convoys were made up with destroyer escort but that did not come about until several

thousand merchant seamen lost their lives to U-boats. My fellow brothers should be recognized and included and not left out. After all, those who served in the Armed Forces and civilians working for the government at that time got discharges even for one day service right on up to December 31, 1946.

Norwood Bryant, Bosun—

There is no question that these men also should be recognized. I want to see our union go all out for these men and do everything possible to get this bill passed.



Vincent Khul, Bosun—I feel these men should be afforded the discharge as the others. They were serving

their country the same as the other men. I feel it is time to correct the situation at the earliest possible moment. Most of these men are deceased and this discharge will at least recognize these men for service to their country. Their families can be proud of them that they served their country so well.

Andrew "Andy" Anderson, Bosun—I feel good about these men possibly getting a well-deserved discharge as they truly deserve it the same as all the rest of the WWII merchant mariners. Nothing in the history of my sailing career, and I go back to 1938, has ever been more disgraceful to our wartime seamen than the establishment of the August 15, 1945 cutoff date. Any seaman who was sailing in 1945 knows the armed guard was still on the ships as late as December 1945 as well as all of the military control that was held over seamen long into 1946 and later. Mine bonus was paid as late as 1947. They certainly were not giving us that money for nothing; there was still the possibility that we could get sunk.

Fred Hicks Helps LOG

Fred Hicks, who served as the Seafarers LOG's volunteer correspondent for the Inquiring Seafarer column in this edition, began his SIU career in 1945 at the port of New York. He started sailing in 1943 with the Army Transport Service. Brother Hicks worked on freighter, tanker and passenger ships.

Not only did he sail during World War II, he also saw action during the Korean and Vietnamese conflicts. Pensioner Hicks is married with five children and one granddaughter. He lives in Norfolk, VA.

Passumsic Galley Runs a Good Feeder

With a crew of more than 100 onboard, the galley of the USNS Passumsic is always hopping, reports Ship's Chairman Geralt T. Ebert. SIU official and Seafarers LOG correspondent Edd Morris met with Ebert last month in Subic Bay, Philippines, where the USNS Passumsic was docked.

New Committee Elected

Unlicensed crewmembers, who belong to the SIU's Government Services Division, elected a new ship's committee, Ebert told Morris. New officers include Chairman Ebert, Engine Delegate John R. Pumpman, Steward Delegate Danny J. Harvey and Supply Delegate Felino Pahate.

Ebert said the food operations on the USNS Passumsic run smoothly and the galley prepares many Filipino-style dishes, taking advantage of the resources available in the tropical Subic Bay area.

Ebert also reported the USNS Passumsic has a good crew in all departments. "We're like a family here," he said.



USNS Passumsic crewmembers eagerly dig into another fantastic meal provided by the vessel's steward department.

GOV'T SERVICES MEMBERS TO BE DRUG TESTED AFTER DEC. 1

MSCPAC has set December 1, 1989 as the target date for implementation of its Drug Free Workplace Program. All MSCPAC vessels operating in the Pacific with civilian mariners will be subject to drug testing.

SIU Government Services Division Vice President Buck Mercer said the union is forwarding to all ships' chairmen a copy of MSC's Civilian Mariner Personnel Instruction (CMP1) 792 that outlines the agency's drug testing program.

Mercer said the union is meeting with MSCPAC officials to discuss rehabilitation procedures for those who test positive.

MSCPAC has named Gus Espino as the agency's drug program coordinator. Espino is scheduled to visit each MSCPAC ship for the purpose of conducting training sessions for supervisory shipboard personnel who will be responsible for the administration of the drug testing program.

Mercer called on all Government
Continued on page 8



Pictured above in the USNS Passumsic crew lounge are: (left to right) Junior Engineer Curtis Thomas, Chief Electrician Godofredo V. Mino, Steward Utility Edward B. Asercion, Assistant Cook Jose C. Josue, Steward Utility Danilo DelRosario, Steward Utility Carlos W. DeCastro Jr. and Wiper Roger Houston.



Wiper David Velasco (left) and Machinist J.D. Hanxhurst taking care of paperwork in the crew lounge.

USNS Passumsic crewmembers during a well-deserved coffee break: (top photo, left to right) Yeoman Storekeepers James Smith and Nester Everisto, Second Electrician Michael Shipp, (bottom photo, left to right) AB Steve Phifer, AB Rick Blair, Cargo Bosun Al Marshall, AB Robert L. Grier and OS Don Rosensteel.

Notice for Members Of SIU Gov't Services Division

Vice President Buck Mercer announced receipt of a Military Sealift Command Civilian Marine Personnel Instruction (CMPI) outlining changes that effect supply personnel on MSCPAC vessels.

Mercer said the policy revisions were received by the SIU Government Services Division on October 20 and are effective immediately.

The reason stated by MSC for the revisions was "to clarify cargo handling provisions for Supply Department personnel."

Any member of the SIU's Government Services Division with questions on the changes should feel free to contact the union hall, said Mercer. The Government Services Division office is located at 350 Fremont Street; San Francisco, California 94105 and the phone number is 415/861-3400.

What follows are portions of the text of CMPI 610:

12-1 SUPPLY PERSONNEL HOURS OF WORK

- b. Nonofficers
 - (1) In Port. 0800 to 1700.
 - (2) At Sea. 0900 to 1700.
- c. On days of foreign port arrival and departure, all personnel shall work eight hours between 0800 and 2000.
- d. On days of CONUS port arrival and departure, all personnel shall work eight hours between 0800 and 1800.

12-2 OVERTIME—ALL PERSONNEL

- a. Overtime shall be paid for:
 - (1) Work performed in excess of eight hours per day.
 - (2) Work performed between 1700 and 0800 in port and at sea, Monday through Friday.
 - (3) Work performed on Saturdays, Sundays and holidays in port.
 - (5) Work performed on Saturdays, Sundays and holidays at sea (Nonofficers).

12-4 OTHER PREMIUM PAY PROVISIONS

- a. Cargo handling. On NFAF ships, the applicable cargo handling rate is payable when personnel are required to handle cargo from pier to the deck of the ship and from the ship's deck to the pier.
 - (2) Nonofficers. Nonofficers shall be compensated at the appropriate Deck Department cargo handling rate when required to handle cargo.
- b. The cargo handling rate is not payable for mission related work consisting of the subsequent movement of cargo from the deck of the ship to the holds, in port; movement of cargo within holds, at port or at sea; or the movement of cargo from holds to staging areas during UNREP, VERTREP and INREP operations.

Senator Meets With SIU Officials



U.S. Senator Carl Levin (D-MI) is flanked by Victor Hanson (left), an attorney who works with the SIU port of Algonac, and Byron Kelley, SIU assistant vice president.

Congressman Visits Sea-Land Ship



Patrolman James Koesy (left) and bosun Freddie Goethe (center) talk with Congressman Bill Nelson (D-FL) during his visit to the Sea-Land Commitment. The congressman was touring Jacksonville's Blount Island port facility last month to learn more about the maritime industry.



Taking a moment for a photograph are USNS Catawba crewmembers (left to right) AB Thomas Douglas (standing), Bosun/Mate Capers Hamilton Jr., Steward Baker Floyd Brewton, AB Kenneth R. White and AB Orville A. Gillium Sr. Seated in the foreground is AB James Cross.

Catawba Weathers Weather

Ship's Chairman Orville A. Gillium Sr. says the USNS Catawba gets more than its share of bad weather. As an oceanographic vessel, often in search of unusual weather conditions, it frequently heads directly for the place where no other vessel would go.

Gillium, who met with SIU official Edd Morris last month while the vessel was docked for a short time in Subic Bay, said the crewmembers are used to the unusual. "We get quite a bit of seetime and very little rest and relaxation around here," he told Morris. "But because of our monitoring of weather and our chartering operations, we sail to some interesting and out-of-the-way places," he added.

While Gillium acts as the ship's

chairman, Capers Hamilton Jr. serves as the deck delegate.

The USNS Catawba's unlicensed crew is made up of members of the SIU's Government Services Division. The division was once called the Military Sealift Transportation Union (MSTU).

Morris reports one member, AB Thomas Douglas, has achieved a personal victory. Famous for his moustache "drops," Douglas was advised a few months ago that he was required to shave because of a new rule. Management said beards interfered with protective firefighting masks. At issue: Were Douglas's drops a beard? To Douglas the answer was a big "NO!" And to date, the drops are still there.



Catawba crewmembers (left to right) AB James Cross, AB Orville A. Gillium Sr. and Steward Utility Enrique U. Evangelista are pictured above.

MSCPAC's Civilian Mariners Will be Tested

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ment Services Division members to carefully review section 5-2 of CMPI 792 that establishes procedures for an employee found using illegal drugs. Under the provisions of this section, any shipboard employee testing positive will be relieved of shipboard duties and re-

patriated to home port for referral to the Civilian Employee Assistance Program.

Section 5-2 also allows for "other appropriate action," that could mean disciplinary action ranging from a simple written reprimand to removal, Mercer explained.

Mercer warned civilian mariners that some over-the-counter medicines purchased in foreign countries could induce a positive drug test result.

First Oil Spill Class Graduates

A group of nine became the first upgraders to complete the Oil Spill Prevention and Emergency Containment and Clean-up course at the Harry Lundeberg School of Seamanship last month.

Designed to teach SIU crewmembers to prevent oil spills and to react immediately during a fuel leakage, the course is the first of its kind for merchant mariners. The union developed the program after March's Exxon Valdez disaster in Alaska and June's smaller spills in Delaware, Rhode Island and Texas created by foreign-flag carriers.

The one-week session gave the upgraders both classroom and hands-on experience in preventing, corralling and cleaning an oil spill.

The focus of the training is the prevention of spills and their prompt and immediate contain-

ment before they get out of control. The first four days are devoted to classroom work.

Instructor Jim Shaffer introduces the students to the types of oils and how they will react when mixed with water. He informs the upgraders about the various pollution prevention regulations around the world. Next, Shaffer explains the various means of preventing a spill—piping systems, tanks, hoses, etc.—before the class begins responding to simulated oil spills.

After the book-learning, the students individually prepare detailed written proposals on how to handle oil spills. They must include all needed personnel and equipment, final disposition of the contained oil, communications and logistics.

The final classroom situation has

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Upgraders Joseph Reyes (left) and Bernie Laurence tie up their skiff to the dock after stretching a containment boom during a simulated oil-spill exercise at Piney Point.



Posing on the dock at the Harry Lundeberg School of Seamanship are eight graduates of the Oil Spill Prevention, Emergency Containment and Clean-up course. From left to right are (back row) Bernie Laurence, Stephen Penny, Ed Boyer, David Fowkes, Roberto Rivera, instructor Jim Shaffer, (front row) Joseph Reyes, Arthur Wentworth and Jim Curry. Not pictured is course graduate Captain Louis Flade.



Trainees from the Harry Lundeberg School of Seamanship prepare containment booms for use by the facility's first Oil Spill Prevention, Emergency Containment and Clean-up class during a demonstration on St. George's Creek.

100 Percent Pass Rate for License Class

All seven of the Lundeberg School's limited license class participants passed their U.S. Coast Guard exams after completing the union's intensive nine-week course that ended last month.

The group graduated after completing a course of studies concentrating on wheelhouse skills. The union members, who all work for SIU-contracted inland companies, combined exercises involving plotting, navigational simulation, basic boat handling and rules of the road with classroom reading and discussions.

The seven participants geared their studies towards obtaining Coast Guard licenses in the following areas: 1600 Mate—Near Coastal; 500 Ton Mate and Master—Near Coastal; Uninspected Towing Vessels—Inland and Near Coastal and 200 Ton Mate and Master—Near Coastal.

Limited license course instructor Casey Tay-



In the back row are (left to right) Esler Bovie Jr., Jeff Davis, Robert Murray Jr., Roger Foote, Dan Young and Ron Nelson. Leslie Maxwell and David Swire (left and middle) join instructor Casey Taylor (right) in the front row.

secured by Robert Murray and Ron Nelson, both of Moran Towing, Roger Foote from Steuart Petroleum and Daniel Young, who ships on Upper Lakes Towing Company vessels.

Instructor Taylor said the limited license class will be offered twice in 1990. The first is scheduled from June 11 through August 10 and the second will run from September 17 through November 16.

Radar training resulting in a Coast Guard endorsement will follow each class.

lor said each member who graduated from the course "should be congratulated on their hard work, diligence and the realization of their professional goals."

