

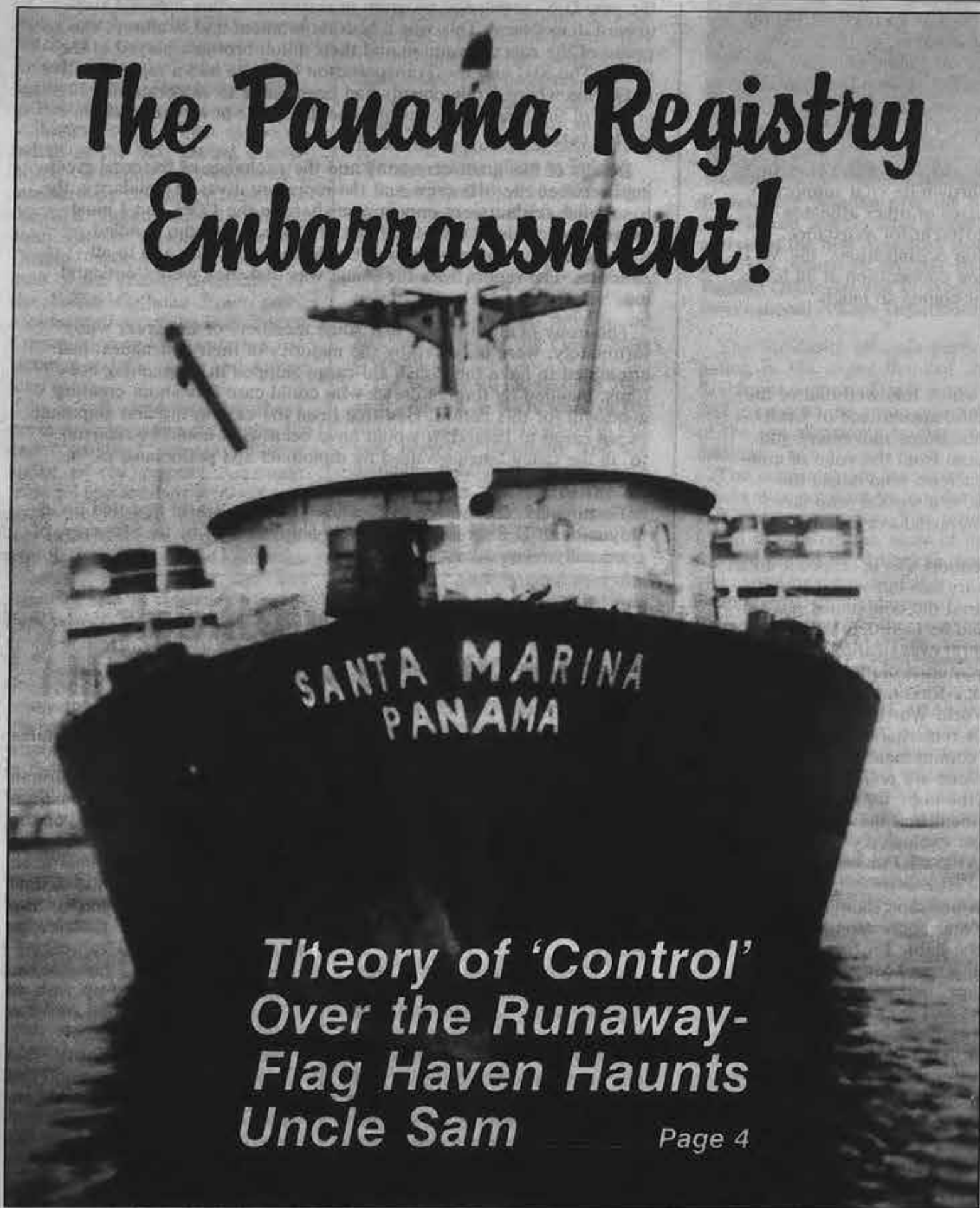
SEAFARERS LOG



Volume 51, Number 11

November, 1989

The Panama Registry Embarrassment!



Theory of 'Control' Over the Runaway-Flag Haven Haunts Uncle Sam

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MTD Maps 'Comprehensive' Maritime Policy

WASHINGTON, DC—Delegates to the AFL-CIO's Maritime Trades Department (MTD) biennial convention meeting November 9-10 issued a call for the cooperation of Congress, the administration, business and labor to map a "comprehensive" policy to revitalize the shipping and shipbuilding industry.

Representing 43 affiliated national and international unions,

delegates also acted on a wide range of issues of concern to the maritime industry and the labor movement generally.

SIU President Michael Sacco, who serves as head of the MTD, opened the convention with an assessment of the challenges facing the maritime industry. Sacco said, "We recognize that a strong American-flag fleet and shipbuilding sector will only come about

with leadership from the White House, continued efforts from Congress and cooperation from all groups within the industry."

Addressing the convention were guest speakers Senator John Breaux (D-LA), TRANSCOM Director of Plans and Resources Major General John Stanford, Congressman Richard Gephardt (D-MO), Congresswoman Helen De-

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INSIDE

SIU Crew Carries First Food Cargo to Poland



The SIU-crewed Spirit of Texas delivered 11,500 metric tons sorghum to Poland earlier this month. Bosun Fred Sellman, in a shipboard ceremony, extended fraternal greetings on behalf of the SIU Solidarity, Poland's free trade union.

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Senators Reject Attack On Cargo Preference

The farm lobby dropped its anti-cargo preference amendments from the Polish aid bill when it failed to garner enough votes for passage.

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ITF Secretary Rules IMU Not a U.S. Union

Seamen's unions from around the world were notified by an ITF communication that the District 1 MEBA/NMU connected International Maritime Union is not, in the eyes of the transportation union federation, an American union.

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SIU Has Key Role in 'Housing Now' March



Many celebrities attended a demonstration that called for affordable housing and an end to homelessness, including Dionne Warwick who is pictured above with SIU Port Agent Nick Celona.

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President's Report

Our good friends and fellow trade unionists of the 42 other trade unions who share membership with the SIU in the AFL-CIO's Maritime Trades Department continue to support the effort to strengthen the U.S. merchant marine. At our recently-concluded biennial convention in Washington, the convention delegates pointed to the inadequacy of America's merchant fleet and resolved to seek a cooperative effort by the Administration, the Congress, industry and labor to revitalize both shipping and shipbuilding.



The MTD, whose member unions represent workers in all segments of maritime operations asea and ashore, as well as a cross-section of America's organized workers, is the parent body, so to speak, of the highly effective network of maritime councils which function on issues of mutual concern and interest in the various port cities up and down all coasts, on the Great Lakes and rivers.

SIU members should understand the importance of the Maritime Trades Department, which has so often thrown its vital support to Seafarers' causes, just as it has in the causes of other affiliates whenever they have called upon the department for assistance.

As a voluntary association of trade union organizations, the MTD is a classic example of effective inter-union cooperation at all levels, especially at the grass-roots level where it counts so much.

AFL-CIO Convention Highlight

At the AFL-CIO biennial convention, which followed that of the MTD, the highlight was clearly the dramatic appearance of Lech Walesa, the leader of the Polish democratic union movement and inspiration for Poland's struggle for freedom from the yoke of communist party domination. Walesa, an electrician who began the struggle at the Lenin Shipyard in Gdansk, is a worker who has fought in the trenches and who the communists have failed to muzzle despite repeated arrests and jailings.

His appearance at the AFL-CIO convention was in response to an invitation extended to him some eight years ago but which Walesa couldn't accept until now because he feared the communist government would not allow him to return should he have left Poland.

Under his leadership, the free trade union organization known as Solidarity, cracked the control of the communist dictatorship and brought about the first open elections since Russian troops installed the first Polish puppet leadership after World War II.

What is especially significant about this remarkable achievement is that it is the direct result of trade union commitment to democracy. Walesa and his associates in Solidarity alone are responsible for giving Poles the taste of democracy and the hope for a better life. And the material support and encouragement that he was able to muster from beyond his own group almost exclusively came from free labor unions, particularly from the AFL-CIO unions of the United States.

Seafarers should bear in mind, as all Americans should, that in all the mighty struggles against dictatorship and oppression, free trade unions were and are in the forefront of the battle for freedom; against the Nazism and the fascism of Hitler and Mussolini and the communism of Eastern and Central Europe, and wherever else the right to speak out is at stake.

No other part of society plays as critical a role in the preservation of democracy as that of free trade unions. That's why those who seek to curb individual freedom first go after the trade unions.

Our Best Ambassadors

Among the many reasons for maintaining a strong and adequate American-flag fleet of merchant ships manned by American seamen

is that it is in the nation's best interest to show our flag in the ports of the world, particularly when our vessels carry aid cargoes and other expressions of America's show of concern for the well-being of others throughout the world. And, equally important, American seamen can serve, as they so often have, as ambassadors of good will.

Perhaps there can be no more striking example of the correctness of this view than the recent voyage, or rather mission, of the MV Spirit of Texas, operated by Falcon Shipping/Seahawk Management, which left New Orleans with the first cargo of grain for Poland under the new U.S. assistance program in response to that nation's steps toward democracy. This was a historic moment and Seafarers can be proud of the role their union and their union brothers played in the event. The SIU and the Transportation Institute had a representative in Gdynia where arrangements had been made to celebrate the arrival of the Spirit of Texas and the discharge of its precedent-setting cargo.

Details of this great ceremony and the exchange of fraternal greetings between the SIU crew and the representatives of Solidarity, the free Polish trade union, appear elsewhere in the LOG, but I must express our pride in the MV Spirit of Texas crew who handled themselves in a manner that is a credit to their union and to all America. The report from the scene was that they were "outstanding."

The irony in all of this is that some members of Congress who, fortunately, were outvoted by the majority of their colleagues, had attempted to have the Polish aid cargo shipped in foreign-flag bottoms, manned by foreign crews who could care less about creating good will for this nation. Had that been the case in the first shipment of aid cargo to Poland, it would have been what could be referred to, in the fancy language used by diplomats and politicians, as "a missed opportunity."

Fortunately, the American flag flew over the vessel that tied up in Gdynia with U.S. grain and she was ably manned by an SIU crew of good will ambassadors.

Polish Solidarity Officials Study SIU, Training Program

Four officials of the independent trade union, Solidarity (Solidarnosc in Polish) looked to the SIU and the Lundeberg School for ideas that can be adapted in Poland.

The Polish trade unionists were brought to the United States last month as guests of the AFL-CIO, the federation of national and international unions in the United States.

In a meeting with SIU Executive Vice President Joseph Sacco, the four union activists discussed how a trade union can protect its members' job security. Of particular interest to the Solidarity officials was the concept of the hiring hall. Upon hearing of the shipping and manpower procedures used by the communist regime in Poland, Sacco likened it to the crimp

system found in the United States earlier this century.

Edward Radziewicz, chairman of Solidarity's western Pomeranian region and a member of the group's national executive committee, said his union finds itself in a position to change the system instituted by the communists. "But we must act quickly," Radziewicz told Sacco and SIU representatives in the meeting, "because the Polish people are fed up with 40 years under communism and now they want to see changes."

Before 1989, Solidarity had functioned as an underground and outlawed democratic labor union. This year, the communist government collapsed after negotiations with Solidarity that led to elections. Today, Solidarity members hold positions in Parliament and the Prime Minister job.

Other members of the Solidarity team were: Bogdan Zurek, director of the inspection division for environmental protection at Huta Katawice and a vice director of Solidarity's environment committee, Edward Szwajkiewicz, an electrician by trade and a member of the presidium of the Solidarity temporary regional committee based in Gdansk and Tadeusz Piotrowki, secretary-general of the national section of Solidarity's steel workers union.

At the Lundeberg School the Solidarity officials collected information on training and joint labor/management programs.



The Solidarity union members dock a ship in the Lundeberg School bridge simulator.

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Union-crewed Spirit of Texas Arrives in Gdynia with First Food Cargo

SIU Hails Polish Union, Solidarity, in Shipboard Ceremony

GDYNIA, POLAND—Members of the SIU paid tribute to Solidarity, Poland's free trade union, on the occasion of the arrival in the port city of the first U.S.-government generated food cargoes.

More than 11,500 metric tons of sorghum were loaded in New Orleans last month and carried on the SIU-crewed Spirit of Texas, a vessel in the Falcon Shipping/Seahawk Management fleet. The grain arrived in Poland in early November.

Bosun Fred Sellman spoke on behalf of the SIU during a shipboard ceremony on November 2 attended by Solidarity members, the U.S. Ambassador to Poland John Davies, Bishop Czewslaw Domin—who serves as the chairman of the charity committee of the Polish Catholic Episcopate, representatives of the U.S./Polish Commission on Humanitarian Assistance and the Polish and American press.

In a talk described by those present as "emotionally charged" and "moving," Bosun Sellman spoke of the respect American workers had for their brothers and sisters in Poland. Sellman, who has been shipping for 31 years, said SIU members and U.S. trade unionists had watched and listened in awe as Solidarity members brought the communist government down. Solidarity was able to "pull it off by hanging tough, through diplomacy, tenacity and commitment," said Sellman. "When you stop to think about what they did, a handful of people in the shipyard, then they got an entire country behind them, and now it's affecting all of Eastern Europe," marvelled Sellman.

Sellman presented Bogdan Lis, the head of Solidarity's international affairs department and a

member of the group's national executive commission, with a letter from the SIU's President Michael Sacco to Solidarity's President Lech Walesa hailing the role of the independent union in Poland's emerging democracy.

Lis thanked the people of the United States and American unions for their support of the democratic changes taking place in Poland.

A mechanic by trade and a long time opponent of his country's communist system of government, Lis was arrested by the regime in 1984 for his attempts to establish a free labor movement. He was released in late '84, only to be arrested again by the Polish government in 1985.

Lis was given amnesty in 1986 and went on to participate in the round table negotiations early this year between Solidarity and the communist authorities. It was these historic talks that led to the arrangement for elections and an entry of the underground union, Solidarity, into the government.

The SIU also donated four dictaphones to Solidarity. In presenting the office equipment to Lis, Sellman said the SIU hoped the dictaphones would be of help to Solidarity members, office workers and officials.

The SIU's ship committee, comprised of Sellman, Secretary Raymond Jones, Education Director J. Badgett, Engine Delegate Edward L. Haymie, Deck Delegate Teddy Daniels and Steward Delegate Larry Aldridge, handed out SIU pins, caps, scarves and jackets to Solidarity members.



Bosun Fred Sellman presents Solidarity officials with SIU pins, caps, jackets and scarves after a shipboard ceremony on the occasion of the arrival of the first American food cargoes to Poland. Accepting the SIU gifts are Solidarity officials Bogdan Lis (center), Andrzej Brzowski, Bogdan Olszewski and P. Wodyk. Adrian Karatnicki of the AFL-CIO's International Affairs Department (left) looks on.

The Solidarity officials participating in the event thanked the SIU for its support of their struggle and presented the union with one of the organization's bronze medallions.

The ceremony on the Spirit of Texas was covered by Solidarity and European press. The union found it unusual that none of the footage filmed by American television stations was available.

Solidarity ("Solidarnosc" in Polish) was born in the shipyard of Gdansk, Poland in 1980. It operated as a legal and independent trade union until the crackdown of December 13, 1981 when the country's communist authorities imposed martial law, confiscated Solidarity's property, seized its funds and jailed many of the organization's leaders and activists.