Les Maxwell, who sails for Sabine Towing, passed the exam for a 1600 GT NC Mate and 500 GT Master license. David Swire and Jeff Davis, who work for Steuart Petroleum, obtained 1600 GT Mate licenses — Uninspected towing vessel—inland licenses were

SEATIME APPROVED FOR SIMULATOR

The U.S. Coast Guard has approved 60 days of seatime for graduates of the Seafarers Harry Lundeberg School of Seamanship ship handling course.

Instructor Jim Brown announced the Coast Guard's decision after receiving verbal approval in late September. The confirmation came after USCG officials had inspected the curriculum and facilities.

Upon successful completion of the two-week course, students will receive a certificate of accomplishment which will be recognized by the Coast Guard for 60 days of seatime, in either the deep sea/great lakes or inland divisions. However, the 60-day approval is good only for the Coast Guard and its upgrading regulations. It does not apply to Seafarers Welfare Plan and the time needed to maintain benefits.

According to Brown, the Coast Guard will recognize the 60-day bridge simulator training only once no matter where and how many times the course is taken.

Brown noted the certificates are retroactive, so those who graduated in ship handling classes held earlier this year will be able to receive the 60-day recognition.

With four classroom bridges in operation, Brown and his staff are able to recreate through computers more than 40 ship handling exercises, including docking, draw bridge maneuvering and bunkering.

Ship handling courses are scheduled after each able seaman program. The class is limited to four to six students.

Letters to the Editor

Compliments Lundeberg Staff, Urges Members to Upgrade

To the Editor:

I wish to compliment the staff and entire personnel at Piney Point. I completed the course in oil spill prevention and clean up during the week of September 11 to 15.

My personal thanks to Jim Shaffer. I found him very able and well qualified to teach this course. He was available and most helpful in any problem I addressed to him. Many thanks to his friendly and experienced aides.

As usual the food was excellent and the hotel staff under the direction of Eddie G. very pleasant and efficient.

I have been sailing since 1945 and still have the desire to learn new skills and improve my chances of employment.

To the rest of our membership: there is a need for able seamen, QMED's, pumpmen, electricians, etc., and there are many openings at our upgrading classes. All it takes is your desire to improve yourself and the time to fill out the application . . .

Louis Flade
Philadelphia, Pennsylvania

Thanks for Son's Scholarship

To the Editor:

On behalf of my family, I would like to express thanks. I am very pleased and appreciate that the . . . scholarship committee has selected my son Glenn as the recipient of that scholarship.

I am very proud as a union member that the SIU has taken an interest in my son's academic goals and has helped to meet his financial needs with this generous scholarship.

Right now it is being used to further his education at SUNY at Buffalo . . .

Edward J. Gontha
Brooklyn, New York

Editor's Note: The above letter was originally received by SIU President Michael Sacco who forwarded it to the LOG.

Wants Pulmonary Disease Recognized as War-Related

To the Editor:

In January 1988 the Department of Defense stated that merchant seamen who sailed during World War II, which was from 1941 to 1945, are military veterans.

The merchant seamen who are still alive know that the ships built in the shipyards during the war years used asbestos . . . (a substance) outlawed by the occupational hazard . . . organization . . . The American Cancer Society (has also) stated in a brochure that asbestos dust is related to colon cancer (and) in July of this year, the head of the Environmental Protection Agency said that asbestos dust causes cancer. It may

take forty years or so to be pronounced or evident.

I am at present trying to get service related disability benefits because of asbestos dust. I also had colon cancer surgery at Seton Medical Center in Austin from April 26th to May 5th.

The problem is if any seafarers developed any medical conditions from asbestos from 1941 through 1945 when they went to Public Health Service hospitals and clinics with the medical condition recorded on medical abstracts. All that data—medical records PHS—is now in Louisiana since the Public Health Service hospitals and clinics are closed.

Bill McLemore, the veterans service officer in Travis County/Austin, asked me to try and find out from merchant seamen I may have sailed with (if they have experienced similar situations) . . .

. . . I am trying to get service related disability. When I go to the VA hospital in Temple, TX, I have to find out if (my) current medical conditions are related to asbestos (exposure) during World War II from the doctors. This will be on October 11th.

. . . Any Seafarer who has the same problem I do, I wish they would contact me . . .

It took a good while but finally one doctor . . . noted that I had chronic pulmonary obstructive disease.

Anyway, steady as she goes,

Seymour Heinfling
Austin, Texas

Editor's Note: Brother Heinfling can be reached at 1711 Rutland Drive, Apartment 1103; Austin, Texas 78758; 512/837-8882.

Perez Thanks Union's Welfare Plan Department

To the Editor:

A few lines to let you know that I have received all my claims up to date . . .

I am taking this opportunity to thank you for all your help when I was really in need of one.

Thank you . . .

Victor M. Perez
Parque Punta Salina, Puerto Rico

Editor's Note: Brother Perez's letter was originally directed to Tom Cranford, the Seafarers Welfare Plan claims administrator.

Thanks for Help on Gable Ship

To the Editor:

I wish to thank everyone who responded to the question I asked. It was about the W.L. Gable ship, which was named for my father.

I wish to also thank Captain E.C. March. He even solved a question about the Cassmir. My father went down with that ship first.

Thank you.

George R. Gable
Glen Burnie, Maryland



APL President Harding's Mason And Paca Praised by SUP

To the Editor:

I am dropping you a few lines to let you know that we of the SUP (Sailors Union of the Pacific) deck department on the President Harding (American President Lines, Ltd.) are very pleased with Chief Cook Sylvester Mason, who is a fine cook and also with Stan Paca, utility BR, who is a very hard worker.

Both men are a credit to their union and have our utmost respect.

Sir, with the limited manning scale they do an outstanding job.

John B. Mancilla, Deck Delegate
MV President Harding

Editor's Note: SIU Vice President George McCartney received the above letter and forwarded it to the LOG for publication.

Wife Appreciates LOG

To the Editor:

My husband is a chief engineer for Crowley and I don't get to see

him much. However, when I read the monthly issues of the LOG, I feel closer to him, and I understand how important it is to be an SIU member. Thanks!

Sheila Lynn Brugge
Gadsden, Alabama

Claims Paid in Timely Manner

To the Editor:

I want to express my sincere appreciation to the administration and staff of the SIU for the manner in which my recent medical expenses were handled.

My condition and operation were serious ones of considerable expense and prolonged treatment. It was a great relief to me to not only have all of these expenses paid by the SIU Welfare Plan, but also to have them paid in a timely fashion.

I thank Mike and Joey and the claims staff for making life a little easier for this SIU pensioner. . .

George Annis
Kenner, Louisiana

Shipboard Sketches

by Ben Graham



"You know that '100 percent, last-a-lifetime, hand-loomed oriental rug' you brought home this trip?"

The cartoon above appeared in the June 1961 edition of the Seafarers LOG. Brother Graham, who sailed in the deck department with the SIU, contributed many cartoons to the LOG.

USNS Prevail Crew Cited For 'Fine Job,' 'Team Effort'

"A fine job!" "Well done!" "Good team effort!" These were just some of the compliments paid to the crew and technicians of the USNS Prevail (T-AGOS-8) as she completed her eleventh mission.

And a team effort it was! SIU and MEBA members worked side by side with the GE technicians to make this mission one of the best and most successful ever.

As we had just received a new grey paint job during our last in port period, the deck department had its hands full cleaning up and redoing the deck surfaces. With all the work that had to be done, Bosun Tom Votsis and his deck gang still managed to keep the ship's sanitation to its usual high standard as well as getting a great deal of training. During the latter part of the mission, the OS's were assigned wheelhouse and lookout duties and the AB's got a chance

to get down on deck to pick up a little training from the bosun on upgrading. Everyone shared the load and everyone gained from the experience.

Our SIU brother in the engine utility slot, Lee Laurent, was fortunate to have three very sharp MEBA engineers to work for. With no serious engineering problems to worry about, Lee had a chance

The T-AGOS program's success 'is in no small part due to the effort of the seamen . . .'

to pick up a lot of good training during the mission.

With everything going so well, you might expect that at least the food would be off, but not so. We had the best of the best. With the help of Chief Cook Johnson and Utilityman Packnett, Chief Steward Barnes laid out some exceptional meals.

The T-AGOS program has met with nothing but praise. Every mission has been more successful



QMED Carl Crigger (left) and Engine Utility Lee Laurent (right) pictured below the SIU's bulletin board on the USNS Prevail.

and this is in no small part due to the effort of the seamen who crew these vessels. The missions are long and at times arduous due to severe sea conditions, but the crews always seemed to be willing to "take another mission."

And for those who have been willing to endure the long separations from family and friends and were willing to work the long hours, the rewards will soon be forthcoming. With the new contract being worked up at this time, a pay increase and benefits package is expected. No one earned this more than the Brothers who sail the T-AGOS program.

Delta Queen Becomes Historic Landmark

The SIU-crewed Delta Queen has been declared a National Historic Landmark by the U.S. Department of the Interior.

The Delta Queen, built in 1926, is the nation's only authentic, fully restored paddle wheel steamboat that still carries passengers overnight. She plies the waters of the Mississippi, Ohio, Tennessee and Cumberland rivers throughout the year.

In citing the vessel at ceremonies held in New Orleans, a statement from the office of the Secretary of the Interior said the Delta Queen "serves as a reminder when steamboats carried the people and supplies that opened the West." She had been on the National



Delta Queen

Register of Historic Places since 1970.

The steamboat was designed to carry passengers and cargo between San Francisco and Sacramento. After falling upon hard times, the Navy took her over during World War II.

After the war, the Greene Line Steamers purchased the Delta Queen and towed her through the Panama Canal to New Orleans. Under her own power, she steamed to Pittsburgh for reconditioning.

In June 1948, the Delta Queen made her maiden voyage on the Ohio River between Cincinnati and Cairo, IL.

In order to obtain Landmark status, the Delta Queen had to prove she was of national significance and illustrated or interpreted the heritage of the United States. She is one of 69 vessels to hold such an honor.

Editor's Note: The following report and accompanying photos were forwarded to the Seafarers LOG by USNS Prevail Ship's Chairman Tom Votsis. J.D. Criner, the medical department representative on the USNS Prevail, served as the ship's LOG correspondent and prepared this article.



USNS Prevail crewmembers say "from croissants to creole shrimp, these guys do it all." Above are (from left to right) Chief Cook Bill Johnson, Chief Steward Richard Barnes and Utilityman Lionel Packnett.



The USNS Prevail's deck gang is pictured from left to right: AB Paul Layton, OS David Van Dusen, OS Raphael Torres, Bosun Tom Votsis, AB Darryl Brice and AB Orson Lincoln.

New Lynnhaven Contract



Philadelphia Port Agent Dave Heindel (center) writes down suggestions from members of the tug Lottie Swann for contract negotiations with the Philadelphia company. From the left are patrolman Jim Malone, tankerman George Tanner, Heindel, tankerman Gary Sharp and tankerman Joe Owens. The new contract went into effect in September.

Japanese Scholars Call on SIU



Two professors from Tokyo universities travelled across the United States last month to observe maritime employment practices. Their itinerary included a stop in Camp Springs, MD. Discussing maritime policy are (left to right) Dr. Masao Oda, professor of Tokyo University of Merchantile Marine; Shumpei Kato, professor of law at the Science University of Tokyo; Norio Mitsuya, first secretary at the Embassy of Japan; Howard Schulman, chief counsel for the Maritime Trades Department; and Joe DiGiorgio, SIU secretary-treasurer.

SIU Sends Relief To Disaster Victims

Continued from page 1

SIU officials in those ports have made radio announcements and published newspaper ads seeking donations. Many local churches, other trade unions and relief organizations, such as the Red Cross, have pitched in.

A 40-foot moving van was filled with furniture, cabinets and bedding from the Seafarers Harry Lundberg School of Seamanship. The goods were donated to relief efforts in Charleston, SC.

One of the union's contracted companies, Crowley/TMT, has donated trailers that have been used to store and ship relief materials.

Ninety percent of the housing on St. Croix has been completely destroyed, and the economy isn't expected to recover for quite some time. Many UIW members have been left homeless.

The UIW hall in St. Thomas sustained minor damage and power failures. Electricity, water and phone services were down for a few days immediately following the hurricane, but UIW Caribbean Vice President Amos Peters reports the hall is now fully operational.

The UIW's St. Croix hall, on the other hand, was demolished and the union has established a temporary office in a different building.

Peters estimates it will be many months before St. Croix UIW members will have the basics—electricity, water and phone. It could be years before the island's buildings are completely restored or rebuilt, he said.

SIU members in San Juan, PR found the union's hall in good shape. SIU Port Agent Angel Hernandez reported the trees behind the hall were downed by the hurricane's winds, but the building came through unscathed.



These Seafarers helped load the donated TMT trailer with food and other material: (front row, from left to right) AB Jim Brady, OMU John Cranran, QMED Frank Jaworski; (second row, from left to right) Chief Cook Andrew Austin, OS Joe Molon.

Union Hall's Neighbors Join Effort



Not only have Philadelphia SIU members, their families and SIU-contracted companies given food, money and supplies to the victims of Hurricane Hugo, but neighbors have gotten into the act. After hearing public service ads on the radio, (left to right) Mrs. E. Rice, Mrs. Ester Williams, Mrs. Bryan and Mrs. L. Ford brought several packages of clothing and food to help residents of the Virgin Islands recover from the storm. The four ladies live in the neighborhood where the SIU hall is located.



An AP photo of the St. Croix waterfront the day after Hurricane Hugo struck the U.S. Virgin Islands.



QMED Mike Coyle donated his free time to help load the trailer carrying aid to the Virgin Islands.



QMED Tommy Martinez (left) and OS Joe Molon helped out on the relief effort.

In addition to Crowley/TMT, which donated trailers so that relief materials could be sent to South Carolina and the Caribbean, the following SIU/ UIW companies have responded to the union's Caribbean emergency relief efforts:

Pan Pacific—98 cases of tuna
La Victoria—100 cases of beans
United Food Processors—200 cases of mackerel
Juanita Foods—100 cases of meatball soup
MTD/ Budweiser—6,000 cans of fresh water in beer cans
Kroger Foods—several trailer loads of food

Jeri-Dee Falk, the coordinator for the union's Philadelphia efforts, reported receiving relief aid from the following companies:
Amerimar Realty Corporation
Trailer Marine Transport
Thomas Jefferson Hospital
Great Bear Spring Water Company
Airwick Supplies
Worthington Foods
WIP Sports Radio
KYW News and Radio Stations
WDAS FM & AM

She said that hundreds of people had responded to the union's public service announcements aired on local radio and TV.

SIU Philadelphia Port Agent Dave Heindel said the community's response to the union's relief efforts was "magnificent."

Food Worth \$175,000 Donated by Ohio UIW Grocery Stores

Two major grocery store chains in Ohio donated food and supplies worth approximately \$175,000 to the U.S. Virgin Island victims of Hurricane Hugo.

The initiative for the donations came from UIW members who work for Kroger and Big Bear in the Buckeye State.

Many of the UIW members had returned with fond memories of the 29 delegates from the Virgin Islands who attended the UIW Convention held in Piney Point last September. They felt they had to do something to help their union brothers and sisters and new friends.

The groceries and materials filled a trailer. Included in the donated goods were cereal, soup and rice.

—Seafarers and Hurricane Hugo—

Capt's Getchell and Sevlund Describe Night Hugo Struck

While deep sea vessels were able to change course to avoid the wrath of Hurricane Hugo, two SIU-crewed Crowley tugs with barges had to ride out the storm in San Juan harbor.

The Monitor and the Mariner were in San Juan as the storm whipped through the U.S. Virgin Islands. Preliminary forecasts called for the storm to skim across southern Puerto Rico Saturday, September 16 before it was to head for the Gulf of Mexico.

Part of the danger of hurricanes is their unpredictability. Hours before the Monitor was scheduled to leave (2400 on the 16th), Hugo changed course and headed for San Juan and the Bahamas.

After reviewing the forecasts and discussing their options with Crowley TMT officials, masters

'... lines were doubled, tripled, in some cases, quadrupled ...'

Michael Getchell of the Monitor and Harold Sevlund of the Mariner decided to stay in San Juan. They moved their tugs and barges deeper into the harbor and waited for Hugo to hit.

"We went into the harbor for safety," Sevlund said, "and were told to be prepared for the full force of the storm."

As both barges were loaded with cargo and trailers, special considerations were made to batten down the 730-foot crafts. The tugs and barges moved from the Crowley/TMT docks to a more secure location to get away from damaging winds and high waves. The Crowley vessels, with assistance of several harbor tugs, moved the barges San Juan and Fortaleza into place.

Every line between the tugs and barges was doubled, tripled and, in some instances, quadrupled to keep the barges from breaking loose. All tugs—including harbor vessels—were ready to push the barges to keep them in place during the hurricane.

As the SIU crews were positioning and securing their vessels, yachts and small boats were scurrying down the channel for safe harborage. Clouds were followed by Hugo's first rains on Sunday afternoon, the 17th. Tropical storm force winds began hitting after dark.

Saw Vessels Sink

Getchell reported seeing small vessels sinking and washing ashore during the night. Both masters reported a rough night holding the barges still.

"We did everything we could to keep the barges in place," Getchell said. "We had as many lines as possible to hold them."

Hugo's fury hit between 0930 and 1030 on Monday, the 18th. Both men reported wind gusts as high as 115 miles per hour although the eye of the storm passed north of San Juan. Getchell reported only one radio station was broadcasting at that time.

"It was eerie," he said "It was like the end of the world."

By noon, the crews were inspecting the crafts for damage and found no trailers lost, no members injured and no vessels destroyed. The only reportable damage was the loss of a whip antenna on the Monitor.

Both captains commended their crews for a job well done. Most of the members stayed awake around the clock during the storm to be available in case an emergency required them.

The harbor tugs that assisted in securing the barges were the Apache with Steve Sears and crew, the El Moro with Eddie Chavalier and crew, and the Dorado with Milton Gomez and crew.

Besides Getchell, those serving on the Monitor were Roger Rothschild, Ron Chavers, Nick Conway, John Lazslo, Samuel Rosario, Mike Stephens and Guillermo Cruz.

Sevlund was aided on the Mariner by Ray Alcorn, Brett Vickery, Jose Barco, Steve Gough, Aurillio Llorente, Bayard Britton and Larry Hayes.

The tugs stayed in port until Tuesday, the 19th. The Monitor and San Juan left for Jacksonville, while the Mariner and Fortaleza headed for Guantanamo Bay, Cuba.

Crew Generosity Praised by PRMMI

The crew of the SS Nuevo San Juan raised quite a bit of money during a tarpaulin muster as part of the overall effort by Puerto Rico Marine Management, Inc., (PRMMI) to assist victims of Hurricane Hugo.

Captain J. Adams reported that the SIU members were to be commended for their "generous response." He specifically mentioned electrician Charles J. Gallagher, AB Ronald Mena and OMU John J. Starr Jr., for their "exceptional generosity."

The money collected was given to the relief organization "Dale la Mano Puerto Rico" (Give a Hand to Puerto Rico).

As of middle October, Puerto Rico Marine had carried 38 trailers loaded with relief supplies to Puerto Rico free of charge. Stateside employees have collected 119 cartons of clothing and canned goods for the effort. Staff and vendors have donated approximately \$13,000 for hurricane relief.



RED CROSS thanks South Atlantic MTD for role in collecting hurricane relief materials. Red Cross official Bill Dion presents certificate to George Ripoll, who serves as President of the Jacksonville-based port council and as assistant vice president of the SIU.

UIW Member Confronts Hugo Tragedy

Henry Springer was luckier than most. The roof was damaged, but at least he had a home.

Springer was one of 29 Virgin Islanders who served as delegates to the UIW's eighth quadrennial convention held in September. The convention had barely adjourned when Hurricane Hugo slammed into the islands with winds ranging up to 140 miles an hour.

Springer's wife and children survived the storm in fine style, but weeks later they were still a little shaky. "They had never seen

'... roads are blocked there is no refrigeration ...'

anything like it," said Springer. Conditions on St. Thomas were not so bad as on St. Croix, but parts of the island remained without electricity.

"Getting through the day is much tougher now, especially the small chores. Roads remained blocked, and even though there's food on St. Thomas, you still have to be careful.

"If you buy fresh food, you have to make sure that you eat it that day," said Springer, "because there's no way to keep it refrigerated."

Springer who works for the Department of Economic Development, says people show up every day looking for relief aid. "But everybody is still in a state of shock. Some people lost everything, their houses, all their worldly possessions, and they just can't cope."

Many UIW members, reported Springer, go to the union hall for assistance and information.

U.S. Mariners Gather Valuable Storm Data

Hurricanes No Longer Threat To Seamen and Deep Sea Vessels

When Hurricane Hugo approached Puerto Rico and the U.S. Virgin Islands with its deadly, 140-mile-per-hour winds, the safest place to be was on board a deep-sea vessel.

Today's sophisticated weather forecasting methods have nearly eradicated the threat that hurricanes once posed to merchant seamen. Deep-sea vessels now have ample warning to prepare for these tropical storms.

The Sea-Land Challenger was on its way to Puerto Rico from Jacksonville when it learned of Hugo's impending visit. The captain just slowed down and kept his distance until the storm passed.

Deep sea vessels now have ample warning of storms.

Other than a 72 hour delay, the Challenger suffered no adverse consequences from Hurricane Hugo. But like all other American-flag vessels, it plays an important role in gathering information about weather conditions.

U.S. Flag Fleet Gathers Data

Since 1951, all American-flag vessels have cooperated with the National Weather Service in a voluntary program to gather data on conditions at sea. While this was the first centralized program of its kind, American-flag vessels had been collecting and relaying this kind of information since the turn of the century.

Before the advent of regular commercial flights in the late 1930's, land-based scientists and weather forecasters plotting the course of a hurricane had no other information at their disposal than the data provided by commercial and military vessels in the immediate vicinity of a storm.

Airplanes still are used to gather information about the eye of a hurricane, but since the late 1960's, satellites have enabled weather forecasters to pinpoint a storm's path with far greater accuracy.

But satellites (and the planes which preceded them) are only useful for gathering information about cloud formations and general hurricane patterns. The data that American-flag ships collect on surface conditions is still critical, says Marty Baron of the National Weather Service.

Commercial and military vessels within a 500-700 mile radius of a storm play a pivotal role in gathering information that enables the Hurricane Center to make predictions about the following:

- visibility
- barometric pressure

- atmospheric conditions
- general weather conditions
- past weather conditions
- surface water temperatures
- wave formation
- sea and swell information

So even though a vessel like the Sea-Land Challenger may be far away from any harm, it can still transmit important data.

Sixty-five percent of the American-flag vessels relay their data the old-fashioned way, says Baron, through morse code. But increasingly, American-flag vessels are being outfitted with technologically advanced communications equipment and morse code usage is being phased out.

The fact that today's merchant seamen are relatively immune from the wrath of hurricanes like Hugo is a result of developments in two inter-related areas: weather forecasting and communications.

Seamen Always Weathermen

Seamen were the world's first weathermen. Their observations about conditions at sea created an invaluable bank of information, especially since the information was required to be contained in the ship's log.

Early ocean exploration gave rise to the system of latitudes and longitudes which are used to plot a hurricane's path.

Knowledge about the earth's climate has long been a part of the West's scientific heritage, but weather forecasting as we know it today only became possible with the advent of wireless transmitters in the 1840's. But since most North American hurricanes originate at sea in the Caribbean (indeed, the English word for hurricane comes from Arawaks, the indigenous Indian population of the U.S. Virgin Islands), weather forecasting was at best an imprecise science.

It wasn't until the development of shipboard radio technology in the early part of the 20th century that weathermen and land-based scientists could have access to badly-needed information in a timely manner. This led to more accurate predictions about hurricanes and other storms, which in turn was rapidly relayed back to the ships by the Coast Guard and other organizations.

WHERE TO SEND DONATIONS

Individuals or organizations desiring to make a contribution to the union's hurricane relief fund can make out a check to "SIU/ UIW Caribbean Emergency Relief Fund." Mail the check % Seafarers LOG; 5201 Auth Way; Camp Springs, MD 20746. All donations will be acknowledged.