During the time Solidarity operated underground, the American labor movement, through the AFL-CIO and its affiliates, sent the

union printing presses, computers, mimeograph machines, printer's ink, video cameras and radio broadcasting equipment.

Working underground, the banned Polish union interrupted government radio broadcasts to deliver the message, "Solidarity Lives." By 1985, 400 underground newspapers were being printed and distributed in Poland. In 1988, Solidarity implemented successful strikes.

On April 5, 1989, the communist government signed an agreement with Solidarity to restructure the government and hold elections. Today, Solidarity members have been elected to many parliamentary seats.

The food cargo on the Spirit of Texas was the first sent under the American government's Polish aid program announced by President Bush during his visit to Eastern Europe last July.

Detroit News Interviews Sellman

When John Peterson, a reporter for the Detroit News, was writing a story on American labor's early and constant support for Solidarity he wanted to interview one of the thousands of U.S. trade unionists who gave money, time and hope to the outlawed Polish union.

The AFL-CIO, knowing SIU members had just been in Poland delivering food cargoes carried on the Spirit of Texas, suggested Peterson call the SIU.

In a ship to shore call, Peterson interviewed SIU Ship Chairman Bosun Fred Sellman for an article that appeared in the Detroit News on Sunday, November 12.

What follows are excerpts of the interview with the 57-year-old Bosun.

Peterson: What kind of reception did you receive when you docked in Gdynia?

Sellman: They were evidently looking forward to our being there. Even the people up town when they saw you on the street knew that you were from the Spirit of Texas just by the way we were dressed and the way that we looked. They went out of their way to be nice. Everybody treated us like kings... every place we went.

Peterson: What kind of stories did

tomorrow because the government would come down on them so tight, put them under house arrest, first one thing and another, .. and then tensions would ease a little bit... based on the premise that they had learned their lesson. ... But as soon as they let them go back to work, they started the

them up. They're not going to quit and they hung in there and they did it.

Peterson: During your 31 years as a seafarer, have you had any experiences that equal this one in terms of emotion?

Sellman: Nothing, nothing that would equal this. It was like electricity going through everything over there. They know it's not going to happen overnight and they know it's going to be slow and long in coming... Still, they're excited about it. Does that makes sense to you? It comes across to you, the people in the restaurants, the people just sit around in the shops. They're excited. It's like hey, we just had triplets, but you don't want to brag about it. I think they're also afraid to make too much out of it, because they don't want to make waves until it's been longer and they're a little more secure with their freedom. They're still thinking well maybe if somebody changes their mind, they'll come in here and clamp down on us again.

Continued on page 13



the Polish workers tell?
Sellman: Well, they told some tales about how really at times they had no guarantee they'd be around

same thing again. That was my point when I said that by tenacity and commitment they had pulled something off that they couldn't have done by confrontation. I guess they finally just wore the authorities down. Now they're too popular, you can't really do anything to them, but neither can you shut

Panama Debacle Exposes Phony Theory Of 'Effective U.S. Control'

With Panamanian dictator Manuel Noriega thumbing his nose at the United States, the ridiculousness of the so-called U.S. effective control over American owned foreign-flag vessels operating under the Panamanian registry is a cause of extreme embarrassment for the United States.

Relations between Panama and the United States could only get worse if there was a shooting war. Earlier this month, President Bush announced an all-out effort to support with materials and finances Noriega's opposition.

LOG Feature

Meanwhile, the United States government policy labels ships that fly the Panamanian flag owned by U.S. citizens as under the nation's "effective control" for military purposes.

For years, the American government has sidestepped its responsibility to maintain a strong U.S.-flag merchant fleet by insisting that American-owned but foreign-registered ships are available

U.S. policy labels ships flying the Panamanian-flag as 'effectively controlled' for military purposes.

to the United States in times of national emergency or war.

One of the principal havens for these runaway-flag operators is Panama, where the current military and political debacle, coupled with longstanding efforts by the U.S. government to topple General Noriega's regime, explodes that myth of "effective control."

On the one hand, the Department of Defense considers Panamanian-flag vessels owned by U.S. citizens to be part of the fleet that would transport troops and cargo in the event of a military mobilization. On the other, two U.S. federal courts have indicted Panama's ruler on drug trafficking charges, and President Bush has severed diplomatic relations with the Noriega regime.

Noriega — responsible for the brutal beatings of Panamanian opposition leaders and condemned throughout the world for election fraud — gleefully boasts of his power as Panama's strong-man, and insists he will continue to dodge pressures from the United States to bring him to justice on the drug charges.

While raising the Panamanian flag during a birthday celebration shortly after American courts announced the drug-running indict-

ments, Noriega said no Panamanian ruler would let his country become another star in the U.S. flag.

"We will stay with this flag and with this commander," concluded the man who ultimately controls Panamanian-flag ships.

Yet, in the event of a military conflict, the U.S. government maintains it could "requisition" ships flying the Panamanian flag if the vessels meet American ownership requirements.

What makes the Department of Defense believe that, in time of an American crisis, Manuel Noriega would turn in his uniform as a general in the Panamanian Defense Force for a uniform as an admiral in the U.S. Navy?

This fairy tale scenario is based on agreements made by American foreign-flag owners stating they will make their ships available to the U.S. government in the event of a national emergency. As a reward for this pledge, the runaway operator is eligible to participate in a war risk insurance program offered by the Maritime Administration.

'Patriotism of Convenience'

The long-standing so-called "effective U.S. control" policy (EUSC) has come under continuing attack from the SIU and other maritime unions because of its fraudulent nature. Arguing that the EUSC notion is unrealistic and a sham, the SIU has pointed out that the national interests of a foreign country will not always coincide with American security strategies.

Furthermore, the SIU has emphasized that crews on foreign-flag vessels have no allegiance to the United States.

Proponents of a runaway flag fleet — including the nation's oil giants — claim that "effective U.S. control" demonstrates their patriotic tendencies.

But this is little more than "pa-



triotism of convenience." They may pledge their allegiance to the American flag, but their first allegiance is to the profits they amass because they have reflagged their vessels abroad.

The flag-of-convenience operators have run away to overseas registries precisely to evade U.S. taxes, enjoy the ability of hiring low-wage foreign nationals, avoid Coast Guard safety regulations and prevent exposure of their earnings in foreign currencies.

SIU Denounces Sham

In the September issue of the Seafarers LOG, SIU President Michael Sacco blasted the government's policy of rigidly including foreign-flag vessels in U.S. national defense figures. Citing the Panamanian crisis, Sacco noted these inflated and fake numbers could lull the United States into a false sense of complacency.

Relying on any theory that Noriega would allow Panamanian-flag vessels to take part in an American military mobilization makes the United States "look a little silly," the union noted.

Although the U.S. government persists in clinging to its hollow theory of so-called "effective control," Sacco questioned whether, in time of national crisis, the United States would be able to count on an indicted drug trafficker shunned by the international community to come to its aid.

"What does it take to wake up America?" asked Sacco.

American military policy maintains a "forward strategy" of waging any conflict on the enemy's doorstep. That defense capability requires adequate and reliable

sealift power. The delusion of "effective control" creates a false sense of security and puts the United States at the mercy of unreliable foes like Manuel Noriega.

America Held Hostage

The Commission on Merchant Marine and Defense, established by the government to determine the ability of today's American fleet to meet our security needs, warned in its third report published in 1988 that the militarily useful portion of the EUSC fleet can be expected to decline from the current total of 129 to only 53 ships by the year 2000.

Chaired by Admiral Jeremiah Denton, a former Republican senator from Alabama, the prestigious commission pointed out that the nation should not be deluded into believing that all runaway vessels are militarily useful.

What's more, the commission made clear that America cannot rely on the runaway-flag operators for military sealift capability. In words that cannot be misunderstood, it declared that America "cannot be held hostage to foreign economic strangulation."

The report also addressed the potential for political differences that might arise between the United States and the runaway-flag havens, pointing out "the United States cannot in policy or practice depend on foreign assets, alone or in part, for assistance in situations where there are no commitments from our allies."

Runaways Bring Cash to Panama

The finance minister of Panama recently stated the income to his nation from its flag registry was close to \$10 million in U.S. currency per year.

The head of SECNAVES, the authority that oversees Panama's shipping registry, claimed the country's treasury receives a direct annual income of \$30 million in U.S. currency. Another \$50 million is received in the form of fees paid to Panamanian agencies, lawyers and representatives who maintain offices for foreign-based companies.

In other words, at a time when the Bush administration has committed itself to overthrowing the Noriega regime, it continues to encourage American shipowners to fatten Panama's treasury by operating their ships under that nation's flag.

U.S. Parent Company Foreign-Flag Merchant Ships (As of July 1, 1988)

Country	No/Ships	DWT	F	B&O	T
Liberia	172	17,141,659	18	20	134
Panama	53	3,599,371	26	8	19
Bahamas	23	2,906,434	1	22	
Honduras	3	21,335	3		

F: Freighters; refrigerated and unrefrigerated break bulk vessels, containerships, partial containerships, RO/RO barge carriers, cruise.
B&O: Bulk dry bulk or combination liquid/dry.
T: Tankers; crude petroleum, petroleum product, chemical tankers, LNG and LPG tankers.

Source: Office of Trade Analysis and Insurance, Maritime Administration, U.S. Department of Transportation.

There are 251 ships owned by Americans under the four registries recognized as 'effectively controlled' by the United States.



Pictured above is a Panamanian-flag vessel docked at a U.S. port. In 1988, the United States government counted 53 ships under Panamanian registry that are owned by American interests.

How EUSC Policy Got Its Start

During the war of 1812, a number of American shipowners transferred their vessels to Portuguese registry to avoid capture by the British Navy.

This strategic maneuver was a matter of military convenience and was employed only in wartime.

Although there were always some American shipowners who have resorted to foreign-flag registry, the practice never amounted to much until World War II.

The Merchant Marine Act of 1936 provided for military requisitioning of vessels "documented under the laws of the United States." This was part of a concerted effort to help rebuild an American maritime industry that had been allowed to rust in layup in the years following the First World War.

When allied shipping faced heavy damages inflicted by German U-boats, and the Neutrality Act of 1939 tied this country's hands when it wanted to extend shipping assistance to the allies, the American government encouraged U.S. shipowners to transfer their vessels to the friendly registries of Panama and Honduras.

Flying the neutral flags of the two Latin American countries, these American-owned vessels were thus able to carry supplies to the allied forces with less risk of being torpedoed.

Meanwhile, the Merchant Marine Act's requisitioning language was changed in 1939 so that instead of providing a maritime mobilization effort limited to vessels "documented under the laws of the United States," it extended the mobilization reach to include vessels "owned by citizens of the United States."

As a result, when the United States entered the war, the American-owned vessels flagged in Panama and Honduras automatically came under control of the American government.

Bargain Basement Registries

After World War II — with hundreds of war-built ships available to enter the shipping trades — the tax-free status, cheaper labor and fewer regulations afforded by the Panamanian and Honduran

registries made it attractive for the oil monopolies, fruit companies, other carriers and many fly-by-night operators to actively seek out foreign-flag accommodations.

The mass exodus from the American flag was exacerbated by a program called "trade-out-and-build" enunciated by the Maritime Administration. MarAd claimed the transfer of war-built ships to the Panamanian, Honduran and Liberian flags would promote shipbuilding at home.

Maritime unions attacked the wholesale transfer to runaway registries, pointing out that such actions weakened the nation's security interest. Leaving a gaping hole in our defense capability, the unions argued, was a gamble not worth risking.

The oil companies and other supporters of runaway flags prevailed on the Department of De-

The mad desire of the runaway-flag owners to save a buck does not square with U.S. security interests.

fense to endorse their efforts. This collusion resulted in the 1948 promulgation of the theory of "effective U.S. control." Maritime unions and military officers were assured by DOD and the State Department that this mysterious tie would inexorably bind the runaway-flag operators and their vessels to American interests.

The Maritime Administration, in turn, made lucrative American war-risk insurance available to vessels operating under the fraudulent "effective U.S. control" theory. This valuable asset made Panamanian and Honduran flags and the Liberian registry, established in the late 1940s, an even better deal for American shipowners.

Since 1948, maritime unions have repeatedly pointed out that the mad desire of the runaway-flag operators to save a buck does not square with America's national security interests.

'Effective Control' Proves To Be A Sham in Crisis Situations

Although American military mobilization plans include American-owned vessels flying the Panamanian, Honduran and Liberian flags — and since the early 1980s, the Bahamian flag — when actually called to action, the notion of "effective control" has crumbled.

American maritime unions have pointed out that the phony umbilical cord of "effective control" is based on agreements — not treaties — with the governments of Panama, Honduras, Liberia and the Bahamas. Under international law, the unions note, only the state of registry has the right to requisition vessels flying that country's flag.

As recently as April 1988, the government's General Accounting Office (GAO) issued a report stating that EUSC ships "may not be requisitionable simply on the basis of ownership by foreign subsidiaries of U.S. corporations..."

Many instances have brought America face to face with the fallacy of "effective control."

• In 1960, the Soviet Union dangled a few dollars under the noses of the runaway owners for

lucrative oil transport charters. At a time when the Soviets were strengthening their position in Cuba, in open disregard of U.S. interests, American runaways carried millions of tons of petroleum from the USSR to Castro's government.

• During the war between Egypt and Israel in 1973, the U.S. tried to make good its pledge to aid Israel. The United States was ready to ship military and civilian supplies to its beleaguered ally. But it found itself blocked from using American-owned vessels flying the Liberian flag. Why? Because the Liberian government had hastily passed an executive order prohibiting the use of Liberian-flagged vessels in U.S. efforts to support Israel's cause.

• The Military Sealift Command chartered some American-owned foreign-flag vessels to transport supplies during the Vietnam conflict. The government agency reported that, in some cases, the ships were prevented from sailing by crewmembers who opposed American policies in Southeast Asia.

World Ranking of Countries' Merchant Fleets Based on Number of Vessels—1988

Rank	Country	Number	DWT (000)
1.	Panama	3,279	66,119
2.	USSR	1,795	22,314
3.	Liberia	1,550	96,406
4.	Japan	1,437	51,253
5.	Greece	1,270	45,910
6.	China	1,211	17,992
7.	Italy	516	11,354
8.	Philippines	486	12,495
9.	United States	456	20,727
10.	Korea	455	10,715
11.	West Germany	448	4,874
12.	Netherlands	437	4,217
13.	Spain	418	7,871
14.	Singapore	416	11,717
15.	United Kingdom	395	11,769
16.	Brazil	333	9,973
17.	India	332	9,985
18.	Turkey	324	4,967
19.	Indonesia	319	2,181
20.	Norway	279	10,828
21.	Denmark	239	6,561
22.	France	227	7,942
23.	Taiwan	194	6,791
24.	Sweden	181	2,114
25.	Malaysia	167	2,266
26.	Argentina	153	2,955
27.	Senegal	148	*****
28.	Egypt	135	1,330
29.	Saudi Arabia	134	4,626
30.	Honduras	119	550
31.	Bulgaria	115	*****
32.	Mozambique	104	*****
33.	Iran	101	*****
34.	Thailand	100	624
35.	Finland	89	1,539
36.	Canada	85	951
37.	Australia	78	3,649
38.	Belgium	76	3,465
39.	Venezuela	75	1,299
40.	Mexico	72	1,854
41.	Madagascar	71	*****
42.	Algeria	63	1,496
43.	Kuwait	62	3,193
44.	Portugal	58	1,668
*45.	Ecuador	52	568
*45.	Peru	52	889
46.	Cameroon	49	*****
47.	Morocco	44	474
*48.	Bangladesh	41	413
*48.	Colombia	41	579
*48.	Iraq	41	842
49.	Israel	40	631
*50.	Chile	38	754
*50.	Sri Lanka	38	833
51.	Pakistan	36	603
52.	Dominican Republic	35	*****
53.	Nigeria	34	524
54.	Zaire	31	*****
*55.	Libya	29	*****
*55.	Switzerland	29	508

*Denotes countries of equal rank.