Dispatchers' Report for Deep Sea

SEPTEMBER 1-30, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	35	7	3	22	5	6	7	65	13	1
Philadelphia	2	2	3	2	1	3	0	2	3	1
Baltimore	10	7	0	5	1	1	1	7	9	0
Norfolk	15	4	5	8	3	7	4	15	5	2
Mobile	13	7	4	6	6	3	0	19	6	4
New Orleans	25	6	7	38	9	6	8	35	3	8
Jacksonville	24	6	4	19	6	4	5	38	4	5
San Francisco	30	9	8	28	10	9	8	51	16	4
Wilmington	12	3	4	6	5	6	2	21	6	8
Seattle	39	5	2	32	5	2	8	53	5	2
Puerto Rico	9	2	0	9	0	0	0	17	3	0
Honolulu	9	7	10	8	9	10	5	9	8	4
Houston	35	11	12	25	10	7	10	55	9	8
St. Louis	1	1	0	1	0	0	0	0	3	0
Piney Point	2	2	0	2	2	1	1	2	3	1
Totals	261	79	62	211	72	65	59	389	96	48
ENGINE DEPARTMENT										
New York	18	4	2	18	4	1	4	31	9	3
Philadelphia	4	1	1	1	2	0	1	4	1	1
Baltimore	5	3	0	5	2	0	1	8	4	0
Norfolk	2	7	3	4	6	1	0	3	5	3
Mobile	11	4	1	13	0	1	1	13	5	0
New Orleans	22	7	1	19	8	2	1	26	4	1
Jacksonville	20	3	1	13	5	3	5	24	2	3
San Francisco	17	2	6	9	6	4	4	35	5	7
Wilmington	12	4	0	11	3	1	4	16	1	0
Seattle	18	2	1	10	3	1	3	28	3	1
Puerto Rico	6	0	1	3	1	0	1	8	0	1
Honolulu	3	13	11	2	9	15	6	3	9	3
Houston	17	5	3	17	2	1	3	31	7	2
St. Louis	0	0	1	0	0	1	1	0	0	0
Piney Point	2	3	0	2	3	0	0	0	5	0
Totals	157	58	32	127	54	31	35	230	60	25
STEWARD DEPARTMENT										
New York	19	3	0	12	4	0	7	32	7	0
Philadelphia	1	1	0	0	1	0	0	1	1	0
Baltimore	2	1	0	2	2	0	0	3	1	0
Norfolk	3	0	0	4	1	0	0	5	0	1
Mobile	6	2	0	7	2	0	2	8	4	0
New Orleans	9	3	0	13	2	2	2	11	5	1
Jacksonville	8	5	0	10	0	0	1	12	7	1
San Francisco	40	6	5	25	2	4	8	76	10	6
Wilmington	14	2	0	7	2	0	2	24	5	0
Seattle	16	5	3	13	3	1	5	30	4	3
Puerto Rico	5	0	0	3	0	0	1	7	0	0
Honolulu	4	27	22	2	23	19	67	8	30	19
Houston	15	2	0	12	0	0	0	27	4	1
St. Louis	1	0	0	1	0	0	0	0	0	0
Piney Point	3	4	2	2	4	1	0	2	9	1
Totals	146	61	32	113	46	27	95	246	87	33
ENTRY DEPARTMENT										
New York	13	11	9	9	7	3	0	35	19	10
Philadelphia	0	1	1	0	0	0	0	0	4	3
Baltimore	2	2	0	1	2	0	0	6	2	0
Norfolk	5	3	3	3	5	3	0	4	5	6
Mobile	3	8	1	2	5	2	0	3	6	3
New Orleans	11	9	18	21	8	13	0	12	10	21
Jacksonville	3	14	6	1	9	7	0	3	9	10
San Francisco	18	11	14	13	5	11	0	37	18	16
Wilmington	5	4	1	4	8	0	0	12	10	4
Seattle	17	8	1	11	8	0	0	27	5	1
Puerto Rico	7	3	0	2	2	0	0	13	7	0
Honolulu	3	50	172	2	39	204	0	5	71	138
Houston	7	15	7	5	8	3	0	12	19	11
St. Louis	0	1	0	0	2	0	0	0	1	0
Piney Point	1	1	2	1	0	1	0	0	1	2
Totals	95	141	235	75	108	247	0	169	187	225
Totals All Departments	659	339	361	526	280	370	189	1,034	430	331

Totals All Departments

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

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

Shipping in the month of September was up from the month of August. A total of 1,365 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,365 jobs shipped, 526 jobs or about 39 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 189 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 10,797 jobs have been shipped.

Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
Monday, November 6
New York
Tuesday, November 7
Philadelphia
Wednesday, November 8
Baltimore
Thursday, November 9
Norfolk
Thursday, November 9
Jacksonville
Thursday, November 9
Algonac
Friday, November 10
Houston
Tuesday, November 14
New Orleans
Tuesday, November 14
Mobile
Wednesday, November 15
San Francisco
Thursday, November 16
Wilmington
Monday, November 20
Seattle
Friday, November 24
San Juan
Thursday, November 9
St. Louis
Friday, November 17
Honolulu
Friday, November 17
Duluth
Wednesday, November 15
Jersey City
Wednesday, November 22
New Bedford
Tuesday, November 21

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

SEAFARERS WELFARE PLAN NOTICE COBRA: Continuation Health Coverage

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

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

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

or write

COBRA Program
Seafarers Welfare Plan
3201 Auth Way
Camp Springs, Maryland 20746

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

Personals

Anyone who sailed with Jerry Cudahy during 1944 or 1945 in the South Pacific is asked to contact his brother, Cy Cudahy, collect at (214) 238-5806.

Thirteen SIU Men Retire

The Seafarers Pension Plan (SPP) announced this month the retirement of nine deep sea and four inland SIU members. Brother Herman Ulrich, at 71 years of age, is the oldest of the group to begin receiving a monthly pension check.

Brother Charles Gallagher, at 58, is not only the youngest to retire, but he also finds himself in a unique category — a seaman who has sailed in every department, deck, engine and steward.

SPP Administrator Leo Bonser, in announcing the retirement of the 13 members, extended his congratulations. Bonser also noted the contribution the retirees had made to building the SIU and the benefit plans.

Deep Sea

VERNON DOUGLAS

Vernon Douglas, 65, joined the SIU in his native Baltimore during May of 1955. Brother Douglas started his steward career sailing on Waterman Steamship vessels. He graduated from the Food Services Plan in 1963 at the port of New York. He completed the recertified steward program at Piney Point in 1985. Before retiring, Douglas rode the Overseas Vivian on several voyages. Pensioner Douglas served in the Army from 1942 to 1945. He still lives in Baltimore, MD.

FRED H. DUCHMANN JR.

Fred H. Duchmann Jr., 65, received his SIU permit during August of 1952 in his native New Orleans. The steward department veteran began his career with the Mississippi Steamship Company. Brother Duchmann makes his home in Meraux, LA.

JOHN FEDESOVICH

John Fedesovich, 62, became a member of the SIU in March of 1946 at the port of Norfolk. The New Hampshire native worked in the engine department. Pensioner Fedesovich upgraded in 1975 and 1978 at the Lundeberg School. He lives in Slidell, LA.

CHARLES J. GALLAGHER

Charles J. Gallagher, 58, holds the distinction of having his book stamped for deck, engine and steward department during his career. He started with the SIU in 1959 when he graduated from the Andrew Furuseth Training School in New York. Upon leaving the school, he worked on Alcoa vessels. The Massachusetts native now calls Port Neches, TX home.

JAMES E. HIGGINS

James E. Higgins, 65, received his permit at the port of Baltimore in 1956. He sailed in the steward department. The Flint, MI native served in both the Royal Canadian Air Force

from 1940 to 1942 and the U.S. Army from 1945 to 1950 before going to sea. Brother Higgins upgraded in 1978 and became a recertified steward in 1979 at the Lundeberg School. He lives in Piney Point, MD.

BOLAND A. HOFFMAN

Boland A. Hoffman, 62, joined the SIU in December of 1945 at the port of Galveston. The South Carolina native started as a member of the galley gang, but ended his tenure in the deck department. Recently, Brother Hoffman sailed from the port of Jacksonville, where he has made his home.

DEWEY B. JORDAN



Dewey B. Jordan, 62, acquired his first SIU permit in June of 1946 at the port of Norfolk. The North Carolina native worked in the deck department. Pensioner Jordan makes his home in Wilmer, AL.

JESSE THRASHER

Jesse Thrasher, 65, joined the SIU in June of 1971 at the port of San Francisco. He worked in the steward department after serving in the Navy from 1942 to 1962. The Springfield, OH native upgraded in 1978 and 1980 and became a recertified steward in 1981. Pensioner Thrasher lives in Seattle, WA.

HERMAN ULRICH



Herman Ulrich, 71, received his SIU permit in March of 1965 at the port of New York. Born in Terre Haute, IN, he sailed in the engine department. Brother Ulrich served in the Navy from 1936 to 1946. He calls Bakersfield, CA home.

Inland

JASPER A. AUCOIN



Jasper A. Aucoin, 65, joined the SIU in May of 1977 at the port of New Orleans. He worked as a yard foreman for Ratcliffe Materials. He served in both the Army and the Air Force from 1942 to 1949. Pensioner Aucoin lives in his native Bourg, LA.

LEGAL AID

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

Alabama

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

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

California

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

John Paul Jennings
Henning, Walsh & King
100 Bush St.
Suite 440
San Francisco, CA
94104

(415) 981-4400

Florida

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

Illinois

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

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

Louisiana

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

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

Maryland

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

Massachusetts

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

Michigan

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

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

New York

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

Pennsylvania

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

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

Texas

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

Virginia

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

Washington

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

LEWIS M. BELL



Lewis M. Bell, 62, worked in the deck department for Ratcliffe Materials. Born in Butler County, PA, Boatman Bell served in the Navy from 1945 to 1946. He lives in Franklin, LA.

LAWRENCE C. FRANCIS

Lawrence C. Francis, 61, joined the SIU in August of 1963 at Port Arthur, TX. Brother Francis served in the engine department with Sabine Towing. The Houston native lives in Jasper, TX.

ALFRED THOMPSON



Alfred Thompson, 65, acquired his permit at the port of New York in August of 1947. The Honduran native worked in the deck department. Brother Thompson calls Flomation, AL home.

MONEY DUE NOTICE

MAERSK VESSELS SEAFARERS

Crewmembers employed aboard the below named vessels during calendar year 1988 may claim monies due them based on the economic price adjustment (EPA) provision in the contract. To qualify, submit verification of employment in the form of copies of U.S. Coast Guard discharges or pay vouchers to CONTRACT DEPARTMENT, SIU; 5201 Auth Way; Camp Springs, Maryland 20746.

MV 1st Lt. Alex Bonnyman
MV PVT Harry Fisher
MV CPL. Louis Hauge, Jr.
MV PFC William Baugh
MV PFC James Anderson

OCEAN SHIPHOLDING NAVY TANKERS SEAFARERS

Crewmembers employed aboard the below named tankers during the time periods specified may claim monies due them based on the economic price adjustment (EPA) provision of the contract. To qualify, submit verification of employment in the form of copies of U.S. Coast Guard discharges or pay vouchers to CONTRACT DEPARTMENT, SIU; 5201 Auth Way; Camp Springs, Maryland 20746.

MV Paul Buck 1987, 1988 and up to March 31, 1989
MV Gus Darnell January 1, 1989 to March 31, 1989
MV Lawrence Gianella 1988 and up to March 31, 1989
MV Richard Matthiesen 1988 and up to March 31, 1989
MV Samuel Cobb 1987, 1988 and up to March 31, 1989

Lundeberg School Graduates



MARINE ELECTRONIC MAINTENANCE students are (back row, left to right) James Bates, Mike Johnson, Mark D. Field, (front row, left to right) Bill Payne, Chris Devonish and Bill Liegnos. The group graduated on September 1.



HYDRAULICS class participants graduated on September 15 after completing assignments covering fluids, actuators, control devices, pumps, reservoirs, symbols and systems in marine equipment. Pictured above with instructor Bill Foley (second row, right) are: (back row, left to right) Aldo Santiago, B. Hutching, A. Hansen, (front row, left to right) V.L. Kirksey, Gebar Ogbe, Frankie Jaworski and C.A. Suazo.



FOWT course completion leads to an endorsement as Fireman/Watertender/Oiler. Graduating from the September 15 class are (third row) Tyrone McPherson, Terry Clayton, Frank M. Wynn, Arthur James, (second row, left to right) Tony Morrison, Clinton Morrison, Willie Pugh, John Perez, Hector C. Rivera, Michael Claoke, (front row, left to right) Derrick F. Yard, Marcos Laguer, William Romez, Edward Hill Jr. (standing), Arthur Guy and Nick Reyes Jr.