The table was compiled by the Transportation Institute from data provided by the following sources: Maritime Administration, Office of Technology Assessment, United States Trade Representative, United Nations Conference on Trade and Development (UNCTAD), Organization for Economic Cooperation and Development (OECD) and Shipbuilders Council of America.

Biennial MTD Convention Delegates Urge Passage Of National Shipping and Shipbuilding Policy

Continued from page 1

lich Bentley (R-MD), AFL-CIO Secretary Treasurer Thomas R. Donahue and AFL-CIO Director of Legislation Robert McGlotten.

Delegates attacked Eastern Air Lines for the company's union busting tactics that resulted in the current nine-month long strike being waged by MTD affiliates, the International Association of Machinists and the Air Line Pilots Association. The two unions are joined by the union representing Eastern flight attendants, the



SIU President Michael Sacco opens biennial MTD meeting.

Transportation Workers Union. MTD unions pledged to stand with their Eastern brothers and sisters by joining picket lines, providing material and monetary assistance.

The convention maritime policy resolution passed with unanimous support of the delegates. It called for creation of a cabinet-level position with oversight responsibility for maritime affairs, endorsed a national sealift policy, affirmed the need to exclude maritime services from world trade negotiations, urged the U.S. government to take steps to address the projected manpower shortage in ship construction, repair and operation and called for implementation of a comprehensive program to revitalize the U.S.-flag fleet.

MTD Executive Secretary Treasurer Jean Ingrao reported that all affiliates had backed the AFL-CIO's boycotts and pledged continued support of the United Mine Workers in their fight with the Pittston Company, a conglomerate that unilaterally cut off the health coverage of 1500 mine worker retirees, widows and disabled minors. The MTD delegates urged Congress to pass legislation that would provide a mechanism to ensure funding of benefits programs for the striking mine workers.

Senator John Breau (D-LA) said Congress would not allow a weakening of the nation's cargo preference laws. Speaking of the Senate's maritime agenda for next year, Breau said there was a great deal of interest in "cash transfer," the term used to describe a policy

of having recipients of American foreign aid buy goods manufactured or produced in the United States and shipped on U.S.-flag vessels.

Breaux noted that in his 17 years in Congress he had never seen as much willingness to take positive action in support of maritime. He congratulated the MTD for its work defending shipping and shipbuilding workers and pledged, "I will not do anything without sitting down with you and making sure you are part of the program to put maritime back in the forefront."



Breaux

Speaking on behalf of TRANSCOM, the joint defense agency that coordinates air, sea, rail and highway transportation for the military, Major General John Stanford said the nation's forward defense strategy demands a viable, healthy U.S.-flag fleet. "A forward defense strategy means we can defend this country on any beachhead in the world," said Stanford. "We need the capability to deploy rapidly, to move troops and to sustain them. . . 95 percent of what we carry to war would be carried on U.S.-flag carriers."

Stanford said TRANSCOM is "absolutely concerned" that no new commercial ships are being built in the U.S. and that trained seafarers are in decreasing supply. In concluding, he told the delegates, "TRANSCOM is your advocate. Use us as your advocate."

Congressman Richard Gephardt (D-MO), who serves in the leadership of the House of Representatives, spoke of the trade imbalance and national deficit confronting the United States. He recalled a meeting with Japanese businessmen who told him the United States should denominate dollars to yen. "I am reminded," he said, "of the old adage—creditors make demands, debtors accept and follow demands. Debtors are weak."

Gephardt said it was time for Congress and the administration to institute fair trade, so an American businessman had just as fair a shake in Japan as a Japanese businessman has in the United States.



Delegates to the biennial MTD convention are pictured above in the meeting's opening session.



Bentley

Congresswoman Helen Delich Bentley (R-MD) told the delegates bluntly, "If we should have to defend freedom, we cannot do it with fast food hamburgers and french fries out of the service economy." It will take a strong merchant marine, she said. She charged that bureaucrats were giving America away to foreigners, to the detriment of the United States. "We need a revolution of spirit, a spirit that says America is number one

in the world's merchant fleets and the number one industrial nation."

AFL-CIO Secretary Treasurer Thomas R. Donahue called for a national "maritime policy that assures a fair share of both government and commercial cargoes" are allocated to U.S.-flag carriers. Robert McGlotten, the AFL-CIO's legislative director said "Politics is the name of the game," and called on delegates to get involved in fed-



Donahue

Continued on page 25

AFL-CIO Delegates Honor Lech Walesa

WASHINGTON, DC—The 1989 Biennial convention of the AFL-CIO was marked by the presence of Lech Walesa, the shipyard electrician who heads Solidarity, Poland's free trade union movement, and the reaffiliation of the United Mine Workers Union to the "house of labor."

"A vast movement for democracy and freedom is developing in my country," said Walesa. "It is changing the political face of Poland and of the world. And that movement has been made possible only through the peaceful struggle of working people, of trade unionists like you and I," Walesa told the hundreds of delegates attending the AFL-CIO's 18th Constitutional Convention during his November 14 speech.

The reaffiliation of the United

Mine Workers signals a strengthened solidarity among U.S. unions. AFL-CIO President Lane Kirkland welcomed the Mine Workers and five other unions that have affiliated with the AFL-CIO in the last ten years. "Today, we can proudly say that this movement is more united in solidarity and is more broadly representative of the whole family of labor than it has been for at least half a century," Kirkland said.

In other convention action, delegates mapped out organizing strategies, legislative initiatives, programs to increase membership services and unanimously re-elected AFL-CIO President Kirkland and Secretary-Treasurer Thomas R. Donahue to another two year term.



Solidarity leader Lech Walesa (middle) is pictured above with SIU President Michael Sacco and his wife Sophie at the AFL-CIO convention.

ADMINISTRATION UNVEILS NATIONAL SEALIFT POLICY

The administration unveiled its long-awaited policy statement on sealift last month to generally unfavorable reviews. It's not what the administration said, it's what it failed to say.

"The administration's policy looks good on paper, but in practice, it is hollow because it offers no new approaches," said Congresswoman Helen Bentley (R-MD).

The policy statement, said James Henry, president of the Transportation Institute, an association of 140 U.S.-flag operators, is "a pale reflection of previous drafts" that "adds little more than platitudes to the body of maritime statutes already in effect."

"It is unfortunate that an initiative that is the culmination of much concerted effort on the part of the industry and defense planners reflects so little of the input of either."

In contrast to its predecessor, the Bush administration said the American-flag merchant marine would be the first source of sealift, and it de-emphasized the role of the reserve fleet. But these welcome changes were all but obscured by the administration's failure to back up its words with any concrete commitments.

In issuing the statement, the administration stressed that while it supported a strong American-flag merchant marine, it is opposed to legislation introduced in Congress earlier this year incorporating recommendations made by the President's Commission on Merchant Marine and Defense.

Furthermore, the administration's sealift policy paper remained deliberately vague on new monies for the maritime industry.

Representative Bentley also blasted the notion that foreign-flag vessels would be available to the United States in a time of war. "The sealift policy is flawed because it makes the unfortunate assumption that U.S.-owned, but foreign-flagged vessels, coupled with allied shipping resources will

be readily available to the U.S. in the event of a war or national emergency.

"There is a continuing belief, despite past actions to the contrary, that our allied and foreign mariners are willing to participate in our problems," Bentley said.

After a short introduction reaffirming the importance of sealift to the nation's defense strategies, the policy statement made the following six points:

- The U.S.-flag merchant marine, to the extent that is possible, will be relied upon to provide sealift in peace, crisis and war. In peacetime, the Department of Defense will operate the minimum number of sealift ships, including reserve ships, to meet the Joint Chiefs of Staff's exercise requirements which cannot be accommodated by U.S.-flag vessels.

- The U.S. might be forced to act unilaterally to protect its interests, and when it does, sufficient American sealift sources must be available.

- In addition to the U.S.-flag merchant marine, the U.S. will continue to rely on the so-called effective U.S. control vessels.

- The Department of Defense will determine sealift requirements and coordinate its efforts with the Department of Transportation.

- The Departments of State and Transportation, the Special Trade Representative and other appropriate agencies shall ensure that international agreements and federal policies protect our national security interests and do not put the U.S. industry at a disadvantage.

- The development and implementation of specific sealift and supporting programs will be made with full consideration of the costs and benefits involved. New programs to enhance our ability to meet national security requirements shall compete for resources with other national security programs.



Ships like the Tropicana, pictured above, were cited by the National Transportation Safety Board for widespread safety violations in a study released last month. The Tropicana was singled out for refusing to install smoke detectors and was listed among several hazardous foreign-flag cruise ships.

Study Blasts Safety Record Of Foreign-Flag Cruise Ships

NTSB Urges Greater Government Control

The government's safety watchdog agency, in a report to Congress released last month, charged that many foreign-flag cruise ships operating from U.S. ports and carrying American passengers are floating safety hazards that could lead to a major sea disaster. The National Transportation Safety Board (NTSB) study recommended greater and more stringent regulation of the foreign-flag passenger ship industry.

Among the safety threats cited by the government agency found on foreign-flag cruise ships, particularly the day trip vessels docking in Florida, were the inadequate training of crewmembers, the inability of the crew to communicate in a common language with each other or the passengers, employees that didn't know how to fight fires and poor safety procedures.

NTSB investigators said many cruise ships registered in Liberia, Panama and the Bahamas were particularly hazardous. Vessels singled out in the report were the Tropicana that sails from Port Everglades, Viking Princess from the port of Palm Beach, Discovery 1 from Miami and the entire Sea-Escape fleet.

'Life Rafts That Won't Float'

Among the unsafe conditions found by agency investigators were rotted fire hoses, broken sprinkler systems, life rafts that wouldn't float and fire doors that wouldn't close.

The agency criticized Carnival Cruise Lines for refusing to cooperate with a government investigation of an accident involving the company's ship Celebration and a Cuban freighter last February. The incident, which happened in international waters, left three Cuban seamen dead. The NTSB recommended the Coast Guard be extended authority to investigate international water accidents involving foreign-flag cruise ships based in the U.S. and patronized by Americans.

Noting that American lives are

at risk, the NTSB urged greater governmental control over foreign-flag cruise ships. Investigators recalled instances where the cruise ship companies had refused to follow NTSB or Coast Guard recommendations. The Tropicana's owners, for example, had resisted placing smoke detectors on the vessel, despite Coast Guard complaints.

The study found crewmembers unable to communicate in a common language.

While American mariners are subject to alcohol and drug tests, foreign seamen working on foreign-flag vessels sailing in American waters and carrying U.S. citizens are not. The agency called for legislation granting Coast Guard authority to test employees aboard foreign-flag vessels operating regularly from U.S. ports.

Other recommendations in the report were mandatory centralized automatic fire controls, ventilation systems that shut down in the event of a fire, fire doors equipped with release mechanisms, automatic sprinklers and regularly conducted emergency drills.

The agency suggested that crew language barriers be eliminated by having at least 75 percent of the crew able to communicate in English. The NTSB also urged better and ongoing crew training, fire fighting classes, onboard manuals available to all crewmembers on their ship's operation and better dissemination of shipboard emergency procedures.

The NTSB's report is now before Congress. Consideration of the findings will begin in next year's legislative session.

Great Lakes Members Approve New Contract



SIU members sailing aboard the four vessels in the Inland Lakes Management fleet approved a new four-and-a-half year contract last month. Pictured above with SIU Bosun Jim Shupert (center) are the union's Great Lakes Vice President Byron Kelley (right) and Algonac Port Representative Andy Goulet. Behind them is the vessel E.M. Ford.

ITF General Secretary Upholds IMU Suspension

The head of the International Transport Workers Federation (ITF) has ruled that the Cayman Islands-based International Maritime Union (IMU), a group with connections to District 1 MEBA/NMU, can no longer claim to be an American organization for purposes of the ITF's flag-of-convenience (FOC) organizing campaign. The decision was made public in an October 16 communication from Harold Lewis, the ITF's general secretary, to representatives of seamen's unions from around the world.

American unions, under ITF policy, have the first shot at organizing seamen working on for-

ign-flag vessels that are owned by U.S. citizens. The ITF, an international federation of transportation unions, allows a bona fide national seamen's group first jurisdictional rights to flag-of-convenience vessels owned by individuals of the same nationality.

Once a ship is organized by the national union, the contract is submitted to the ITF's Fair Practices Subcommittee to determine if it meets ITF standards. Upon approval of the collective bargaining agreement, the ITF issues the signatory company a so-called Blue Certificate that signals to the world's maritime community the vessel is operated with a union contract.

Questions about the IMU's legitimacy were raised by District 2 MEBA and the SIU at a May meeting of the ITF's Fair Practices Committee, a forum that brings together the world's free seamen's unions. The two U.S. unions asked how a Cayman Islands-based group could represent itself to foreign seamen's unions and to owners of foreign-flag vessels as being "American."

At the May meeting, the ITF suspended the issuance of Blue Certificates to companies that had signed collective bargaining agreements with the IMU until an investigation had been completed to determine the nationality of the organization.

In his October 16 communication, Lewis said prior to the March 1988 merger between District 1 MEBA and the National Maritime Union, the IMU was considered by both the ITF and the NMU to be an affiliate of the NMU. In September, Lewis was informed by the president of District 1 MEBA/NMU that the "IMU did not become an affiliate of MEBA by virtue of the District No. 1 and National Maritime Union merger, nor has the IMU since attained the status of an MEBA affiliate."

"In light of this information," said Lewis, "there are no longer any grounds, by any test, for regarding the IMU as effectively American. . . . My conclusion, then, has to be that the IMU is no longer qualified to negotiate or conclude collective agreements for U.S.-owned FOC ships within the terms of ITF policy and practices and has not been so since the NMU's merger with MEBA District 1."

Lewis also informed the ITF's member unions that the "practical consequences" of the decision would be considered in further communications.



Mel Pelfrey

Mel Pelfrey Of D2 MEBA Dies at 59

Melvin H. Pelfrey, Great Lakes vice president of the District 2 Marine Engineers Beneficial Association-American Maritime Officers, died of a heart attack while on vacation in Colorado on October 17.

Known to many as a champion of U.S. Great Lakes mariners for more than 30 years, Pelfrey, 59, chaired the Great Lakes Task Force, a government/labor/industry coalition that promoted legislative programs to promote maritime growth in the eight-state region.

He was also president of the AFL-CIO Maritime Trades Department Toledo Port Council, vice president of National MEBA, trustee of the District 2 MEBA-AMO Pension, Medical, Vacation and Safety and Education Plans.

Pelfrey was the son of a steelworker. He left home shortly after high school to work in the "Pittsburgh Fleet" of the Great Lakes iron ore carriers owned and operated by the former U.S. Steel Corporation. He obtained his first licensed position in 1954.