TRAINEE LIFEBOAT graduates from classes 444 and 445 are pictured above. Pictured left to right from class 444 are: Glen Wilson, Ronny Miller, Kevin DeSue, Instructor Jim Moore and Wendell Price Jr. Class 445 graduates are: (back row, left to right) Roger Hester, Dawn Rogers, Bruno Vargas, Dave Bates, Brien Collins, Keith Hall, Martin Ghaskin, Eric Morrison, Jerry Woods, Gary Van Staden, Robert Blankford, Michael DiAngelo, (front row, left to right) Thomas M. FLynn, Sebast Rodriguez, Sylvester Gause, Donovan Carlton, Sidney Stratos II, Charles M. Spradlin and John B. Hutchinson.



LIFEBOAT upgraders graduating on September 1 are pictured above: (standing, left to right) Instructor Ben Cusic, Timothy Troupe, Elvis Paisley, Pablo Torres, Robert Forrest, Nathan Hollander, Louis Sorito, Lonale Andrews, Charles Repper, Nathaniel Davis, Roosevelt Ballard, (kneeling, left to right) Doug Carson, James T. Lombard, Wayne Champine, B. Medina, Ahmed Baabbad, George Sasaki, Daniel Hooper and King Scott.



TANKERMAN course instruction covers all aspects of loading, transferring and unloading liquid cargoes. Graduating on September 1 are: (third row, left to right) Captain Penny, Glen Wilson, Kevin DeSue, Brett Lammers, Gregory Truvia, David Candill, David Tillman, David Fawkes, Debbie Stalf, Scott Horn, (second row, left to right) Gary Burs, Dennis McKendall, Joe Reyes, Wendell Price Jr., Kevin K. Sicher, (front row, left to right) Joe Cullison, Kim Janics, Carlos Marcial, Vance Battle, Arthur Wentworth, Todd Wilson, Steve Nelson and Ronny Miller.

Final Departures

Deep Sea

THOMAS A. BAKER

Thomas A. Baker, 68, passed away September 11. He served in the Navy from 1942 to 1947. Brother Baker graduated from the Andrew Furuseth Training School in Norfolk, VA before joining the SIU in 1965. The Tennessee native sailed in the steward department and sailed on Waterman Steamship vessels early in his career. He began receiving his pension in August 1986. His wife, Pearl, survives him.

JOSEPH A. BUCHER

Joseph A. Bucher, 72, died August 4. Born in Pennsylvania, the deck department veteran received his SIU book in October 1942 in the port of New York. He was active in picket duty in the port of New York during 1961. Brother Bucher retired in February 1983.

FILIPPO CARLINO

Filippo Carlino, 65, passed away July 15 at his home in Baltimore, MD. The New York native joined the SIU in May 1957 in the port of Baltimore. He sailed in the steward department until he started drawing his pension in May 1970. Brother Carlino was buried in Lake View Memorial Park in Carroll County, MD. He is survived by his wife, Bernadine.

CHARLES CARLSON

Charles M. Carlson, 68, died July 6 at the South Baldwin Hospital in Summerdale, AL. The Alabama native served in the Army from 1942 to 1943 before joining the SIU in the port of Philadelphia in March 1945. He attended a steward department conference at Piney Point. Brother Carlson retired in December 1983. He was buried July 8 at Pine Crest Cemetery in Mobile, AL.

MORGAN L. CARROLL

Morgan L. Carroll, 65, passed away August 18. Born in Alabama, Brother Carroll sailed in the steward department after obtaining his union work permit in October 1943. During the late 1960's and most of the 1970's, he worked on the Sea-Land shore gang in New York. He attended a steward recertification course at the Lundeberg School in 1982. Carroll retired from the SIU in December 1986. His wife, Charlie Mae, survives him.

CLYDE L. CLARK



Clyde L. Clark, 67, died July 23 at his home in Jacksonville, FL. The Mississippi native served in the Marines from 1942 to 1945. He became a member of the SIU in May 1950 in the port of Wilmington. He sailed in the deck department until he retired in September 1975. Brother Clark was buried at Jacksonville's Evergreen Cemetery.

JAMES F. CORDELL

James F. Cordell, 58, passed away on September 3. He served in the Army from 1950 to 1953. In August 1972 in the port of San Francisco, the New York native joined the Marine, Cooks and Stewards. After MCS merged with the SIU, he continued his union membership in the Seafarers Atlantic, Gulf, Lakes and Inland Waters District. Early in his career, Brother Cordell sailed on States Steamship Company vessels in the steward department. He was an active member at the time of his death.

JAMES P. COX

James P. Cox, 69, died August 29. Born in Florida, Brother Cox served in the Army from 1936 to 1945. He joined the SIU in May 1952 in the port of New York and sailed in the steward department. He started to receive his pension in February 1977.

SAMUEL J. DAVIS



Samuel J. Davis, 62, passed away July 30. He was born in South Carolina and served in the Navy from 1943 to 1956. Brother Davis received his SIU book in October 1963 in the port of New York. He was active in the steward department when he died. He is survived by his wife, Rebecca.

CHRISTOPHER DELAMER

Christopher Delamer, 63, died September 6. The deck department member was born in New York City. He served in the Army Air Force from 1944 to 1946. After joining the SIU, Brother Delamer sailed on American Hawaii Cruise ships. He was an active member at the time of his death. His wife, Sandra, survives him.

WILBERT DESPANY

Wilbert Despany, 33, passed away August 1. Born in Lafayette, LA, Brother Despany graduated in class 336 at the Lundeberg School in 1981. He was sailing in the steward department at the time of his death.

JUAN D. DIAZ



Juan D. Diaz, 77, died July 18 at his home in Clarkstown, NY. The engine department veteran was born in Ponce, PR. He graduated from the Andrew Furuseth Training School in the port of New York before starting his SIU career on Sea-Land vessels. Brother Diaz retired in July 1977. He was buried at St. Anthony's Cemetery in Nanuet, NY on July 21. His wife, Eduarda, survives him.

RALPH J. EDWARDS

Ralph J. Edwards, 37, passed away after an extended illness on August 30. A native of North Carolina, Brother Edwards worked in the steward department. He sailed from his hometown port of Jacksonville, FL and was an active member at the time of his death. His wife, Cynthia, and two children survive him.

WILLIAM F. EGAN

William F. Egan, 64, died on August 20. The Alabama native joined the SIU in the port of Mobile in April 1944. He sailed in the engine department before retiring in July 1984.

GENNARO ESPOSITO

Gennaro Esposito, 61, passed away February 26. The engine department veteran was born in Naples, Italy. In 1969, he received a commendation for his action during an emergency on the Buckeye Atlantic. Brother Esposito received his full book in June 1971 in the port of New York. He upgraded during 1975 and 1984 at the Lundeberg School. His wife, Rosa, survives him.

STEVEN A. FERGUS

Steven A. Fergus, 36, was involved in a fatal car accident August 3. Born in Gainesville, FL, Brother Fergus graduated from the Lundeberg School in February 1973. He had upgraded in 1976, 1977 and 1978 at the school and obtained his QMED rating. He sailed primarily from the port of Jacksonville.

EDDIE S. GAME



Eddie S. Game, 72, died June 8 at the C.J. Harris Community Hospital in Sylva, NC. The steward department member was born in Johnson County, NC. He joined the SIU at the port of Baltimore in December 1947. Brother Game started receiving his pension in May 1969. He was buried June 12 at the Swain Memorial Park in Bryson City, NC.

JAMES GILLIAM

James Gilliam, 61, passed away September 5. He served in the Army from

1945 to 1946. The Cordova, AL native acquired his SIU permit from the port of New York in September 1963. His early career in the steward department included sailing on Isthmian Lines vessels in the mid-1960's. Brother Gilliam completed steward recertification at Piney Point in 1982. He retired in December 1985.

JACK A. GOMEZ

Jack A. Gomez, 61, died September 16. He was born in Slidell, LA. Brother Gomez worked in the deck department after joining the SIU in September 1960 in the port of New Orleans. He started receiving his pension in October 1985.

RAYMOND KADUCK



Raymond Kaduck, 67, passed away July 31 at his home in Pittsburgh, PA. The Pennsylvania native served in the engine department after becoming an SIU member in April 1955 in the port of Miami. Brother Kaduck retired in November 1978. His daughter, Maria, was a 1979 recipient of the union's scholarship program.

J.C. KEEL



J.C. Keel, 66, died July 30 at Greenlawn Hospital in Atmore, AL. Born in Alabama, Brother Keel joined the union in May 1946 at the port of Mobile. His early career in the deck department included several years sailing on Waterman Steamship vessels. He retired in February 1974. Keel was buried August 1 at Oak Hill Cemetery in Atmore. His wife, Carolyn, survives him.

PAUL D. KLICK

Paul D. Klick, 33, passed away July 23. The Fort Worth, TX, native was a graduate of the Harry Lundeberg School in May 1975. He had upgraded at Piney Point in 1977 and 1980 to the rating of QMED. Brother Klick was an active member at the time of his death.

DOMINGO LALLAVE

Domingo Lallave, 68, died on July 23. Born in Mayaguez, PR, Brother Lallave received his SIU permit in August 1944 in the port of New York. He participated in several New York area picket lines during the 1960's. Lallave mainly worked Sea-Land vessels during the 1970's. He served in all three departments during his career, before retiring as an engine member in August 1980.

ARTHUR J. LENNON

Arthur J. Lennon, 59, passed away September 17. He

served in the Air Force from 1947 to 1954. Brother Lennon joined the SIU in his native New York during May 1970. He upgraded at the Lundeberg School in 1976. He was an active member of the engine department when he died.

JOHN LIKENES

John Likenes, 70, died July 9. A native of Norway, Brother Likenes became a member of the SIU in the port of New York in September 1942. He served in the deck department. He is survived by his wife, Beatrice.

JAMES MCCOY

James McCoy, 74, passed away on September 26. Born in North Carolina, Brother McCoy received his book in the port of Norfolk in February 1940. He retired from the steward department in January 1975.

FRANCIS MCGARRY



Francis McGarry, 62, died July 4. After serving in the Navy from 1943 to 1944, he joined the SIU in his native Philadelphia in May 1946. The deck department veteran walked several picket lines in the 1960's. Brother McGarry also acquired an inland book in September 1972. He attended a bosun recertification course at Piney Point in 1975. McGarry retired in April 1976.

ROBERT MODERNO

Robert Moderno, 83, passed away July 26. He joined the Marine Cooks and Stewards (before it merged with the SIU) in 1946. He began receiving his pension in February 1969.

ANDREW PICKUR



Andrew Pickur, 63, suffered a fatal heart attack on August 14. A native of Iselin, PA, he became an SIU member in December 1943 in the port of Boston. Brother Pickur, a deck department member, was involved in picket duty in 1961 and 1962. He retired in June 1981. He was buried August 17 at Calvary Cemetery in Pittsburgh. His wife, Anna Marie, survives him.

THOMAS G. PLUNKETT

Thomas G. Plunkett, 75, passed away July 3. He received his book in his native New Orleans in December 1938. Brother Plunkett sailed in the steward department. He began receiving his pension in July 1968. He is survived by his wife, Amelia Mary.

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Final Departures

Continued from page 17

BIBIANO REBOLLEDO
Bibiano Rebolledo, 83, died August 16. The Philippines native served in the Army from 1942 to 1945. He joined the SIU in March 1948 in the port of New York and worked in the steward department. Brother Rebolledo started drawing his pension in January 1971.

CARLOS ROCAFORT
 Carlos Rocafort, 82, passed away July 24 in the Veterans Hospital in Rio Piedras, PR. Born in the Dominican Republic, the steward department veteran joined the SIU in May 1941 in the port of Baltimore. Brother Rocafort was buried July 26 in Hato Tejas, PR. His wife, Celedonia Caro, survives him.

JOSEPH SAVOCA
Joseph Savoca, 89, died July 18. The New Orleans resident started sailing at the age of 17 on a Danish vessel. In December 1918, he signed on his first American-flag ship. He already was a deck department veteran when he joined the SIU at the New Orleans hall in April 1939. Brother Savoca participated in the "Coal Beef" of the 1950's against American Coal Shipping of Norfolk. When he retired in March 1972, he had accumulated more than 50 years of sailing time. He is survived by his wife, Katie.