In 1956, the Ohio native helped organize and lead a successful three-week strike for union recognition. The action resulted in a three-year contract that included many significant improvements: overtime for work in excess of 40 hours a week—rather than the industry standard of 56 hours before overtime, paid holidays and vacations and seniority in hiring.

By 1957, Pelfrey had been elected vice president of what was to become District 2 MEBA. In 1978, he was named to his first term as Great Lakes executive vice president of the union.

Pelfrey and District 2 MEBA President Raymond McKay established the world's first fully integrated bridge-engine room-radar/ARPA ship simulator training program at the union's Toledo facility in 1980.

The daily newspaper of Toledo, OH, the Toledo Blade, eulogized Pelfrey in an editorial. Pelfrey, said the newspaper, raised Toledo's status as a first class port and stabilized labor relations in the city "without sacrificing an iota of commitment to trade unionism. Toledo is known first and foremost as a labor town, and no one carried labor's flag more proudly, or with greater integrity, than Melvin Pelfrey."

Coast Guard Proposes New Tankerman and Z-Card Rules

The U.S. Coast Guard is proposing changes in the issuance of merchant mariner documents and the status of pumpmen and tankermen in an effort to prevent oil spills like those that wrecked America's coasts this spring.

The regulations were presented to the public in the Federal Register last month and the Coast Guard is soliciting commentary. Spokesmen for the agency said the government would like to see the new regulations in place by early next year. Currently, the Coast Guard is holding hearings around the country to encourage suggestions on the possible changes.

The agency has proposed the issuing of new Coast Guard documents every five years. In the event such a proposal is enacted, the Coast Guard proposes that individuals already in possession of a Z-card be allowed to keep their documents for up to five years after the law is adopted.

The changes regarding tankers and barges would eliminate the pumpman and tankerman endorsements as they now are written. In their place, the Coast Guard is proposing endorsements in the following categories: Tankerman-PIC (person-in-charge) for tankers, Tankerman-PIC for barges, Tankerman-Assistant and Tankerman-Engineer.

According to SIU Assistant Vice President Augie Tellez, who has been monitoring the Coast Guard's proposals, the suggested changes should not result in lower manning scales. He said there is a possibility that personnel could be increased.

The proposals, as presented, require tankers of more than 5000 gross tons to carry a minimum of two tankerman-PIC's, three tankerman-assistants and two tankerman-engineers. On tankers of less than 5000 gross tons, the proposals call for at least two tankerman-PIC's and two tankerman-engineers unless only one engineer is required.

Bill Eglinton, director of vocational education at the Seafarers Harry Lundeberg School of Sea-

manship, reported his group is prepared to change course material to accommodate the new regulations. If the proposed tankerman rules go into effect, new classes covering Coast Guard endorsements for dangerous liquids and liquified gases will be added to the curriculum, he said.

"After speaking with Christopher Heizer at Coast Guard headquarters, it appears our currently approved tankerman course will suffice for our pumpmen and tankermen engaged with dangerous cargoes," Eglinton said. "However, our LNG tanker personnel may need a different course."

If the new endorsements are adopted, the Coast Guard said Lundeberg School class certificates will be accepted as a substitute for their tests. Both Tellez and Eglinton view this as a positive step because Lundeberg School courses can emphasize hands-on training.

Senate Leader Backs Down On Cargo Preference Fight

Senators who proposed that food cargoes to Poland be exempted from the nation's cargo preference laws threw in the towel on November 14 and withdrew their amendments.

"Let me be candid, I have decided not to offer these amendments because I do not have the votes," said Senate Minority Leader Robert Dole, a leading proponent of farm interests that have long sought to ship American food aid on foreign-flag vessels.

As a result, both the House and Senate versions of the Polish aid bill are free of any changes in existing cargo preference laws that require 75 percent of American food giveaways to be carried on U.S.-flag ships.

For the past several months, long-time cargo preference opponents have tried to capitalize on the emotional events in Eastern Europe by seeking a waiver of

U.S.-flag shipping requirements on food cargoes going to Poland.

Last month, the House of Representatives defeated a similar proposal in October by a vote of 228-170 after a dramatic floor debate.

'Let me be candid . . . I do not have the votes.'

— Senator Dole

Speaking at a convention of the Maritime Trades Department of the AFL-CIO this month, Sen. John Breaux (D-LA) questioned the real motives of the amendment's backers. If they were really concerned about cutting costs, he said, then "why not just buy the grain from Argentina or Brazil? I'm sure Senator Dole wouldn't support that."

SIU Gov't Services Division Lends Hand in Earthquake Clean-up

SIU members who work for the Military Sealift Command helped to clean the MSCPAC headquarters last month after the Oakland (CA) building was rocked by the largest earthquake to hit the region since 1906.

The five-story facility suffered minor structural damage to some walls, windows and steps. File cabinets and picture frames crashed to the floor during the 17 seconds of rumbling. The building was closed for 14 hours after the quake to make sure there was no more damage.

Most employees were given two days of administrative leave as water was not available for 40 hours after the disaster.

SIU members, who sail in un-

licensed positions on MSCPAC vessels, came to the command's building in Oakland to lend a hand. Some were there at the time of the earthquake because they had been awaiting their next ship assignment.

Navy ships, helicopters and Seabees provided emergency services and assisted in the recovery efforts following the earthquake. The USNS Mercy housed a large number of Seabees who worked to restore vital services to Naval Supply Center Oakland and other military installations. The hospital ship also stood by with emergency medical facilities that included extensive blood bank services.



MSCPAC unlicensed mariners, awaiting reassignment in Oakland last month when the Northern California earthquake struck, help clean the command headquarters. Unlicensed mariners working for MSCPAC are members of the SIU.

SIU Member Is NATO Scholar

A 14-year veteran of the SIU has been awarded a North Atlantic Treaty Organization (NATO) endowment to study the effects of petroleum pollution on the oceans. As part of his scholarship studies, 35-year old James Gravelek participated in the SIU's new oil spill prevention and emergency containment and clean up course at the Lundeberg School of Seamanship.

Currently enrolled at Cleveland State University in Ohio and working towards a masters in urban studies, Gravelek has narrowed the focus of his studies to environmental risks posed by marine transport of hazardous chemicals.

To this end, he obtained the NATO fellowship to inventory maritime accidents involving liquified gases, other bulk chemicals and chemicals transported in package form in U.S. waters since 1983 and to list counter measures such as cargo transfer, recovery at sea and chemical treatment used in these events.

Deck-department member Gravelek is excited about his studies and the NATO scholarship. "It is quite an honor," Gravelek said. "It also is quite a challenge and I look forward to it."

Since attending the Seafarers

Harry Lundeberg School of Seamanship as a trainee, Gravelek has continued to pursue a maritime education. Gravelek applies for any scholarship or grant available in his field of studies. That is how he came across the NATO grant.

The Cleveland, OH native had dropped out of junior college when he enrolled in the Lundeberg School's trainee Class 187 in 1975. He had worked on several vessels, including the Delta Queen, before being accepted to study at Piney Point.

"I wanted to learn as much as I could, as quickly as I could," he recalled. Instructors' notes from his days as a trainee included remarks like "ambitious" and "hard working." Upon graduation as a trainee, Gravelek said, "If it were not for the SIU, I would be alone on the wet lonely streets."

Within two years, Gravelek upgraded with AB and FOWT endorsements and had obtained his union "A" book. During this time he continued to pursue a college education. He used the training he had received at Piney Point, including celestial navigation in 1981, and the school's correspondence program, to obtain one of the first Associate in Arts in nautical sci-

ence degrees from Charles County Community College in Maryland.

In 1982, Gravelek applied for and won a two-year Seafarers Scholarship. He used the funds to get a Bachelor of Arts in urban studies from Cleveland State University in 1984.

All during this time he was sailing and upgrading: LNG in 1979, Quartermaster in 1984, and Master Mate - Freight Towing and Sealift Maintenance and Operations in 1985. He also became a member of District 2 MEBA.

In the fall of 1986, Gravelek attended Plymouth Polytechnic, a higher education institution in En-

gland. Through the school's Department of Shipping and Transport courses, he learned more about port management, towage, salvage and offshore operations.

Gravelek expects to graduate from his current masters program at Cleveland State by spring 1990. He has applied to work on his Ph.D. at the National University of Singapore.

Gravelek believes he owes the SIU for all the opportunities the union has provided him. He hopes to repay the union through the research he has conducted and his recommendations for maritime disaster prevention.

USNS Diehl Crew Gives Tours of Ship

Residents of the village of Whittier, AK got a good view of their first Military Sealift Command oiler thanks to four members of the SIU.

Bosun/Mate Arthur Luellen, AB's John Fahey and Michael Hayes and OS Kevin Stewart assisted in giving tours aboard the USNS Walter S. Diehl to Whittier's grade-school students, local officials and most of the town's 300 residents.

The Diehl spent six days in Whittier to take on fuel while participating in the exercise PACEX 89. The crew of the 180,000-barrel ship showed their appreciation for the village's hospitality by hosting a chili cookout the final night the vessel was in town.

Whittier is located at the west-

ern end of Prince William Sound between two glaciers. The only access to the village is by sea-plane, ship or train through a nine-mile tunnel. The port is ice-free year round.

Much of the talk with the crew concerned the Exxon Valdez oil spill. Although Whittier was not directly affected by the March disaster, the residents talked candidly about the accident as the community's primary industries are fishing and tourism.

The only trouble that occurred during the stay was when a black bear wandered through Whittier one evening blocking the path of a crewmember trying to visit town. The crewmember waited for the bear to move before he continued on his journey.



James Gravelek adds to his research on the effects of pollution to the maritime environment in a recent Oil Spill Prevention and Emergency Containment and Clean-up course at Piney Point.



Chief Mate Bob Wiley (left) and SIU crewmembers gave tours to Whittier area residents of the USNS Diehl while the ship was docked at the western end of the Prince William Sound.

SIU Has Key Role In 'Housing Now' March



More than 150,000 people attended the Housing Now demonstration in Washington, DC last month (photo left). Above, pictured in front of the Capitol building are SIU members (front row, left to right) Richard McTernan, Kenneth Spruill Jr., Sidney Stratos II, Jeffrey Peterson, Thomas Cyrus, Anthony Tine, Rodney Norris, Nicholas Marcantonio, (back row, left to right) Michael DiAngelo, W. Moody, Wendell Price Jr., Mark Moran, Brien Collins, Marvyn Chester and Mark Drinkard.



Top photo, Katy Sagal, who plays "Peggy Bundy" on the TV show "Married with Children," autographs upgrader Brent Lammer's SIU hat. Directly above, Thomas Guffey is pictured with actress Heather Locklear.



Lou Gossett Jr. (center) is flanked by SIU members Dave Coleman (left), Jerry Woods, Charles Spradlin and Brien Collins.

While 150,000 people marched in Washington, DC demanding an end to homelessness and creation of affordable housing, SIU members assisted rally organizers by working with the many famous actors and musicians that joined the October 7 demonstration. When asked how he felt to be part of the event, SIU member Keith Hall said, "I'm proud because it's for a real good cause."

The rally, organized by a broad coalition of more than 200 organizations, including the AFL-CIO, brought together individuals from all walks of life.

Jack Joyce, president of the International Union of Bricklayers and Allied Craftsmen, an AFL-CIO affiliate, speaking to the crowd of thousands, said decent housing has become unaffordable "for working people and the working poor. America is in danger of not being America anymore." Joyce heads the AFL-CIO housing committee and acted as the federation of international and national union's liaison to the Housing Now march.

Thousands of trade unionists, wearing caps, jackets and carrying

banners with their union's insignia, participated in the demonstration. SIU member Bob Morard said, "It's pretty good being here. I was at the rally last month for the Eastern strikers. The SIU turned out there too."

SIU members not only attended the rally, but played a key role serving as marshals. Dominic Ray, an SIU member, said, "It's a real opportunity to be here today. You don't get many chances to help people out, especially when they really need it."

SIU member Michael Sardonne told the LOG he was glad to play a role in the rally. "I'll be shipping out in a couple days, my first ship. This is just icing on the cake," he said.



Above, Stoney Jackson with Lundeberg School safety department representative Joan Westmoreland. SIU members Sean McChesky (left) and C. Perez are pictured in front of the rally's stage area.

Twelve Bosuns Complete Intensive Recertification Course

Twelve SIU men obtained recertified bosun status upon graduating earlier this month from an intensive six week course at the union's Harry Lundeberg School of Seamanship.

Bosun John Noble described the course: "The hands-on training has upgraded our skills in oil spill prevention or containment, first aid, CPR, fire fighting, crane and fork truck operations. Classroom work has increased our knowledge in damage control, underway replenishment and helo (helicopter) operations."

When asked what course he found the most helpful, Bosun Raul Iglesias answered, "I don't really know which was the best because all were very interesting. I liked the classes so much, I wanted more time for each one, especially the crane operations," he said.

"Also, first aid, CPR and fire fighting courses were very helpful because at sea we never know when we will be in a situation that will demand our skills and advanced training," said Iglesias.

During the graduation ceremony, which took place as part of the union's Piney Point membership meeting, Peter Glennon thanked those on the school's staff for all their help. Michael Johnson said he had sailed for 23 years of sailing with the SIU before coming to the Lundeberg School, but he was ready to come back.

Timothy Koebel said he was impressed with the efforts of the union on behalf of the membership and he thanked the school's teachers



Graduating on November 6 from the union's bosun recertification class are: (third row, left to right) Jessie Thomas, Calvin M. Miles Sr., Peter M. Glennon, Garry D. Walker, Robert Studverud (second row, left to right) Michael Johnson, Tim Koebel, Anthony Zizzo, (front row, left to right) Marc Galliano, John Rountree, John Noble and Raul R. Iglesias Sr.

for the enthusiastic manner in which they shared their knowledge. "The staff should be thanked for putting up with us," quipped John Rountree who also mentioned the high quality of the school's facilities.

Looking directly at the trainees attending the membership meeting, graduating bosun Robert Studverud said, "For all you trainees, this is where it's at. If you want to be a captain . . . whatever you want to be, you can get there through this union and this school."

John Noble also had a brief statement for the trainees: "Seafaring is a rewarding profession. So study, ship out and upgrade. Earn your

seniority with the SIU. Take advantage of Piney Point facilities. And learn to work as a team — the SIU, seamen and industry. American seamen are the best. Welcome aboard."

Jessie Thomas said he would do his part to spread the word about the union's training schedule. "I'll tell my fellow crewmembers to get back here and do their part to upgrade."

Garry Walker summarized for all the bosuns. "This is an opportunity for me to thank everyone — those of you at the school, the union officials, the members . . ." Tony Zizzo emphasized the importance of getting to know each other — members, staff, officials — and working together. "Maybe we'll get a baseball team out of the deal," he said. In response, the audience clapped with approval.

After the graduation ceremony, some of the instructors gave their thoughts on the group of twelve. Oil spill prevention and emergency clean up instructor Jim Shaffer said, "They were extremely attentive and seemed to take a great interest in the anti-pollution nature of the course." Harry Alongi, one of the sealift course instructors added, "They were extremely receptive and well deserving of their recertification."

The union's bosun recertification program began in 1972. To date the union's school has graduated 718 bosuns from the program that is designed to increase familiarity with shipboard technology.

What the Bosuns Are Saying

Mark Galliano

"I'm glad to have had the chance to be in the bosun recertification program. I've learned some things that will help me perform my job better. I would encourage anyone who has a chance to upgrade to come to the school and do so. If they want to learn, they can learn here."