JACK W. SPENCER JR.
 Jack W. Spencer Jr., 59, passed away July 29 in Puget Sound, WA. He was employed as a cook on a Crowley tugboat. He served in the Army from 1947 to 1952. The Jefferson, TX native started his career in the Marine Cooks and Stewards in Los Angeles in June 1959. He sailed during the late 1970's with American President Lines. He was buried July 31 at Riverside National Cemetery in California. His wife, Thelma, survives him.

ARTHUR STRINGER
Arthur Stringer, 72, died July 28. He was born in Alabama. Brother Stringer joined the Marine Cooks and Stewards in the port of San Francisco in December 1958. He retired from the steward department in January 1979.

JOHN SUTHERLAND
John Sutherland, 54, passed away August 18. The deck department member was born in Milford, MA. He joined the SIU in September 1960 in the port of New York. Brother Sutherland upgraded in 1985 at the

Lundeberg School. He was an active member at the time of his death. His wife, Margaret, survives him.

JAMES E. VAN SANT
James E. Van Sant, 64, died July 22. The Pennsylvania native became a union member in the port of New York in May 1943. He sailed in the deck department. He is survived by his wife, Elisa.

MICHAEL F. VIGO
 Michael F. Vigo, 73, passed away July 7 at St. Joseph's Hospital in his native Tampa, FL. After serving in the Army from 1944 to 1946, he joined the SIU in April 1949 in the port of New York. He shipped primarily from the port of Tampa in the steward department. Brother Vigo retired in January 1980. He was entombed at Centro Espanol Memorial in Tampa. He is survived by a daughter, Arleen; a son, Michael Jr.; two grandsons, Bryan and Jeffrey; a great grandson, Michael Bryan and a brother, Jose.

RADAMES VARGAS
Radames Vargas, 47, died August 22. Born in Ponce, PR, the deck department veteran became an SIU member in April 1969 in the port of New York. He worked on Sea-Land vessels in the 1960's and early 1970's. Brother Vargas upgraded at Piney Point in 1975. His wife, Fermina, survives him.

Inland

WALTER ANUSZEWSKI
 Walter Anuszewski, 82, passed away July 13 at the Harbor Hospital Center in Baltimore. The Maryland native joined the SIU in the port of Baltimore in December 1956. He used the name of Walter Anderson while he sailed, but never adopted the name formally. Boatman Anuszewski worked in the deck department with the Baltimore Towing and Lighterage Company. He retired in January 1968. He was buried at the Garrison Forest Cemetery in Maryland.

CHARLES H. BROWN
Charles H. Brown, 63, died July 1 at the Veterans Administration Medical Center in Gainesville, FL. Born in Boston, he served in the Navy from 1943 to 1947 and 1951 to 1968. Boatman Brown joined the SIU in the

port of Philadelphia in September 1972. Some of his deck department jobs included working with Interstate Oil Transportation and Mariner Towing. Brown retired in June 1988. He is survived by his wife, Ada.

LEONARD H. DITOMO
Leonard H. DiTomo, 69, passed away on August 2. He joined the union in his native Philadelphia in April 1966. Boatman DiTomo sailed in the deck department. He retired in December 1984 and is survived by his wife, Pauline Mary.


JAMES W. DONOHUE
James W. Donohue, 73, died August 4. A native of Philadelphia, Boatman Donohue received his book in January 1964 at his hometown hall. He sailed in the steward department. His wife, Marian, survives him.

MICHAEL J. DUFFY
Michael J. Duffy, 27, suffered a fatal heart attack on August 11. The Brooklyn native graduated from Harry Lundeberg School class 338 in 1981. He worked in the deck department and sailed from the port of Jacksonville. Surviving him are two brothers, Owen and Stephen, who are SIU members.

JOE T. EDER
Joe T. Eder, 81, passed away on July 7. Born in Texas, Boatman Eder worked with Goff Towing in Houston. He retired from the SIU in June 1973. His wife, Millie, survives him.

BEN E. EDGE
Ben E. Edge, 74, died June 6. The North Carolina native served in the Army from 1940 to 1945. He sailed in the engine department after joining the SIU in the port of Norfolk in October 1962. Boatman Edge worked for Cape Fear Towing. He retired in April 1980. He is survived by his wife, Dorothy Lee.

EDWARD GETZ
Edward Getz, 65, passed away June 29. After serving in the Navy from 1941 to 1961, Boatman Getz joined the SIU in February 1972. He shipped in the engine department for Gulf Atlantic Towing and North American Towing companies. Getz upgraded at Piney Point in 1984. He retired in March 1986. His wife, Ann Mary, survives him.

JAMES LEARY
 James Leary, 81, died July 24. Born in North Carolina, Boatman Leary acquired his SIU book in June 1961 in the port of Philadelphia. He was a deck department member at Interstate Oil Transport. He began to receive his pension in November 1968. He is survived by his wife, Hazel.

WENDELL A. MILES



Wendell A. Miles, 54, drowned July 21 when he fell from a ladder on

a barge in the Elizabeth River, VA. Born in Mathews, VA, he served in the Army from 1957 to 1959. Boatman Miles received his SIU book in October 1961 when the union organized Southern Carriers Corporation. He worked as a tug captain for Allied Towing and Steuart Transportation, with whom he was employed at the time of his death. Miles upgraded at the Lundeberg School in 1973. His wife, Jeanne, survives him.

FRANK W. ROBINSON



Frank W. Robinson, 63, died July 29 at his Tampa, FL home. The Gloucester,

MA native originally joined the Atlantic Fishermen's Union, an SIU affiliate. When the AFU merged with the union's Atlantic, Gulf, Lakes and Inland Waters District, Brother Robinson remained an active member. He sailed in the deck department for Interstate Oil Transport and Mariner Towing. He began collecting his pension in October 1977. He is survived by his wife, Marjorie.

WILLIAM V. WARD



William V. Ward, 70, passed away August 18 at Craven Regional Medical

Center in New Bern, NC. Born in Manteo, NC, Boatman Ward served in the Air Force from 1938 to 1959. He joined the SIU in November 1971 in the port of Baltimore. Ward sailed in the deck department for Curtis Bay Towing and Steuart Transportation before retiring in March 1981. He was buried in the New Bern National Cemetery. His wife, Annie Mae, survives him.

Great Lakes

MICHAEL A. GILMORE
Michael A. Gilmore, 30, passed away September 12. He was born in Alpena, MI. Brother Gilmore became an SIU book member in February of this year at the port of Algonac. He was active in the engine department at the time of his death.

JAMES P. HOFFMAN
James P. Hoffman, 66, died July 10. The Buffalo, NY,

native served in the Army from 1943 to 1945. He joined the union in June 1973 in the port of Duluth. Brother Hoffman worked in the engine department. He upgraded at the Lundeberg School in 1981.

JACOB IVEY

Jacob Ivey, 66, passed away August 16. He served in the Marines from 1943 to 1946 before joining the SIU in the port of Detroit in November 1967. The Tennessee native sailed in the deck department.

ROY F. LUMBERG

Roy F. Lumberg, 75, died on September 24. Brother Lumberg, who was born in Wisconsin, served in the Marines from 1944 to 1946. He became an SIU member in February 1960 in the port of Duluth. He is survived by his wife, Dorothea.

JESSE F. MACLEOD

Jesse F. MacLeod, 56, passed away August 12. The Nova Scotia native served in the Navy from 1955 to 1957. He worked in the deck department after joining the SIU in October 1960 in the port of Detroit. His wife, Anne, survives him.

Railroad Marine

THOMAS G. BLAYLOCK



Thomas G. Blaylock, 88, passed away July 9. The Virginia native was a tug

captain with the Pennsylvania Railroad when he joined the SIU in the port of Norfolk in July 1960. He retired in February 1966. His wife, Ethel, survives.

HENRY G. BRAUNWALD



Henry G. Braunwald, 89, died August 16 at the B.S. Pollak Hospital in his native

Jersey City, NJ. He served in the Army from 1942 to 1944. Brother Braunwald sailed as a mate with the Pennsylvania Railroad when he became an SIU member in July 1960 in the port of New York. He retired in February 1965. He was buried in the Bayview Cemetery in Jersey City.

THOMAS LYMAN

Thomas Lyman, 87, passed away August 19. Born in Jersey City, NJ, Brother Lyman shipped as a deckhand for the Pennsylvania Railroad. He joined the SIU in June 1960 in the port of New York.

Digest of Ships Meetings

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

Ships' minutes are reviewed by the Union's Contract Department. Those issues requiring attention or resolution are addressed by the Union upon receipt of the ship's minutes.

AMERICAN CORMORANT (Pacific Gulf Marine), August 26 — Chairman Vernon W. Huellett, Secretary Marvin St. George, Engine Delegate Michael Nickerson. Chairman reported washing machine fixed, but no mail received. Educational director announced continuing problem with movies not being rewound after usage. Treasurer said \$75 in ship's fund. Steward department thanked for keeping ship clean and providing excellent food. Suggestion made that union provide more contractual information to members before they work for Pacific Gulf Marine.

CAROLINA (Puerto Rico Marine), August 20 — Chairman David Newman, Secretary Rafael Maldonado, Educational Chairman Walter Stevens, Steward Delegate Jack Hart. Chairman reminded members to separate plastics from rest of trash and to keep two waste baskets in each room. Deck delegate reported some disputed OT. Engine and steward delegates reported no beefs. Question raised for boarding patrolman: Does new penalty rate apply to PRMMI ships? Crew thanked for keeping pantry and messroom clean. Steward department thanked for job well done.

FRANCES HAMMER (Ocean Shipholding), August 28 — Chairman Richard Parrish, Secretary JoAnne B. Knight, Deck Delegate Richard Wilson, Engine Delegate George Demetropoulos, Steward Delegate Hasan Rah-

man. Chairman asked crew to study contract to find out if paid vacation is 14 or 15 days. Educational director discussed opportunities at the Lundeberg school. A total of \$15 in ship's treasury. Crew asked company to supply new refrigerator and ice machine, coaxial cable and antenna wires for crew's rooms and small electric typewriter for steward department. Steward department thanked for work. Crew happy to be on voyage which is part of an enhanced Soviet-U.S. relationship.

INGER (Sealift Bulkers Inc.), August 5 — Chairman S. Jawdora, Secretary J. F. Miller, Engine Delegate W. E. Marino. Chairman reported everything going very smoothly with no beefs. He noted 100 percent improvement in meals. He reported toilet bowl for steward's bathroom had not arrived. Secretary recorded vote of thanks to whole crew for working with steward department to keep vessel clean. Steward department thanked for fine meals and service. Special vote of thanks given to GSU C. Mederios who will be getting off in Hawaii.

JULIUS HAMMER (Ocean Shipholding), August 13 — Chairman Ray Harlow, Secretary R. Hicks, Educational Director Patrick McNamara, Engine Delegate Hugh Woods. Chairman asked master about providing stereo for mess hall, renting new movies and piping in VCR to crew's rooms. No beefs or disputed OT reported

by all three departments. Crew asked about getting washing machine repaired and installing new ship antenna.

JULIUS HAMMER (Ocean Shipholding), August 27 — Chairman Ray Harlow, Secretary R. Hicks, Educational Director Patrick McNamara, Engine Delegate Hugh Woods. No department delegates reported any beefs or disputed OT. Ship received telex advising crew Paul Hall's birthday was paid holiday. Announcement made stating no plastic bags should be used in trash cans and crew should use paper bags in rooms. Company will look into getting new washer and dryer as well as new ice machine.

ING LEO (Energy Transportation Corp.), August 20 — Chairman F. Pehler, Secretary H. Jones Jr., Educational Director Thomas Curtis, Deck Delegate George Holland, Engine Delegate David Terry Jr., Steward Delegate Jill Prescott. Chairman reported large crew change. He reminded members about the Coast Guard preemployment drug screen. Educational Director spoke about upgrading at Piney Point in order to improve wages. Treasurer reported \$285 in ship's fund and \$40 in SIU communication fund. No smoking allowed during meal hours in mess hall. Crew instructed to be attired properly for meals. Vote of thanks given to steward department and especially chief cook Jill Prescott. Next port: Nagoya, Japan.

NEDLOYD HUDSON (Sea-Land Service), August 27 — Chairman Ervin L. Bronstein, Secretary Charles Miles, Educational Director Mikal Overgaard, Deck Delegate Irvin Glass, Engine Delegate Pedro Santiago. Chairman reminded members of four percent pay raise and to be aware of the drug problem. He urged members to stick together to keep union strong and to upgrade their skills at Piney Point. Treasurer reported purchase of four new movies. Deck delegate noted some disputed OT which would be raised with patrol-

man during payoff in Houston. No other department reported beefs or disputed OT. Crew passed motion that pension fund be raised and better optical and dental insurance be provided. Crewmembers would like better quality movies sent to ship. VCR needs cleaning. Crew reminded to dispose of all plastics according to new laws regulating garbage disposal on marine vessels. Crew noted its displeasure that company uses labor from port of Rotterdam for deck maintenance, painting and chipping instead of offering OT to deck department. Next ports: Charleston, SC and Port Everglades, FL.

SEA-LAND ACHIEVER (Sea-Land Service), August 6 — Chairman Norberto Prats, Secretary Louis Pion, Educational Director A. Mercado. No beefs or disputed OT reported. AB on watch reminded not to leave gangway to open hatch for longshoremen. Gangway watch asked to check people on and off and to check baggage. Steward department given vote of thanks.

SEA-LAND CHALLENGER (Sea-Land Service), August 14 — Chairman Roy L. Williams, Secretary George W. Gibbons, Educational Director Paul M. Westbrook. Chairman said vessel due in shipyard very soon. He noted many repairs needed, but ship looking better. Chairman and secretary announced ship's silverware is missing. Secretary said ship would pay off August 16. No beefs or disputed OT reported by any department. Crew informed that all room door locks have been changed and new furniture will be brought on board for recreation room. Crew thanked for keeping ship clean. Next port: Elizabeth, NJ.

SEA-LAND COMMITMENT (Sea-Land Service), August 20 — Chairman Leon Jekot, Secretary Gerald Sinkes, Educational Director Eric Bain. Chairman told crew ship would pay off on August 21. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT

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Know Your Rights

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Michael Sacco at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

SUMMARY ANNUAL REPORT

SEAFARERS WELFARE PLAN
5201 Auth Way
Camp Springs, Maryland 20746

(301)899-0675

This is a summary of the annual report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 31, 1988. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan was a deficit of \$(26,619,251) as of December 31, 1988 compared to \$(21,215,323) as of January 1, 1988. During the plan year the plan experienced a decrease in its net assets of \$5,403,928. This decrease included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$27,619,704 including employer contributions of \$27,281,912, miscellaneous income of \$5,112, gains from the sale of assets of \$121, and earnings from investments of \$332,559. Plan expenses were \$33,023,632. These expenses included \$3,329,347 in administrative expenses, \$9,000 in interest expenses and \$29,685,285 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)899-0675. The charge to cover copying costs will be \$1.60 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses for 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 located 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, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D. C. 20216.

Oil Spill Class Includes Simulation

Continued from page 9

the several upgraders work together to handle to the last detail a massive spill. The group must explain each step specifically, including the phone numbers of the agencies and oil disposal companies contacted.

The final day is devoted to a simulated spill itself.

For the first class, the Lundeberg School used St. George's Creek as the demonstration site.

After Shaffer appraised the upgraders of the situation surrounding the spill, the students worked together using skiffs, booms, mops and other materials to surround and collect the "oil," which was actually a non-toxic, cotton-based, biodegradable product which acts like oil when it hits water.

Shaffer was very enthusiastic about the course and his students.



Politics is Porkehops
Contribute to SPAD

NOTICE TO SIU GOVERNMENT SERVICE DIVISION MEMBERS

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

Digest of Ships Meetings

Continued from page 19

reported by departmental delegates. Crew suggested increases for qualified pensioners and upgrading of optical and dental benefits. Next port: Houston.

SEA-LAND DISCOVERY (Sea-Land Service), August 25 — Chairman Harry Fisher, Secretary Jose R. Colls, Educational Director R. Miller, Deck Delegate Raul Rivera, Engine Delegate R. Grace, Steward Delegate J. R. Salazar. Chairman announced vessel payoff upon arrival at Elizabeth, NJ. He will ask patrolman about getting new furniture and television set for recreation room. Secretary will talk with port steward about quality of some of the beef on board vessel. No beefs or disputed OT reported. Steward visited crewmember in New Orleans hospital who was injured while working on the lines. Next ports: Elizabeth, NJ and San Juan, PR.

SEA-LAND ENTERPRISE (Sea-Land Service), August 13 — Chairman Robert S. Wilson, Secretary Ray C. Agbulos, Educational Director M. Bang, Deck Department Lloyd Lawrence, Engine Delegate J. Collins, Steward Delegate Jim Saxton. Chairman reminded members to practice safety on deck at all times. He also advised crew to take advantage of courses offered by the Lundeberg School. Secretary reported ship had good crew and good trip. No disputed OT or beefs listed. Crewmembers stated ship needs more movies. Next ports: Long Beach, CA, and Oakland, CA.

SEA-LAND EXPEDITION (Sea-Land Service), August 7 — Chairman Marvin Zimbro, Secretary C. Moseley, Educational Director A. Quinn. Departmental delegates reported no beefs or disputed OT. Crewmembers questioned whether all officers should have keys to crew lounge and mess. Steward department thanked for job well done. Next port: Elizabeth, NJ.

SEA-LAND GALVESTON BAY (Sea-Land Service), August 20 — Chairman Paul Butterworth, Secretary Terry Smith, Educational Director G. Payne, Deck Delegate Michael Hasson, Engine Delegate Daniel Johnson, Steward Delegate Francisco Monsibais. Chairman announced vessel payoff scheduled on August 28. Treasurer said \$200 in movie fund. No beefs or disputed OT reported by departmental delegates. More milk requested because on previous voyages milk supply depleted before end of trip. Crew asked to keep recreation room clean and to check with company officials in order to get rooms soogeed every six months. Captain sent his appreciation to those on gangway watch for way they have handled visitors log. Next ports: Charleston, SC and Port Everglades, FL.

SEA-LAND HAWAII (Sea-Land Service), August 15 — Chairman J. San Filippo, Secretary S. Amper, Educational Director D. Gordius. No disputed OT or beefs reported. Steward department thanked for good preparation of food throughout trip. Next ports: Long Beach, CA, and Oakland, CA.

SEA-LAND INTEGRITY (Sea-Land Service), August 6 — Chairman E. Wallace, Secretary P. Laboy. Chairman reminded members about cost of living raise. Secretary urged members not to forget SPAD. Departmental

delegates reported no beefs or disputed OT. Crewmembers advised to keep recreation and laundry rooms clean. Steward department received vote of thanks. Next ports: Boston, MA and Elizabeth, NJ.

SEA-LAND KODIAK (Sea-Land Service), August 26 — Chairman John Glenn, Secretary Melvin Morgan, Educational Director Sam Hacker, Engine Delegate Carl Castanga, Steward Delegate Ralph Alexander. Chairman reported vessel would payoff in Tacoma on next trip. Secretary noted \$100 spent on new movies. He reported disputed OT concerning sanitation. No beefs or disputed OT listed by engine and steward delegates. Ship's television antenna needs repair. Crew reminded not to overfill garbage bags in order to keep them from bursting.

SEA-LAND PACIFIC (Sea-Land Service), August 20 — Chairman K. C. MacGregor, Secretary O. Cody, Educational Director S. Bigelow, Deck Delegate Larry Lee, Engine Delegate Winston Gardner, Steward Delegate Bob Racklin. Chairman announced some disputed OT concerning steward assistant's time because dishwasher broken. Deck department thanked for job well done. Chairman noted several movies purchased in Taiwan. Secretary said detergent used in galley irritates skin and change in products should take place when ship arrives at port. Educational director reminded members ship has tapes on first aid, water survival and other safety related messages. Bosun and electrician will ask patrolman at payoff if they have a day off coming when vessel is in Long Beach. All crew members thanked for job well done. Next ports: Long Beach, CA and Oakland, CA.

SEA-LAND VALUE (Sea-Land Service), August 13 — Chairman George Burke, Secretary J. Gonzalez. No beefs or disputed OT listed. Steward recommended all garbage be taken to main deck fantail as worms have been found on deck after several days on coast. Steward department thanked for job well done. Next port: Elizabeth, NJ.

ULTRAMAR (American Transport), August 13 — Chairman G. Corelli, Secretary O. Johnson, Educational Director D. Dobbs. Chairman announced vessel would pay off on August 18. Educational director urged members to donate to SPAD. Deck and steward delegates reported disputed OT. Engine delegate said no beefs or disputed OT in his department. Next port: New York, NY.

USNS DUTTON (Lavino Steamship Co.), August 13 — Chairman J. Focardi, Educational Director Paula Plaisance. Chairman noted ship is being decommissioned on September 14. Treasurer announced \$433 in ship's fund. Engine delegate noted day workers should receive penalty pay for working weekends while routine sanitary work should be done weekdays. No beefs or disputed OT reported by deck and steward departments. Crew voted to have party in Barbados.

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

Dispatchers' Report for Great Lakes

CL—Company/Lakes	L—Lakes	NP—Non Priority	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH			
			All Groups	Class CL	Class L	Class NP	All Groups	Class CL	Class L	Class NP	All Groups	Class CL
SEPT. 1-30, 1989												
DECK DEPARTMENT												
Port												
Algonac			0	31	9	0	27	20	0	28	10	
ENGINE DEPARTMENT												
Port												
Algonac			0	8	1	0	12	5	0	9	3	
STEWARD DEPARTMENT												
Port												
Algonac			0	6	4	0	9	1	0	4	3	
ENTRY DEPARTMENT												
Port												
Algonac			0	34	34	0	0	0	0	35	45	
Totals All Departments			0	79	48	0	48	26	0	76	61	

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

Seafarers International Union Directory

Michael Sacco, President
 Joseph Sacco, Executive Vice President
 Joe DiGiorgio, Secretary-Treasurer
 Angus "Red" Campbell, Vice President of Contracts
 Jack Caffey, Vice President
 Thomas Gildwell, 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
 528 St. Clair River Dr.
 Algonac, MI 48001
 (313) 794-4988

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN FRANCISCO
 350 Fremont St.
 San Francisco, CA 94105
 (415) 343-5855
 Government Services Division
 (415) 861-3400

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

SEATTLE
 2505 First Ave.
 Seattle, WA 98121
 (206) 441-1960

ST. LOUIS
 4581 Gravois Ave.
 St. Louis, MO 63116
 (314) 752-6500

WILMINGTON
 510 N. Broad Ave.
 Wilmington, CA 90744
 (213) 549-4000

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

Dispatchers' Report for Inland Waters

SEPTEMBER 1-30, 1989

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH					
	All Groups	Class A	Class B	Class C	All Groups	Class A	Class B	Class C	All Groups	Class A	Class B	Class C
DECK DEPARTMENT												
New York	0	0	0	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	1	0	0	1	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0	0	0	0
Norfolk	12	0	0	8	0	0	70	25	5			
Mobile	0	0	0	0	0	0	0	0	0			
New Orleans	0	0	0	1	0	0	0	0	0			
Jacksonville	1	0	5	1	0	2	1	0	7			
San Francisco	0	0	0	0	0	0	0	0	0			
Wilmington	3	0	13	5	1	40	6	6	54			
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	1			
Algonac	31	12	0	16	1	0	41	23	0			
St. Louis	0	0	0	0	0	0	0	0	0			
Piney Point	0	0	0	0	0	0	0	0	0			
Totals	48	12	19	32	2	42	119	54	67			
ENGINE DEPARTMENT												
New York	0	0	0	0	0	0	0	0	0			
Philadelphia	1	0	0	1	0	0	0	0	0			
Baltimore	0	0	0	0	0	0	0	0	0			
Norfolk	5	0	0	1	0	0	23	5	2			
Mobile	0	0	0	0	0	0	0	0	0			
New Orleans	0	0	0	0	0	0	0	0	0			
Jacksonville	0	0	0	0	0	0	0	1	4			
San Francisco	0	0	0	0	0	0	0	0	0			
Wilmington	0	0	1	0	0	0	0	0	4			
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	21	9	0	12	1	0	25	23	0			
St. Louis	0	0	0	0	0	0	0	0	0			
Piney Point	0	0	0	0	0	0	0	0	0			
Totals	27	9	1	14	1	0	48	29	10			
STEWARD DEPARTMENT												
New York	0	0	0	0	0	0	0	0	0			
Philadelphia	2	0	0	0	0	0	2	0	0			
Baltimore	0	0	0	0	0	0	0	0	0			
Norfolk	3	0	0	1	0	0	11	1	1			
Mobile	0	0	0	0	0	0	0	0	0			
New Orleans	0	0	0	0	0	4	0	0	0			
Jacksonville	0	0	0	0	0	0	0	0	3			
San Francisco	0	0	0	0	0	0	0	0	0			
Wilmington	0	1	1	0	1	1	1	1	6			
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	9	5	0	7	0	0	10	6	0			
St. Louis	0	0	0	0	0	0	0	0	0			
Piney Point	0	1	2	0	1	2	0	0	0			
Totals	14	7	3	8	2	7	24	8	10			
Totals All Departments	89	28	23	54	5	49	191	91	87			

***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.

1990 LUNDEBERG SCHOOL UPGRADING CLASS SCHEDULE



An aerial view of the union's Lundeborg School training facilities.