Raul Iglesias

"The union has advanced tremendously since I joined in 1947. For example, in those days, we relied on self-study for upgrading. We didn't have a school at that time. Being my first time at Piney Point, I was surprised to see how well things are going here with all the training and different courses we have here."

John Noble

"The bosun recertification program gives us the opportunity to meet and compare information with seamen of equal interest and to work together as a team on new maritime concepts that will be beneficial to the industry, brother seamen and the union."

John Rountree

"When you think you know everything, it's time to go back to Piney Point. They'll prove you don't."

Robert Studverud

"This school makes it possible to go as far as you want in the maritime industry. I personally don't know any other union that has this much to offer its members. If you have the desire and persistence it's all right here for you to take."

Garry Walker

"I would like to thank the union for this opportunity (to upgrade), but most of all I want to thank the old timers who took the time and patience to teach me all I needed to know to do the job."

Anthony L. Zizzo

"We are lucky to have a union that thinks enough of its members to build a place like this, for our benefit. It's up to you (the member) to use it."



The bosuns' course schedule included classroom learning and hands-on training. In the top photo, bosuns study communication skills with instructor Sandy White (left). Below, the group prepares for an oil spill simulation exercise.

Inquiring Seafarer

Question: What was your first trip like?

(Asked of SIU members at the union hall in Philadelphia.)

Jim Sanders, Bosun—My first ship was the Overseas Joyce in 1968. It was going back and forth in the Mediterranean.



I'd been in the Navy before that for 12 years so it wasn't anything new to me. It's just that I'd wised up. There is more money sailing on merchant ships than there is in the Navy.



Charles Collins, Wiper—I started sailing in December of 1960 out of Philadelphia. Then there was this school program in New

York, that's what got me started. My first ship was Captain English's ship, a T-2 tanker. I was on the ship from Staten Island, NY to Galveston, TX to a shipyard for repairs, which I didn't understand at the time. I came back to New York and the school. Then within three days, the union flew me out to a tanker and I made the rounds, almost around the world.

Joseph Moskowsky, AB—I think it was 1951, it could have been 1952. I can't remember exactly but it was in May



on a tanker. All I can remember is getting sick and throwing up. I said if the ship ever got back in I was going to quit, but I didn't. I went out on another trip and wound up staying for 33 years. The only thing that happened on the first trip was that I never felt like that in my life. Seasickness is really bad. You feel like you're dying. I can't remember the name of the ship, but I'll remember it when I get home.



Joseph Power, Captain—I came into the union in 1957 and worked as a deckhand up until 1972. Then I got my mate's

license through the union's school and later my captain/pilot license the same way. The first year I worked mostly in the harbor, but the second or third year I took a trip down to James River, Morehead City to bring back a dead Liberty ship. We had a hell of a storm with winds 80-85 miles an hour off of Cape Hatteras. We lost the ship, then we lost radio contact and radar on one of our tugboats. We drifted out there for about 12 to 13 hours. The captain decided to go back to Morehead City to tell the Coast Guard we had lost the Liberty ship. Another tug went later and brought the ship in.

Rowland (Snake) Williams, Shop Steward—In 1944, when I was 16, I went to the Maritime School at Sheep's Head



Bay. I spent three months there and then in December of '44 they shipped me out of the maritime school to the SIU hall which was then at 51 Stanton Street, I believe. I went down there at 8:00 at night and they gave me a firemen's job on the Richard Bassett, a Liberty ship. I went aboard at midnight and at 4:00 a.m. we sailed out of the New York harbor to finish loading in Philadelphia. From there we proceeded to Rotterdam and they were still shooting the buzz bombs over that area.



Billy McCorkle, Trailer Inspector—I came around in 1975 and my first ship was an old T-2 converted tanker, the

Rockford Island. It's probably in the graveyard by now. I hope it is. I was on a coastwise trip and it was a great experience for me because I always wanted to travel. I started seeing places, going through the Panama Canal, which is a wonder of the world. On my first trip the plant used to break down in the middle of the ocean. The ship had terrific engineers at the time and they would always get it going.

George Tanner, Deckhand—My first trip was April of 1981 on the Peggy S. for Steuart Transportation. It was a coastwise trip and it was an experience. I enjoyed it. I liked working on the water. It was something I had never done before. I was a deckhand. The first trip we ran into a little rough weather. I did get seasick. I liked the food on-board. It was good.



Bob Opper, QMED—What really stands out in my mind from my first trip is the Philippine Islands. We visited one

port in the Philippines and one in Vietnam. Then we went back to Panama and to Savannah, GA where the ship was laid up. This was in June of 1968 on a Waterman ship.

Genaro Angelo DeCola, Lasher—My first job was in 1941 on a Panamanian-flag ship as a messman. I made the one trip, then I got off. I was the only American and I was the only one that could speak English.



Sea Story

by Peter Salvo,
SIU Retiree

Once I sailed on a voyage in the early part of World War II that would put any fiction sea story to shame.

With a cargo of Russian planes and tanks for Kirmshaw, Iran, while at anchor in Norfolk, VA and waiting to join a convoy, our steering gear was sabotaged and we dropped our anchor to avoid ramming an ammunition ship . . .

To name some of our unusual events: men disappeared, drinking water was shut off, food vanished. We slept with one eye open.

Being the engine room delegate prompted me to meet with our ship's captain, as these events were beyond our comprehension. In turn, he told me his life had been threatened. I assured him 100 percent cooperation and we had a super crew that would never fail his command.

Our first day in Iran was very disappointing. A foreign youth working in our cargo hold, after stealing a handful of food, was removed from our ship crying. He was executed under direction of a Russian officer. At times I imagined hearing the youth crying.

We had a stop over near Sidon, Lebanon. Sidon, at that time, was out of bounds for Americans, but four of us young brave ones decided we would have a day of fun in Sidon.

While enjoying ourselves at a carnival, we were apprehended by the local police chief. We knew that once in their jail or stockade, our goose would be cooked.

Knowing Arabs cannot bear pornography or partial nudity, I whispered to my friend, who always carried an American pin-up girl in his pocket, "Show the chief a picture of your sister!"

While the chief was spitting and choking we escaped in a John Boat

to sea. After all night paddling and bailing water with a tin can, at day-break we boarded a freighter. The officer of the day said we were the first hitchhikers ever seen in the Suez Canal Zone.



Before separating, we came to the conclusion Betty Grable saved us . . .

(When) . . . leaving for the States our only food was C-rations and black coffee.

After an Atlantic storm our ship became disabled and our slow speed was a threat to our convoy. With a German wolf pack near us, we were left behind as bait to save the convoy.

Our ship was breaking up from stem to stern and the captain said, "We are going to capsize or break in two." Thinking that our luck had run out, I told my shipmate and friend who had shared my fo'c'sle for the last six months, "I'll see you in 'Davy Jones's locker.'" He just smiled. His name was Marty Breithoff and he was the late Tampa, FL port agent and one of our greatest seamen ever to sail on an SIU ship.

By an act of God, we made it to Philadelphia with no food, lifeboats or rafts. Also, the davits were missing.

Our ship was boarded by an army of FBI agents trying to find a logical explanation for the mysterious events of this voyage. I had never believed in ghosts until I sailed aboard the Liberty Ship SS Aedanus Burke.

Any brothers still with us who are not real busy telling the grandkids about the ghost ship, I would appreciate hearing from you.

Editor's Note: Brother Pete Salvo, a retired SIU member living in McKeesport, Pennsylvania wrote this "sea story" for the Seafarers LOG. Brother Salvo would like to hear from his shipmates. His address and phone are: 800 Fawcett Avenue; McKeesport, Pennsylvania 15132; (412) 672-4607.

**HELP SPAD
HELP YOU--
Contribute Today**

Breaux Bill Would Exclude Maritime from Trade Talks

Legislation urging the exclusion of maritime services from the world's trade talks was introduced last month by John Breaux, the Democratic Senator from Louisiana. Twenty-four Senate cosponsors added their names to the bill. Similar legislation in the House, at last count had 130 cosponsors.

Despite the congressional actions and the advise of the maritime community, on October 24 the administration's trade representatives submitted a preliminary negotiating paper that included maritime services to the General Agreement on Tariffs and Trade (GATT) council.

A united maritime industry and labor coalition, representing more

than 200 organizations, including the SIU, continues to press the administration to keep maritime off the negotiating table. The maritime community has pointed out that shipping issues are the same as our national defense agenda and therefore should not be included as a bargaining item in trade talks.

GATT negotiations are scheduled to begin next year. GATT is a multilateral treaty that regulates many aspects of international trade. It first came into existence in 1948, and has been periodically updated through negotiations among signatory nations. The present round of talks, in which 94 nations participate, began in Uruguay in 1986.

SIU Official Helps Filipino's Organize



The newly organized Pilipino-Americans for Political Action (PAPA) of Jersey City, NJ thank SIU official Edward Pulver for his help in organizing the 350-member group. Pulver has provided PAPA with office space in the SIU Jersey City hall. The group will work closely with the Hudson County Central Labor Council, of which Pulver is president. The officers of PAPA shown with Pulver (center) are (from left) Lorenzo Quiambao, secretary; Virginia Quiambao, president; Fely T. deCastro, treasurer; and Armand deCastro, vice president.

October LOG Caption Corrected



The October edition of the Seafarers LOG erroneously identified the individual with SIU Executive Vice President Joseph Sacco on page 6. Pictured above are Sacco (left) and Rear Admiral Tom Patterson. The admiral, who serves as head of the SS Jeremiah O'Brien memorial and museum, is presenting Sacco with a photograph of the Liberty ship during a gathering of WWII merchant mariners last September.



The SIU shore gang at Elizabeth, NJ takes a break after loading salvaged nautical equipment into a truck headed for the Harry Lundeberg School. From the left are (front row) Bosun Tony Leo, Jose Caballero, Cyril Spence, Al Vadil, Ed Slinzak, (rear) Pat Levin, Don Wagner, Archie Ware, Ed Almodovar and Joe Vazquez.

Bosun Tony Leo Turns Trash to Gold

When SIU bosun Tony Leo was told to clear working space at the Puerto Rico Marine docks in Port Elizabeth, NJ, his first thought was to call the Seafarers Harry Lundeberg School of Seamanship to see if anyone was interested.

Leo, who works with the PRMMI shore gang, was not authorized to hire anyone to haul the items away. Several ships recently had been scrapped and the salvaged equipment was taking up the needed work areas. Also there was additional expendable equipment stored in five containers.

School staffers Bill Foley and Russ Levin drove a pickup truck to the docks but did not expect what was offered. They loaded what they could into the truck and returned with about \$5000 worth of electronic equipment and \$10,000 worth of marine equipment.

Some of the "trash" included

brand new firefighting equipment, a new eight-man fully equipped life raft, tugboat bumpers, antennas, a brand new LORAN receiver and ship-to-shore phones.

Leo provided an invaluable contribution to the union.

Bill Eglinton, director of vocational education, said he greatly appreciates Leo remembering the school and the shore gang's help in loading the gear.

"This was a tremendous find for the school," Eglinton said. "These guys provided an invaluable service to the union."

Sellman: 'The Spirit Crew Was Terrific'

Continued from page 3

Peterson: Did the average man on the street know that your union, the Seafarers and the AFL-CIO have been supporting them financially all these years?

Sellman: Not necessarily the man on the street, but the officials that were at this media event. . . . The old captain made me stay up there 30, 45 minutes, you know. All I wanted to do was get out. I'm a sailor, not a public speaker. I told the chief mate, 'Listen, I feel a lot better with a chip 'n hammer and a paintbrush.' They answered the door three times while I was talking because my knees were knocking so loud, they thought somebody wanted in.

Peterson: Overall, though, you had a good time?

Sellman: I really enjoyed the trip. The whole crew of 14 did. I'll give you one instance. We had just gotten in, and three of us were uptown. We couldn't get a cab and we were having trouble with the phones and stuff, and so I said 'Hey, the ship is down that way,

let's just get a bus.' And we walked over to a bus stop . . . and we stood there about two minutes and a car came whizzing by, stopped, backed up and the guy rolls his window down and starts talking in Polish. We just stood there. Another guy walked over to the car, talked to the driver and said the driver recognized us as the Americans off of the Spirit of Texas, and said if we wanted he'd give us a ride back to the ship. So we get in and he brought us to the gate, then we'd try to give him money, see. Oh no, nothing, nothing. He just kept saying 'Spirit of Texas, Spirit of Texas.' That was our first encounter with a local. Our crew conducted themselves admirably, they didn't have one incident of any kind the whole time we were there.

Peterson: That's terrific.

Sellman: Oh boy, you're telling me . . . for a bunch of sailors? But I think it was because everyone treated them so well from the outset that the guys didn't want to mess up.

Maritime Unions Urge Application of U.S. Labor Laws to Ships of Runaway Registries

Citing the failure of runaway registries to improve working conditions of seamen employed aboard their vessels over the past three decades, the SIU urged Congress to adopt legislation designed to extend American labor laws to foreign-flag ships.

"Many runaway-flag ship owners have continued to reduce standards, encouraged the use of conscription-like practices, hidden behind unscrupulous manning agencies and allowed thousands of seamen to work under conditions similar to those known at the turn of the century," said the SIU in comments submitted this month to the House Subcommittee on Labor-Management Relations, the group currently considering the legislation.

The bill, if passed by the House and Senate and signed by the president, would apply federal labor laws to American-owned foreign-flag vessels engaged in cargo transport, production and processing ships that distribute goods and services to the U.S. market and cruise lines operating in and out of domestic ports.

The SIU's testimony brought to the attention of Congress boastful statements made in 1972 by runaway-flag shipping advocate Er-

ling Naess. "... in return for freedom from bureaucratic controls and oppressive taxation, the Free Flags should lead the world in the achievement of maximum well-being for those whose lone-some occupation is to man the ships..." Naess said in his book *The Great PanLibHon Controversy*.

Naess, seeking to avoid continued warfare with American maritime unions and their international organization, the International Transport Workers Federation (ITF), also said, "The safest shield against future storms is the maintenance of standards of welfare, wages and safety at least as high as those of the traditional maritime nations."

The SIU pointed out that runaway-flag ship operators have had more than 25 years to bring up standards since the 1963 U.S. Supreme Court decision barred American unions from organizing seafarers working aboard U.S.-owned foreign-flag vessels.

"Runaway registries continue to increase the profits of those who seek to duck American taxes, safety regulations and working standards, and continue to give an unfair operating advantage over shipping companies that subscribe

to decent conditions," the SIU said.

"Runaway registries have not provided seamen with a standard of living equal to those of tradi-

'Runaway registries continue to increase the profits of those who duck American taxes and safety laws'

tional maritime countries, nor have they advanced or improved the lot of underprivileged workers. Additionally, all indications demonstrate the runaway flag fleet would not be available to serve this country's interests in time of national emergency or war," concluded the SIU.

The legislation, introduced in Congress on September 18, 1989 by Representative William Clay (D-MO) along with 30 cosponsors, would reverse the 1963 Supreme Court decision.

The House Subcommittee on Labor Management Relations held

hearings on the bill October 25. While the bill is backed by proponents of a strong U.S.-flag merchant marine and seamen's rights organizations, its opponents include the U.S.-based cruise industry; the Federation of American Controlled Shipping — a group that promotes runaway-flag registries — and the Council of European and Japanese National Shipowners' Associations.

Lundeberg School Cited as Model Training Facility

The Seafarers Harry Lundeberg School of Seamanship was listed as one of several outstanding facilities where the union works with its contracted companies to better educate its membership.

Tony Sarmiento, assistant director of the AFL-CIO Human Resources Development Institute (HRDI), was addressing the Columbus (OH) Area Labor Management Committee in September when he said the Lundeberg School has been pioneering vocational training techniques for more than 25 years.

"In fact, their program is so comprehensive that any member of the Seafarers Union can obtain" any education or training desired to upgrade their skills, Sarmiento said. "All this is possible under the joint effort of the Seafarers Union and their employers."

been in the business of education since the turn of the century. He recalled that unions have provided English classes to immigrants just moving to America and conducted apprenticeship programs established by the building and construction trades councils.

HRDI is the employment training wing of the AFL-CIO. Its staff is made up of union members from across the country who provide job training to laid off and displaced workers.

Court Rules Vacation Benefits Can Be Garnished

The trustees of the Seafarers Vacation Plan have advised SIU members that vacation benefits will be garnished if a legal notice and request is received.

In the past, federal law prohibited the garnishment or attachment of benefits paid by the Seafarers Vacation Plan. However, a Supreme Court ruling has reversed that policy.

Now, the Seafarers Vacation Plan must honor any legally ex-

ecuted garnishment, attachment, lien or other deduction mandated by the courts.

Once the Vacation Plan is served with the legal documents ordering the garnishment, the participant will be notified and the trust fund will comply immediately and withhold the amount owed from the participant's next vacation benefit check. The collected funds will be forwarded to the individual or agency filing the lien.

The Vacation Plan will hold the garnishment request for 15 months. If the plan participant does not become eligible for benefits during that time, the attachment will be returned to the agency or individual that filed the lien.

Garnishment requests of the United States Internal Revenue Service will be kept on record until the agency provides the Vacation Plan with notification that the debt has been retired. In the case of IRS requested attachments, there is no limit to the time period.

NY Union Hall Becomes A TV Star



If the scenes of a union hall in the recent television ads celebrating the bicentennial of the Bill of Rights look familiar, it could be that the fictitious Local 819 actually is the Seafarers' facility in Brooklyn, NY. The production crew took the better part of a day to produce the scenes which are part of the freedom of speech and assembly commercials.

Overseas Alice Crew Members Commended by U.S. Navy

The commander of the U.S. Navy 7th Fleet praised the crew of the Overseas Alice for its part during a recent refueling-at-sea exercise. SIU Ship's Chairman Steve Copeland reported the team work of all hands contributed to the mission's success.

"Congratulations on a job well done," begins the October 22 telex from Vice Admiral Henry H. Mauz Jr. and received by Master Charles Laine on behalf of Maritime Overseas, the owners of the vessel.

The Navy commander paid tribute to the crew's ability to "adopt to change at short notice" during the 28-day operation, which took place off the coast of Japan and resulted in eight successful refueling operations.

Pat Costigliano, labor relations manager for Maritime Overseas, said the crew worked many long hours, some of them at night and in bad weather. Despite the grueling circumstances, the vessel's captain reported no time lost, no injuries and no gear broken.

Copeland said crewmembers did a great job during difficult times and SIU Ship Secretary C. Loper Jr. thanked the crew, during a shipboard union meeting, for "making the job of the steward department easier during the exercises by being prompt for meals."

Crewmembers said the meals of Chief Cook J.L. Lawrence were excellent despite the hectic schedule.

Letters to the Editor

"Van the Man" Whitney Keeps In Touch with Shipmates

To the Editor:

... the LOG means so much to me, to read the various articles and obviously keeping up with memories of my sailing career.

I have asked to be remembered to all, as I had been a long remembered seafarer of the early 1940s.

Thank you, God bless you from a 68 years young Van Whitney.

Van Whitney
St. Petersburg, Florida



Van Whitney (left), book number W-11, is pictured above in a photo taken in 1952 aboard the SS Seatrain. Known as "Van the Man," Brother Whitney sailed in the engine department.

War Bonus Sought for WWII Merchant Mariners

To the Editor:

A recent Congressional Act that gave \$20,000 to Japanese-Americans who were interned in camps during World War II prompted me to contact Congressman Joseph Gaydos and Pennsylvania state senator Emil Mrkonic.

I inquired about legislation to provide a federal and state bonus for the 27,000 surviving merchant marine vets of World War II. I also suggested that the widows and children that suffered poverty and who were not protected by the GI Bill be included.

I have given our lawmakers many copies of government documents as proof of the injustice done to American seamen. The only proof some critics have is from John Wayne movies. Being a combat merchant seaman all of WWII, I found real life a lot different.

Peter Salvo
McKeesport, Pennsylvania

Editor's Note: Congressman Joseph Gaydos is a Democrat from Pennsylvania. Emil Mrkonic is a member of the Pennsylvania state legislature. Mrkonic's response to Brother Salvo said: "...With the approval of certain benefits from the V.A. for honorably discharged members of the merchant marine, legislation to provide a state service bonus is being considered..."

Government Contract with German Shipping Company an Outrage

To the Editor:

I read the (President's) report in July's LOG. This type of information is seldom found in other publications. It made me absolutely furious to find out that a \$400,000 contract was awarded to Germans. (U.S. Postal Service contract awarded to Hapag-Lloyd to carry mail between the United States and the Soviet Union.)

I wrote a letter to the editor of the local newspaper about it.

I think that especially in the crisis situation, or during a difficult period of time, every union member or union supporter should make themselves heard. Write your congressman, write the editor of the local newspaper. ... Do something, however small an individual contribution might seem, because the ocean consists of millions of drops of water. ...

Larisa Ellis
Fort Worth, Texas

Editor's Note: SIU President Michael Sacco forwarded this letter to the LOG.

Heyden, Shargabian and Magbaleta Keep Crew 'Happy, Fat and Sassy'

To the Editor:

We, the crewmembers on the MV President Arthur, would like to extend our very special thanks and give a vote of confidence to Chief Steward Nancy Heyden, Chief Cook Simon Shargabian and GSU Andy Magbaleta for the professional and efficient manner in which they perform their work and keep this crew happy, fat and sassy.

Their efforts in going out of their way to prepare "culinary delights" do not go unnoticed and are appreciated by all.

SUP Deck Department
Eddie Blackburn, Delegate

Editor's Note: The above letter to the editor originally appeared in the *West Coast Sailors*, the monthly publication of the Sailors Union of the Pacific.

Cruz Is Enjoying First Ship, She Sends Thanks to Lundeberg School

To the Editor:

... I am ... working hard on my first ship. I like it. I like meeting people and I love having new friends and travelling all over the world. I feel that the best thing I ever did to myself is join the SIU. I love the union. ...

I want to thank (the Harry Lundeberg School staff) for the way that you treated me. ... In those two months of training I realized that you all are my second family. I can feel it in my veins that I will always be there for the union and that the union will always be there for me. The feeling I feel for the union is very strong.

At the beginning, when I first

went to Piney Point, I wanted to go home so bad. But thanks to God and you all for your support, I didn't step back and I kept going for it. ...

SIU is the best. And I am very proud in serving for the union. I love the union, the people and I am going to try my best in sticking with the union. ...

Maribel Cruz
St. Croix, U.S. Virgin Islands

Editor's Note: The letter printed above was originally received by staff members of the Seafarers Harry Lundeberg School of Seamanship. It was forwarded to the LOG for publication.

TAGOS Crewmember Approves New Wage Scale

To the Editor:

My name is Mike Borders. I have been riding TAGOS ships for the last three years.

I am writing this letter in regards to the new company and the pay raise we have gotten.

There has been alot of arguing over the past five years about the pay scale that was in effect during the time Sea Mobility had the contract.

There have been a lot of dedicated men and women riding these ships, doing a very good job and hanging in there with the SIU and Sea Mobility praying for a raise.

Well the time has come for a great big thank you to all union reps who helped to get us a raise on TAGOS ships. We thought you'd forgotten about us.

I, Mike Borders, on behalf of all the crewmembers on TAGOS ships say "Thank you" and maybe things will be easier on TAGOS ships now than they were in the last five years!

Mike Borders
Norfolk, Virginia

Pelaso Says Fish are Jumping

To the Editor:

Fishing has been good outside the Golden Gate Bridge. I caught 10 salmon from 10 pounds to 34 pounds and 90 rockfish from the Bodega Bay.

I wish to say hello to all my old shipmates and I hope everyone has a Merry Christmas and a Happy New Year.

Reino J. Pelaso
Vallejo, California



Brother Pelaso, book number P-8, shown above with his fishing bounty.

Government Veteran's Pension Nothing But Peanuts

To the Editor:

To begin, I should say "Thank you for having me on the mailing list of the most valuable paper in the U.S.A." which I am very proud to read every month. It makes me feel young again and my mind and soul goes back to those ... years onboard SIU ships— 1942 to 1952, Alcoa Shipping Company, the old Bull Line Company, Robin Line, Seatrain and others.

My first ship was the Alcoa Sweed at San Juan, PR—4/27/42 to 5/27/42. She was sunk on 5/28/42 off the coast of St. Thomas a day after I was discharged because of a stab in the chest by a drunken sailor and I had to be taken to a hospital. Thanks to that sailor, I'm still alive to tell the story. ... Thank God for that brawl, the ship was loaded with scrap iron and took no time to go down.

... I got ... my Honorable Discharge from the U.S. Coast Guard and United States Merchant Marine Certificate of Service plus a one inch silver eagle with the imprint U.S. merchant marine ... (and) a pension of \$39.00 per month (from the government), just enough for peanut butter and potato chips. I'm very proud of everything but the pension—it is a shame to say that a WWII merchant marine veteran is getting a \$39.00 per month (pension) ...

I read in the July 1989 LOG about brother Daniel Palmerone's increasing pension and retroactive and it is beautiful. I wish him good health and plenty of time to enjoy it all ...

Thanks SIU and God bless you all.

Mario Figueroa
Bronx, New York

Likes LOG's New Format

To the Editor:

I enjoy each copy of this fine paper. I like to find its stands where organized labor is concerned. My husband was a member of NMU until his death.

Your new format is great, too. And President Sacco is a fine leader.

C.M. Alread
Kenbridge, Virginia

Marine Life Expert Wrong about Whales and Ship Collisions

To the Editor:

In reference to an article on whales in the September 1989 issue of the LOG ... with due respect for the knowledge of the marine life experts contacted by the LOG, I am especially disturbed by the statement by the marine biologist who claims he'd never heard of a whale being run over in the middle of the ocean. I'm certain that if seamen were consulted there would be many such incidents reported.

Continued on page 25

Crowley Ambassador Crew Has Brief Stop in Port Everglades

Crewmembers sailing on the Crowley CCT Ambassador report there is plenty of work aboard the roll on/roll off vessel.

Last month, SIU members on-board the diesel powered Ambassador took the photos seen on this

page during a brief stop in its home port of Port Everglades, FL. The vessel averages two round trip voyages a month to South America from Florida. Among the countries the Ambassador visits routinely are Panama, Columbia, Ecuador and Peru.



Wiper Jack Hart, GSU Robert Maschmeier and AB J. D. Poston prepare for lunch after completing their assignments upon arrival in Port Everglades, FL.



Bosun David Newman shows his wife, Dare, around the Ambassador before the vessel sets sail. The couple spent a few days in the Fort Lauderdale area before the bosun had to report to his new assignment. This was Mrs. Newman's first visit on the Crowley vessel.



Chief Cook Jerry Gant (left) and Steward Baker Gilbert Murray serve great meals to the Ambassador crew, according to the ship's minutes.



AB Raymond Steele (left) and Chief Electrician Michael Frizzell discuss articles from the Seafarers LOG while taking a break in the crew's lounge.



Bosun Paul Turner signs off the Ambassador after completing his tour on the vessel. Turner has been a regular on the Ambassador and her sister ship, the Senator, for several years.

Union Members Missing Mail Should Contact Headquarters

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

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

Other Changes—Notify HQ

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

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

✂

HOME ADDRESS PLEASE PRINT Date _____

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

Social Security No. _____

Your Full Name Phone No. (____) _____

Area Code _____

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

Book Number Active SIU Member SIU Pensioner

Other _____

Please check one:

This is a change of address

This is a new request. I have never received the LOG at my home address

I am receiving more than one copy of the LOG

11/89 (Signed) _____



Ken Conklin, SIU vice president, greets Spanish labor leader Fernando Velasco as he tours the SIU manpower facility in Piney Point, MD. From the left are Bill Eglinton, director of vocational education; Conklin; Velasco; Octavio Averhoff, translator; and Bart Rogers, manpower director.

Trade Union Leader From Spain Looks to SIU's School for Ideas

Spanish labor leader Fernando Velasco would like to see unionists in his country create training facilities much like the Seafarers Harry Lundeberg School of Seamanship.

"Everything is certainly very impressive," Velasco said after his recent day-long visit to the facility in Piney Point, MD. "It is exciting to see the accomplishments of American labor firsthand. Even though our lifestyles are certainly very different, the basic needs of our people are very similar."

Velasco, an official with the General Workers' Union (UGT) Federation for the province of Guipuzcoa, Spain, was visiting the United States as a guest of the Exchange Program of the American Institute for Free Labor Development, AFL-CIO.

Velasco noted that 50 percent of Spain's high unemployment rate is youth oriented. He said that his country lacks the training necessary to develop skilled workers, so the jobs have been going to immigrants.

"Our union has been very active in developing job training programs," he said. "We have had a difficult time of it though."

When labor asked the Spanish government to help finance training facilities, the government placed so many restrictions on the use of the funds that the union rejected the proposition, Velasco said.

MTD Port Councils Honor Friends of Maritime



Ray McKay, District 2 MEBA president, thanks the Baltimore Port Maritime Council for being honored at the council's recent dinner. Watching McKay address the audience are (left to right) SIU Executive Vice President Joseph Sacco, council President Ron DeJullis, council Secretary-Treasurer Robert Pomerlane who organized the event and Rita Schiff who assisted, U.S. Representative Helen Delich Bentley (R-MD) and Maryland Governor Donald Schaefer. Congresswoman Bentley received a special tribute for her work on behalf of a strong U.S. merchant marine. Gov. Schaefer provided the evening's keynote address.



Dean Corgay, West Gulf Ports Council executive secretary (left), and Robert Kight, council president (right), present retired SIU member Beau James with a miniature ship's wheel for his work as the goodwill ambassador of the port council.



U.S. Representative Jack Brooks (R-TX) is pictured with West Gulf Ports Council President Robert Kight and Texas AFL-CIO President Joe Gunn during the council's dinner last month in Houston. Gunn was the evening's honoree.

New Jersey state Senator Christopher Jackman was recognized by the Port Maritime Council of Greater New York and Vicinity at its recent dinner. Pictured with Jackman (left) are Rose Hall, the widow of former SIU President Paul Hall, and Jack Caffey, SIU vice president. Jackman has worked closely with labor and especially with the SIU in his years as an official with the Paperworkers Union and in the legislature. Jackman has also served as Speaker of the NJ assembly.