Upgrading at the union's Harry Lundeborg School of Seamanship can mean increased pay and enhanced job skills for a seafarer. To afford SIU members an opportunity to plan for 1990, the Lundeborg School has prepared a schedule of courses offered through the upcoming year.

Any union member interested

in attending a 1990 course listed in the following schedule may use the form on page 23 to obtain further information. Send the form to the Lundeborg School; Piney Point, Maryland 20674.

Every upgrader attending the Lundeborg School courses will be required to take a firefighting class.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	February 5	March 16
	April 2	May 11
	May 28	July 6
	July 23	August 31
	September 17	October 26
Lifeboatman	November 12	December 21
	January 22	February 2
	February 19	March 2
	March 19	March 30
	April 16	April 27
	May 14	May 25
	June 11	June 22
	July 9	July 20
	August 6	August 17
	September 3	September 14
	October 1	October 12
	October 29	November 9
Simulator Shiphandling	November 26	December 7
	December 24	January 4
	January 22	February 2
	March 5	March 16
	April 16	April 27
	June 4	June 15
Radar Certification	August 6	August 17
	October 1	October 12
	November 19	November 30
	April 9	April 13
	April 30	May 4
	August 13	August 17
Limited Mate	October 1	October 5
	November 19	November 23
Third Mate	June 11	August 10
	September 17	November 16
Celestial Navigation	January 29	May 11
	May 7	June 8
Tankerman	April 16	April 27
	August 6	August 17
	November 26	December 7

Upon completion the Sealift Operations course must be taken.

Steward Upgrading Courses

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

All students in the Steward Program will have a two week Sealift Familiarization class at the end of their regular course.

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 29	March 5
	May 28	July 2
	September 24	November 5
Bosun Recertification	March 26	May 7

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	February 19	May 11
	June 11	August 31
	September 17	December 7
Fireman/Watertender and Oiler	January 8	February 16
	March 19	April 27
	June 11	July 20
	August 20	September 28
	October 29	December 7
Pumproom Maintenance & Operations	March 5	April 13
	August 20	September 28
Marine Electrical Maintenance	January 8	March 2
	May 14	July 5
Electro-Hydraulics	March 19	April 27
	July 23	August 31
Variable Speed D.C. Drives	January 8	March 30
	April 16	July 6
Marine Electronics Technician	July 23	October 12
	January 8	February 2
Diesel Engine Technology	May 14	June 8
	October 1	November 9
Refrigeration Maint. & Operations	November 12	December 7
	January 8	February 2
Advanced Refrigerated Containers	February 5	March 2
	November 12	December 7
Welding	January 8	February 2
	February 5	March 2
Automation	November 12	December 7

All students in the Engine Department will have a two week Sealift Familiarization class at the end of their regular course.

1990 Adult Education Schedule

The Adult Education courses of Adult Basic Education (ABE), High School Equivalency (GED) and English As A Second Language (ESL) are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	January 8	February 10
	March 5	April 14
	April 30	June 9
	July 30	September 8
Adult Basic Education (ABE)	October 29	December 8
	January 8	February 9
	March 5	April 13
	April 30	June 8
English as a Second Language (ESL)	July 30	September 7
	October 29	December 7
	January 8	February 9
	February 12	March 23
	April 30	June 8
	July 30	September 7
	September 10	October 19
	October 29	December 7

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes. The course includes study skills, technical reading, math skills and test taking skills.

Developmental Studies	Check-In Date	Completion Date
	March 12	March 16
	June 4	June 8
	July 16	July 20
	September 10	September 14

The ABE/EST Lifeboat Preparation Course is a three week class that offers an introduction to Lifeboat. It 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.

ABE/EST Lifeboat Preparation Course	Check-In Date	Completion Date
	January 8	January 19
	January 29	February 16
	April 23	May 11
	June 18	July 6
	August 13	August 31
	October 8	October 16

Oil Spill Course

Oil Spill Prevention & Containment (1 week)	Check-In Date	Completion Date
	February 19	February 23
	March 19	March 23
	April 30	May 4
	May 14	May 18
	July 9	July 13
	July 23	July 27
	September 3	September 7
	October 1	October 5
	October 29	November 2
	December 10	December 14

Upon completion the Sealift Operations course must be taken.

SHLSS College Program Schedule for 1990

FULL 8-week Sessions	Check-In Date	Completion Date
	May 28 through July 20	
January 8 through March 2	August 6 through September 28	
March 19 through May 11	October 15 through December 7	

1989 UPGRADING COURSE SCHEDULE

Programs Geared to Improve Job Skills and Promote the American Maritime Industry

November-December

The following is the current course schedule for November-December 1989 at the Seafarers Harry Lundeberg School of Seamanship.

The course schedule may change to reflect the membership's and industry's needs.

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

Deck Upgrading Courses

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

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

1989 Adult Education Schedule

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

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

Oil Spill Course

Oil Spill Prevention December 11 December 15

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Fireman/Watertender and Oiler	October 30	December 8
Electro-Hydraulics	November 6	December 15
Diesel Engine Technology	November 20	December 15

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

Self Study Course

SHLSS has self-study materials in many areas. Upon request, the Lundeberg School will send materials to study during spare time.



Please send the materials checked below:

- MATH**
- Fractions
 - Decimals
 - Percents
 - Algebra
 - Geometry
 - Trigonometry (Plane)
 - (Spherical)
- ENGLISH: Writing Skills**
- Grammar Books
 - Writing Business Letters
- STUDY SKILLS**
- Listening Skills
 - How To Improve Your Memory
 - How To Use Textbooks
 - Study Habits
 - Test Anxiety
 - Test Taking Tactics
 - Stress Management
 - Notetaking Know-How
- SOCIAL STUDIES**
- Geography
 - U.S. History
 - Economics
- COMMUNICATIONS SKILLS**

Name _____

Street _____

City _____ State _____ Zip _____

Book No. _____ Social Security No. _____

Department Sailing In _____

Cut out this coupon and mail to:
 Adult Education Department
 Seafarers Harry Lundeberg School of Seamanship
 Piney Point, Maryland 20674

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

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

- Deep Sea Member Lakes Member
 Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Veteran of U.S. Armed Forces: Yes No

U.S. Citizen: Yes No

Home Port _____

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program:

- Yes No

(If yes, fill in below)

Trainee Program: From _____ to _____

Last grade of school completed _____
(dates attended)

Have you attended any SHLSS Upgrading Courses:

- Yes No

(if yes, fill in below)

Course(s) Taken _____

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

- Yes No

Firefighting: Yes No CPR: Yes No

Date Available for training _____

Primary Language Spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I am interested in the following course(s) checked below or indicated here if not listed

DECK

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

ENGINE

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

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Seafarers Harry Lundeberg Upgrading Center, Piney Point, MD 20674

SEAFARERS LOG



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Spirit of Texas Crew Part Of Historic Aid Program

SIU crewmembers aboard the Spirit of Texas are proud of their role carrying the first food cargoes to an emerging democratic Poland. Crewmembers were joined by officials of the union, the company and Congress in an October 7 ceremony hailing American assistance to the Polish people.

"It's good to be able to reach across the ocean and join hands with our Polish brothers in union and in solidarity," said crewmember Mr. Jerry during the program held in New Orleans where the Falcon Shipping/Seahawk Management vessel was waiting to be loaded with 11,500 metric tons of American-grown sorghum.

Chance of a Lifetime, Says Bosun

The ship is scheduled to arrive in the Polish port cities of Gdansk or Gdynia towards the end October. Bosun Fred Sellman said the crew was anxious to get underway. "I think all of us are looking forward to the trip. It is a lifetime opportunity. This was the first ship to go to China and it's now the first ship to Poland," noted Sellman, who is known by Spirit of Texas crewmembers to be the "very best bosun in the world."

Congresswoman Lindy Boggs reminisced about her visit to Poland in 1955 and lauded the spirit



Katherine Wei, chairman of Falcon Shipping, addresses the audience gathered to celebrate the American aid being shipped to Poland. Seated (front row, left to right) Captain Joseph Cecire of Seahawk Management; Michael McKay, District 2 MEBA secretary-treasurer; Thomas Glidewell, SIU vice president; Congresswoman Lindy Boggs (D-LA) and Congressman Bob Livingston (R-LA).

of the Polish people and "their determination to be free."

"We hope this shipment will be the first of many thousands which will enable Eastern Europe to shake off the mantle of communism," said Congressman Robert Livingston.

Poland's Free Union Saluted

SIU Vice President Thomas Glidewell saluted Solidarnosc, the independent trade union move-

ment that spearheaded the quest for political democracy and economic reforms in Poland. Glidewell said the American labor movement had stood by Solidarity since its birth in 1980 and through the dark days after December 13, 1981 when Poland's communist authorities imposed martial law and jailed many of the union's leaders.

"This year's events in Poland have lifted our hopes and deepened our admiration for Solidarity. In the spring, an agreement between the union and the government brought about elections that served as a referendum on communism and resulted in the formation of a multi-party legislature and cabinet, the first in an East-bloc nation," said Glidewell.

D2 MEBA Secretary-Treasurer Michael McKay reported Spirit of Texas crewmembers had gifts for Solidarity workers from his union and the SIU.

Falcon Shipping Chairman Katherine Wei concluded the program by noting the important role of American shipping companies and American seamen in our foreign aid programs. "We can be proud the first food aid to Poland under the program announced by President Bush this summer will arrive on a ship flying the American flag," she said.



QMED Roy Justice relaxes in the crew lounge before the Spirit of Texas leaves for Poland.



Mrs. Henry Johansen and her son Alvin photographed the ceremony for the Seafarers LOG. Pictured above (clockwise) are AB Dave Palumbo; SIU Port Agent Jim Martin (right) and SUP Branch Agent Henry Johansen; Bosun Fred Sellman; and Steward/Baker Ray Mann (left) and chief cook Raymond Jones.



Tonetta Y. Carlisle

Young Woman Missing Since February '89

Fifteen-year-old Tonetta Carlisle left school at three o'clock on Feb. 16, 1989. She has not been seen since.

On that same day, a couple driving in Tonetta's neighborhood in Chattanooga, TN saw a man force a teen-age girl into a car. Suspecting the worst, they followed him.

From a distance, they saw the man driving with one hand and holding down the girl with the other. The couple couldn't catch up to the car, but they wrote down the license number and reported it to the police.

That same night, Nomic Faye Sturdivant reported her daughter Tonetta missing. The police believed that Tonetta Carlisle might have been the girl who was abducted, but the couple who reported the incident could not make a positive identification.

Two days later, the man whom the couple had spotted was found dead in his car. The evidence at the death site pointed to a suicide, said Lt. Napoleon Williams of the Chattanooga, TN Police Department.

But there was no trace of Tonetta Carlisle or of any other teenage girl. And to make matters worse, the man had been a co-worker of Carlisle's stepfather.

The circumstantial evidence suggests Tonetta Carlisle was abducted. However, National Center for Missing and Exploited Children representatives say, a kidnapping has not been confirmed.

Editor's Note: For the past several months, the Seafarers International Union has been working with the National Center for Missing and Exploited Children in an effort to disseminate information about runaway children.

Date Missing: 03/16/89	Missing From: Chattanooga, Tennessee
Date of Birth: 06/26/73	Age at Disappearance: 15 years old
Sex: Female	Race: Black
Height: 5 ft. 1 in.	Weight: 95 lbs.
Hair: Black	Eyes: Brown

Modifying Information: Child has curly hair cut short on top and sides, longer in back, and has large almond-shaped eyes.
Circumstances: Child became missing while returning home from school. FOUL PLAY SUSPECTED.

ANYONE HAVING INFORMATION SHOULD CONTACT
The National Center for Missing and Exploited Children
1-800-843-5678
OR
Chattanooga Police Department (Tennessee)
Missing Persons Unit
1-415-698-9732