Lundeberg School Sends Hurricane Relief The Harry Lundeberg School of Seamanship has donated two vans loaded with materials for the South Carolina victims of Hurricane Hugo. Among the many items given were chairs, desks, bedding, clothes, boots, shoes and hand tools. During the relief effort immediately after the storm, the school contacted the city's

relief offices to find out what was needed. Both trainees and staff assisted with the loading. Among the trainees who helped were Jeff Ball, James Demouy, Pete Hoisenon, Nick Marcantonio and Ken Spruill. Staff who got involved were Randy Loyet, Rocky Miles, Marcella Franolich, Brent Robrecht and Bradley Swann.

Graduates from Lundeberg School Courses

Upgrader Lifeboat



On October 27 the Lundeberg School graduated a lifeboat class of upgraders. Course instructor Jake Karaczynski (front row, left) is joined for a photo with graduates (third row, left to right) Robert Ira Jackson, J. Watts, William Bolling, Tony Yore, George Spicer, (second row, left to right) Derrick Robertson, Eugenia White, Lloyd Ingram, Louis L. Marion III, Richard C. West, Jerry Sharp, (front row, left to right) Ray Johnson, Janusz Sowul, Claudio Udan Jr., Byron Piedra, Luis Quinones, Ed Taylor and Benjamin Tyrone Gadsden.



The SIU graduated seven third mates after they completed a curriculum that includes terrestrial navigation practices, deck seamanship, rules of the road, ship stability, cargo handling, governmental policies, first aid, CPR and fire fighting. Pictured above are course graduates (back row, left to right) Ron Raykowski, M. Mose, John Thomas Thompson, Thomas Driggers, (front row, left to right) Rindy Beach, Thom Foran and Johnnie L. Edwards. The course ended October 13.

Third Assistant Engineers Class



The prospective third engineers thanked course instructor Eric Malzkuhn for his thoughtfulness and thoroughness. Above, Michael Murphy presents Malzkuhn with gift from the class. Murphy, in presenting the gift, said Malzkuhn had been an excellent teacher.

Trainee Lifeboat 446 Class



Graduating last month from lifeboat training are trainees: (back row, left to right) Richard Davis, Fred Kullman III, Mike Smith, Paul J. Morard, Gregory D. Aldridge, Class Bosun Jeffrey J. Ball, Curtis B. Dunlap, Steven Talley, Thomas Moore, Anthony Tine, Nick Marcantonio, Rich McTernan, Instructor Jim Moore, (front row, left to right) Charles Darley, Dewey Hadley, Mike Sardone, Ronald Coley, Jonathan Jankleff, Russ Dasaro, John Young, Tommy Cyrus, Tim Fletcher, Michael Rosario, Vice Merenda, Lindybeth Wilken, Rodney Norris and Chris Klaber.



On October 13, six SIU men completed the Lundeberg School's curriculum designed to prepare an individual for the Coast Guard's third assistant engineer license. Pictured above are (back row, left to right) Frank Novtny, Tyler R. Womack, Ray Doody, Instructor Eric Malzkuhn, (front row, left to right) Paul Titus, Ken Browning and Michael Murphy.



Graduating on October 6 from Instructor Jim Brown's (back row, right) ship handling class are: (back row, left to right) Paul Cates, James Petersen, Leslie Maxwell, (front row) George Allen, Computer Operator Cheryl Burgess, David Swire and Douglas Craft.

Radar Observer Class



On September 22, the SIU members pictured above completed the Lundeberg School's Coast Guard-approved radar observer course: (back row, left to right) Jeff Davis, James Petersen, Robert Murray, Instructor Jim Brown, (front row, left to right) Dan Young, Ron Nelson, George Allen, Heley Mareno, Paul Cates and Leslie Maxwell.



The November 11 ship handling course graduates are pictured above. In the back row, with Instructor Jim Brown are (left to right) Green Hoskins, J.T. Thompson, Ron Huyett, Johnnie L. Edwards. Joining computer operators Jessie Holmes (left) and Cheryl Burgess (right) in the front row are (left to right) Thom Foran, James "Bubba" Walker and Rindy Beach.

Forty-Four SIU Retirees Announced This Month

The Seafarers Pension Plan (SPP) announced this month the retirement of 29 deep sea, 12 inland, one great lakes and two railroad marine members. Brother Erich Saar, who turned 71 this year, is the oldest to begin receiving a monthly pension.

Pensioner Saar also has the distinction of being the only member of the group to retire who was born outside United States territory. His native land is Estonia.

Deep Sea

ROBERTO BOSCO



Roberto Bosco, 62, acquired his SIU work permit in July of 1947 in the port of Baltimore. Brother Bosco worked in the steward department before retiring to Carolina in his native Puerto Rico.

WAYNE T. COLE

Wayne T. Cole, 62, joined the union in November of 1962. The Wisconsin native served in the Army from 1945 to 1946 and the Navy from 1949 to 1953. Brother Cole primarily sailed from the West Coast in the engine department. He took upgrading courses in diesel technology and welding at the Lundeberg School during the '80s. Pensioner Cole lives in Portland, OR.

FRANK T. CONWAY

Frank T. Conway, 67, joined the SIU in October of 1969 in his hometown of San Francisco. Brother Conway served in the Army Air Force from 1942 to 1944. He began sailing in the engine department in 1964.

Pensioner Conway upgraded to QMED at Piney Point in 1976. He makes his home in Hattiesburg, MS.

ANTONIO CRUZ



Antonio Cruz, 62, received his SIU permit in March of 1944 in the port of

New York. The engine department veteran was born in Puerto Rico. He walked picket duty during the 1961 New York Harbor strike.

Brother Cruz worked on the Puerto Rico Marine shoregang in New York during the mid-1970s. He calls New York City home.

JOSEPH EBBOLE

Joseph Ebbolle, 65, became a member of the SIU in September of 1955 in the port of New York. The Chicago native served in the Army from 1943 to 1946.

Brother Ebbolle worked in the engine department before retiring to Las Vegas, NV.

STANLEY FREEMAN SR.



Stanley Freeman Sr., 61, joined the union in November of 1958 in the port of

New Orleans. The Algiers, LA native was cited for his role in making the MV Del Ore accident free from January to August 1960. Brother Freeman upgraded to steward and recertified in 1981 at the Lundeberg School. He lives in Woodville, TX.

CHARLES J. GALLAGHER

Charles J. Gallagher, 58, received his SIU book in September of 1960 in the port of New York. The engine department veteran began sailing in 1951. Born in Massachusetts, Brother Gallagher now calls Port Neches, TX home.

DAVID C. GILMORE



David C. Gilmore, 64, became an SIU member in May of 1944 in the

port of Norfolk. The deck department veteran upgraded to recertified bosun at the union's Harry Lundeberg School of Seamanship during 1976. Brother Gilmore still lives in his native Dunn, NC.

BURT T. HANBACK

Burt T. Hanback, 60, received his book during October of 1956 in his native New York. He served in the Navy from 1947 to 1951. Brother Hanback was involved in the 1960 Suwanee Steamship drive and the 1962 Moore McCormick-Robin Line picket detail. He acquired bosun recertification, LNG and Sealift endorsements from the Lundeberg School. He calls Questa, NM home.

GEORGE HAYES



George Hayes, 66, joined the union in May of 1948 in the port of New

York. A veteran of the Navy from 1941 to 1946, the Boise, ID native worked in the deck department. Brother Hayes lives in Chinook, WA.

JUAN E. HERNANDEZ

Juan E. Hernandez, 65, received his SIU permit in February of 1959 in the port of New York. He served in the Army during 1945 before he began sailing in 1949. The engine department veteran upgraded to FOWT at the Lundeberg School during 1983. He has retired to Carolina in his native Puerto Rico.

ROSCOE B. HONEYCUTT



Roscoe B. Honeycutt, 62, joined the SIU in November of 1956. The

Concord, NC native served in the Navy from 1944 to 1947. Brother Honeycutt worked in the engine department. He calls Norfolk, VA home.

EDWARD J. KRCHA



Edward J. Krcha, 65, became an SIU member in December of 1951 in the port of

Mobile. Born in Wilson, TX, Brother Krcha served in the Navy from 1942 to 1945. The engine department veteran also is a member of District 2 MEBA. He lives in Rosenberg, TX.

ROBERT G. LAWSON

Robert G. Lawson, 50, was a 1963 graduate of the Andrew Furuseth Training School in Houston. The Garden Grove, CA native served in the Marines from 1955 to 1962. Brother Lawson attended the 1970 crew conference and the 1981 bosun recertification program at Piney Point. He has retired to Paducah, TX.

CANDIDO LIAL

Candido Lial, 65, joined the union in August of 1959 in the port of Wilmington. Brother Lial was born in Rifle, CO and served in the Navy from 1942 to 1945. He helped the union win an important 1975 National Labor Relations Board decision determining that a crewmember cannot be disciplined onboard a ship by a company official without a union representative present. Pensioner Lial worked in the engine department before retiring in Houston.

HOWARD LOVELLETTE



Howard Lovellette, 58, became a book member in October of 1955 in the

port of New Orleans. Brother Lovellette, who served in the Air Force during 1951, sailed in the steward department. The Texas native lives in Houston.

ROLIN MANUEL



Rolin Manuel, 66, joined the union in January of 1958 in the port of Lake

Charles, LA. He worked in the deck department. Brother Manuel calls Oberlin, LA home.

ERNEST C. MONEYMAKER



Ernest C. Money-maker, 65, acquired his SIU book in November of 1970 in

the port of San Francisco. The Byington, TN native upgraded several times at the Lundeberg School and obtained his QMED endorsement. He lives in Bangkok, Thailand.

JAMES NIETO



James Nieto, 65, joined the SIU in April of 1970 in the port of

Wilmington, CA. The steward department member was born in Gallup, NM. He served in the Navy from 1942 to 1962. Brother Nieto calls Seattle, WA home.

JOHN W. PENNS

John W. Penns, 65, graduated from the Andrew Furuseth Training School in 1958 in the port of New York. He served in the Army from 1942 to 1954. The New York native began his SIU career in the engine department but switched to the galley gang in 1983. He lives in Brooklyn, NY.

ROSCOE C. RAINWATER

Roscoe C. Rainwater, 62, gained his SIU book in June of 1946 in the port of Galveston, TX. Brother Rainwater was born in Alabama and served in the Army from 1953 to 1955. The steward department veteran served picket duty in the 1961 New York Harbor strike. He resides in Anniston, AL.

BILLY RUSSELL

Billy Russell, 60, became an SIU member in May of 1951. The Tennessee native began his mariner's career in 1947. Brother Russell worked in the steward department. He calls Memphis, TN home.

ERICH SAAR

Erich Saar, 71, joined the SIU in March of 1967 in the port of New York. Born in Estonia, Brother Saar started sailing on foreign-flag vessels in 1940. He worked in the deck department. Pensioner Saar lives in the Bronx, NY.

PERCIVAL L. SHAUGER



Percival L. Shauger, 62, acquired his SIU book in January of 1947 in the

port of New York. The Saginaw, MI native served in the Army from 1950 to 1952. He started sailing in the steward department during 1945 and upgraded to recertified steward during 1981. He resides in Madisonville, TX.

JAMES H. SMITH



James H. Smith, 61, joined the union in October of 1957 in the port of New

York. The steward department veteran was born in Norfolk, VA. He served in the Coast Guard from 1945 to 1947 and the Navy from 1950 to 1952. Brother Smith lives in New York City.

SAM P. TELECH



Sam P. Telech, 66, became an SIU member in November of 1943 in the port of

New York. The West Virginia native worked in the engine department. He walked in the 1961 New York Harbor picket detail. Brother Telech also is a member of District 2 MEBA. He calls San Mateo, CA home.

FRANK W. UNGER



Frank W. Unger, 65, joined the SIU in September of 1956 in the port of New

Orleans. Born in Philadelphia, Brother Unger served in both the Army and Navy between 1942 to 1954. The deck department veteran took part in the union's 1970 crew conference. He resides in Carson City, NV.

GLENN M. WELLS

Glenn M. Wells, 66, acquired his book in August of 1963. The Dallas, TX native sailed with the Navy from 1943 to 1946. He served in the deck department. He lives in Sea Level, NC.

LOYD ZIMMERMAN



Loyd Zimmerman, 65, became a union member in May 1945 in the port

of New York. The steward department veteran was born in Bedford, VA, where he still lives.

Inland

EMMETT J. BERTRAND

Emmett J. Bertrand, 52, joined the union in November of 1961 in Port Arthur, TX. Brother Bertrand, born in Oberlin, LA, worked as both a deckhand and engineer in the inland division. He attended the inland Texas crew conference at Piney Point in 1977. Brother Bertrand lives in Orange, TX.

JAMES C. CAIN



James C. Cain, 62, gained his SIU book in December 1966 in his native

Philadelphia. He served in the deck department as a captain. He upgraded in the radar renewal course at the Lundeberg School in 1986. He calls Glenolden, PA home.

JOHN A. EVANS

John A. Evans, 61, became an SIU member in June of 1957 in the port of Baltimore. The Fleeton, VA native served as a captain. He attended the 1978 educational conference. He resides in Annapolis, MD.

Continued on page 22

Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN FRANCISCO
350 Fremont St.
San Francisco, CA 94105
(415) 543-5855
Government Services Division
(415) 861-3400

SANTURCE
1057 Fernandez Juncos St.
Stop 16
Santurce, PR 00907
(809) 721-4033

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 Deep Sea

OCTOBER 1-31, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	47	16	5	36	6	2	5	67	20	4
Philadelphia	1	5	2	0	4	1	0	3	3	1
Baltimore	2	6	1	2	8	1	1	7	7	0
Norfolk	12	7	7	3	8	3	2	21	4	7
Mobile	16	6	8	15	4	6	3	18	7	6
New Orleans	31	12	6	26	11	5	1	39	7	8
Jacksonville	31	9	7	26	5	2	2	39	8	8
San Francisco	30	12	10	24	12	8	6	54	10	6
Wilmington	23	6	5	15	7	3	2	28	5	6
Seattle	35	6	4	27	5	2	3	53	5	2
Puerto Rico	10	1	0	8	1	0	0	18	3	0
Honolulu	6	6	10	4	8	13	10	11	7	3
Houston	28	10	6	35	15	6	7	47	4	9
St. Louis	0	0	1	0	1	1	0	0	2	0
Piney Point	4	3	2	1	2	1	1	3	3	1
Totals	276	105	74	222	97	54	43	408	95	61
ENGINE DEPARTMENT										
New York	25	6	1	17	2	1	4	35	10	2
Philadelphia	4	5	1	2	3	0	1	4	3	1
Baltimore	9	2	2	4	2	1	0	12	4	1
Norfolk	4	4	2	3	5	2	0	4	4	3
Mobile	18	3	3	14	4	1	1	11	2	2
New Orleans	25	4	5	19	3	1	2	31	4	6
Jacksonville	25	4	3	14	0	1	3	32	4	2
San Francisco	6	5	8	10	6	6	2	22	4	6
Wilmington	7	1	3	9	6	1	2	14	0	2
Seattle	19	4	2	13	0	1	4	31	7	2
Puerto Rico	9	0	0	7	0	0	1	10	0	1
Honolulu	2	7	2	2	11	2	4	4	8	4
Houston	20	5	0	17	4	2	3	26	7	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	1	0	2	0	0	2	1	4	0
Totals	176	51	32	133	46	19	29	237	61	32
STEWARD DEPARTMENT										
New York	21	5	1	16	3	0	5	36	6	1
Philadelphia	1	2	0	1	0	0	0	1	3	0
Baltimore	2	3	0	3	1	0	0	2	3	0
Norfolk	6	5	3	1	3	3	0	8	2	1
Mobile	6	2	1	6	2	0	1	7	2	1
New Orleans	17	4	2	10	4	1	0	18	4	2
Jacksonville	13	1	1	9	5	0	3	16	2	1
San Francisco	32	6	2	25	2	1	8	73	11	6
Wilmington	12	4	0	15	0	0	3	19	7	0
Seattle	15	2	2	12	2	1	5	29	3	4
Puerto Rico	4	0	0	1	0	0	0	8	0	0
Honolulu	8	18	17	9	13	11	58	6	30	28
Houston	13	2	1	9	1	0	9	23	2	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	7	4	1	3	1	4	2	11	3
Totals	151	61	34	118	39	18	96	248	86	49
ENTRY DEPARTMENT										
New York	10	15	7	5	8	3	0	30	25	13
Philadelphia	0	1	0	0	2	0	0	0	1	3
Baltimore	3	3	1	1	1	0	0	6	3	1
Norfolk	5	3	6	0	2	6	0	8	2	5
Mobile	6	12	1	4	2	1	0	4	13	2
New Orleans	11	11	13	11	6	13	0	11	14	19
Jacksonville	1	8	7	2	6	3	0	1	13	10
San Francisco	23	13	14	12	7	7	0	38	16	21
Wilmington	10	5	2	3	3	2	0	15	9	2
Seattle	17	8	1	18	4	1	0	22	10	1
Puerto Rico	4	10	0	5	3	0	0	9	13	0
Honolulu	4	51	129	2	46	98	0	6	66	169
Houston	3	8	12	6	10	2	0	9	19	20
St. Louis	1	0	0	0	1	0	0	1	0	0
Piney Point	1	1	8	1	0	7	0	0	2	3
Totals	99	149	201	70	101	143	0	160	206	269
Totals All Departments	702	366	341	543	283	234	168	1,053	448	441

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 October was down from the month of September. A total of 1,223 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,223 jobs shipped, 543 jobs or about 44 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 168 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 10,965 jobs have been shipped.

New Phone Number for SIU P.R. Hall

The union's hall in Santurce, Puerto Rico has a new phone number as a result of Hurricane Hugo's destruction of the island's communication system.

The new number, which is fully operational at this time, is 809/721-4033.

When the storm's 140-mile-an-hour winds whipped through the Caribbean, telephone poles and lines were downed by the thousands.

Santurce SIU Port Agent Angel Hernandez reports Puerto Rico's telephone system will be completely overhauled in the rebuilding process and part of the reinstatement of service involves new phone numbers.

Hernandez said the union hall suffered only minor damages. "The Puerto Rico membership has been very patient and helpful during this crisis," he added.

GREAT LAKES TUG AND DREDGE, PENSION PLAN

GREAT LAKES TUG AND DREDGE PENSION PLAN
5201 Auth Way
Camp Springs, Maryland 20746

(301)899-0675

SUMMARY ANNUAL REPORT

This is a summary of the annual report of the Great Lakes Tug and Dredge Pension Fund EIN #13-1953878 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).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust. Plan expenses were \$643,293. These expenses included \$132,750 in administrative expenses and \$510,543 in benefits paid to participants and beneficiaries. A total of 471 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$12,751,011 as of December 31, 1988, compared to \$11,747,661 as of January 1, 1988.

During the plan year the plan experienced an increase in its net assets of \$1,003,350. This increase included unrealized appreciation (depreciation) in the value of the plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$1,646,643 including employer contributions of \$189,117, employee contributions of \$72,285, gains of \$426,313 from the sale of assets, and earnings from investments of \$958,928.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An Accountant's report
2. Assets held for investment
3. Transactions in excess of 5 percent of plan assets
4. Actuarial information regarding the funding of the Plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746 (301)899-0675.

The charge to cover copying costs will be \$2.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

Know Your Rights

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.

SIU Members: Know Your Shipping Rules

The SIU has available for members, upon request, copies of the shipping rules that have recently been updated to include all SAB actions through October 1, 1989.

Any individual desiring a copy should write to the Seafarers Appeals Board; 5201 Auth Way; Camp Springs, Maryland 20746.

SEAFARERS
LOG



KEEPS
YOU
POSTED

44 New SIU Pensioners*Continued from page 19***HILTON S. FOSTER**

Hilton S. Foster, 62, joined the union in November of 1960 in the port of Norfolk.

He served in the Army from 1945 to 1947. The Ransomville, NC native worked in the deck department for GATCO. Boatman Foster calls Belhaven, NC home.

JAMIE LEE GAMBLE

Jamie Lee Gamble, 62, became a union member in March of 1977 in the port of Houston. The Oneonta, AL native served in the Navy from 1944 to 1946 and 1949 to 1969. He retired as a captain to his home in Brandon, FL.

CHARLES T. KELLUM

Charles T. Kellum, 67, acquired his SIU book in April of 1977 in the port of Norfolk. Born in Brocklawn, NJ, Boatman Kellum served in the Army and Navy during World War II. The deck department veteran lives in Morehead City, NC.

WILFORD D. NIXON

Wilford D. Nixon, 62, became an SIU member in July of 1979 in the port of

Norfolk. He served in the Navy from 1946 to 1948. Boatman Nixon worked as a chief engineer. He still lives in his native Belhaven, NC.

ANTHONY E. NOCELLA

Anthony E. Nocella, 62, joined the SIU in June of 1972 in his native

Philadelphia. He served in the Army from 1945 to 1947. He worked in the deck department before retiring to Philadelphia.

LEROY A. PLATT

Leroy A. Platt, 70, received his SIU book in September of 1976 in the port of

Baltimore. The Baldwinsville, NY native served in the Naval Reserves from 1941 to 1944. He worked as a captain in the inland division. Boatman Platt calls Cold Brook, NY home.

VIRGIL VORE

Virgil Vore, 64, became a union member in March of 1968 in the port of

Houston. The Indiana native served in the Navy from 1943 to 1946. The deck department veteran resides in Cold Springs, TX.

HERBERT C. WILLIAMS

Herbert C. Williams, 62, acquired his SIU book in December of 1957 in the port of Philadelphia.

Boatman Williams served in the Army from 1950 to 1952. He worked in the deck department before he retired to his native Swanquarter, NC.

CARL R. WRIGHT

Carl R. Wright, 62, joined the SIU in May of 1974 in the port of Houston.

The Galveston, TX native served in the Army from 1950 to 1952. He worked in the engine department. Boatman Wright calls Santa Fe, TX home.

Great Lakes**JOHN K. TAMAN**

John K. Taman, 65, joined the SIU in 1948 in the port of Detroit.

The Michigan native served in the Army from 1943 to 1945. He worked in the deck department. Brother Taman calls Rockwood, MI home.

Railroad Marine**RICHARD AVERY**

Richard Avery, 63, became an SIU member in July of 1959 in the port of Norfolk. The Virginia native served in the Navy from 1944 to 1946

and from 1950 to 1951. He worked as a deckhand for the Chesapeake and Ohio Railroad. In 1963, Brother Avery served as an assistant regional director for the union. He resides in Hampton, VA.

ANTHONY A. LEMBO

Anthony A. Lembo, 59, joined the union in October 1983 in the port of New York. Brother Lembo worked with the New York Cross Harbor Railroad. He lives in Largo, FL.

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.

SEAFARERS VACATION FUND

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

SUMMARY ANNUAL REPORT

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 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 \$(2,277,541) as of December 31, 1988 compared to a deficit of \$(2,901,671) as of January 1, 1988. During the plan year the plan experienced an increase in its net assets of \$624,130. During the plan year, the plan had a total income of \$31,862,977, including employer contributions of \$31,520,388 and earnings from investments of \$342,589. Plan expenses were \$31,238,847. These expenses included \$2,701,292 in administrative expenses, \$26,216,548 in benefits paid to participants and beneficiaries, and \$2,286,086 in other expenses (payroll taxes on vacation benefits).

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)899-0675. The charge to cover copying costs will be \$1.40 for the full annual report or \$.10 per page for any part thereof.

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

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

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

Michigan

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

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

New York

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

Pennsylvania

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

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

Texas

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

Virginia

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

Washington

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

Dispatchers' Report for Great Lakes

CL—Company/Lakes OCT. 1-31, 1989	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Port	DECK DEPARTMENT								
Algonac	0	8	11	0	34	15	0	18	14
Port	ENGINE DEPARTMENT								
Algonac	0	9	7	0	12	5	0	14	6
Port	STEWARD DEPARTMENT								
Algonac	0	3	4	0	5	0	0	8	5
Port	ENTRY DEPARTMENT								
Algonac	0	19	22	0	0	0	0	33	43
Totals All Departments	0	39	44	0	51	20	0	73	68

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

Dispatchers' Report for Inland Waters

OCTOBER 1-31, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Port	DECK DEPARTMENT								
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	1	1	0	2	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	0	0	5	0	0	75	20	5
Mobile	2	1	0	1	0	0	1	1	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	2	1	12	3	0	5	2	1	15
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	6	1	15	10	2	18	9	3	40
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	2	4	3	0	4	2	3	2
Algonac	26	10	0	22	1	0	31	16	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	55	15	31	45	4	27	122	44	62
Port	ENGINE DEPARTMENT								
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	1	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	0	0	2	0	0	18	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	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	0	0	0
Algonac	17	8	0	17	2	0	17	15	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	26	8	1	19	3	0	36	21	7
Port	STEWARD DEPARTMENT								
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	0	0	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	2	0	0	14	1	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	3	0	0	1	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	1	0	1	1	1	2	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	0	0	0
Algonac	7	4	0	5	0	0	4	4	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	5	4	7	1	2	20	7	4
Totals All Departments	96	28	36	71	8	29	178	72	73

***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.

December Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday, December 4
- New York**
Tuesday, December 5
- Philadelphia**
Wednesday, December 6
- Baltimore**
Thursday, December 7
- Norfolk**
Thursday, December 7
- Jacksonville**
Thursday, December 7
- Algonac**
Friday, December 8
- Houston**
Monday, December 11
- New Orleans**
Tuesday, December 12
- Mobile**
Wednesday, December 13
- San Francisco**
Thursday, December 14
- Wilmington**
Monday, December 18
- Seattle**
Friday, December 22
- San Juan**
Thursday, December 7
- St. Louis**
Friday, December 15
- Honolulu**
Friday, December 15
- Duluth**
Wednesday, December 13
- Jersey City**
Wednesday, December 20
- New Bedford**
Tuesday, December 19

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

Personals

Danny Knight
Please contact Dawn at the SIU Baltimore Clinic, 301/327-4600.

Franchesca Rose
Please call Paula 713/447-0930.

Constantino Sabardo
Please contact your stepdaughter Barbara Bledsoe; 600 Millwood Drive; Falston, MD 21047.

SEAFARERS WELFARE PLAN NOTICE COBRA: Continuation Health Coverage

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

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

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

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

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

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.

Ship's 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 EAGLE (Pacific Gulf Marine), August 23 — Chairman Billy Eastwood, Secretary Frank Costango, Deck Delegate Wayne Proudlove, Engine Delegate Dennis Clayborn, Steward Delegate Calvin Hazzard. Chairman reported voyage smooth with no beefs. He noted all equipment repairs in galley completed. Secretary reported trip's highlights were barbecue and soccer matches at Goteborg (Sweden) Seaman's Center. Crew played sailors from two Soviet vessels, losing first game 3-1 but winning second 3-2. LOG received while in Goteborg shipyard. Steward department thanked for its job, especially cookouts. Steward thanked for acquiring ice cream freezer. Next ports: Bayonne, NJ and Charleston, SC.

LIBERTY SEA (Liberty Maritime Corp.), August 27 — Chairman Cesar Gutierrez, Secretary J.B. Harris, Educational Director Nat Leary, Deck Delegate Bobby Riddick, Steward Delegate Jerry Ward. Chairman reported captain very pleased with tank cleaning on trip. He said crew made good team. Educational director announced VCR would be repaired in New Orleans. Treasurer said \$26 in ship's fund and \$105 in movie fund. No beefs or disputed OT. Crew sent letter to contract department asking why day worker rather than AB watch stander must relieve man on watch. Steward wanted to check why some crewmembers able to send special allotments and others cannot. Crew gave vote of thanks to steward department for job well done.

PAUL BUCK (Ocean Shipholding), August 20 — Chairman Alejandro T. Ruiz, Secretary E.L. Johnson. Chairman reminded crew new washing machine and dryer have been requested for a year. He urged all members to donate to SPAD and keep mess room clean. Educational director encouraged members to take advantage of Lundeberg School. Treasurer reported \$150 in ship's fund. No beefs or disputed OT. One moment of silence held in memory of Paul Hall's birthday. Crew requested fans be installed in all rooms during hot weather as air conditioners are not supplying enough cool air. Steward department given vote of thanks.

SEA-LAND EXPLORER (Sea-Land Service), August 27 — Chairman L. Cope, Secretary W. Hawkins, Deck Delegate K. Moore. Chairman announced broken microwave ashore for repairs. He reminded members to double check pay differential at payoffs after upgrading. He told crewmembers all hands must be present when drills take place in port and urged members to donate to movie fund during payoff. Treasurer said will check with captain to determine how much money is in movie fund. No beefs or disputed OT. Members asked to turn in forms for tile repair, take care of movies and keep lounge clean.

USNS STALWART (Sea Mobility, Inc.), August 15 — Chairman Albert Austin Jr., Secretary D. Fronek, Deck Delegate Ernest Caltenback, Engine Delegate Daniel Healy, Steward Delegate John Briggs. Chairman thanked deck department for fine job. He thanked chief cook for ex-

cellent food preparation. Secretary discussed drug test required by Coast Guard. Educational director urged all members to read LOG and upgrade at Piney Point. Engine delegate reported chief engineer had been giving assignments in crew's lounge while members were on coffee and lunch breaks. Steward delegate reported objections to chief engineer ordering steward department to clean grease trap on specific day and time without regard to meal preparation period. Members were reminded to contribute to SPAD. Next port: Norfolk, VA.

AMERICAN CORMORANT (Pacific Gulf Marine), September 3 — Chairman Vernon Huelett, Secretary Marvin St. George, Engine Delegate Michael Nickerson. Treasurer reported \$85 in ship's fund. Crew asked that dental plan be reviewed and more information about job description, wages and vacation rates be made available to members. Crewmembers thanked steward department for good job.

COVE LIBERTY (Cove Shipping), September 7 — Chairman M. Galbraith, Secretary M. Flores, Educational Director A. Markowitz. Chairman reported smooth sail and ship will pay off upon arrival September 8. He urged members to continue contributing to SPAD. No reports of disputed OT or beefs. Two members lost prescription glasses while working. Payoff patrolman will be asked to help obtain new pairs. Crew thanked steward department for its work. Next ports: Houston and New York.

FALCON CHAMPION (Seahawk Management), September 24 — Chairman John Chermesino, Secretary M.P. Cox, Educational Director J.W. Fonville, Engine Delegate Michael Jackson. Chairman told crew layoff slips available with 800 phone number for those wanting to return to vessel. Members asked to strip beds and clean rooms for next members to board. All members will receive extra day of pay for travel. Treasurer noted balance of \$232.55 in movie fund. More movies would be purchased in Mobile, AL. No beefs or disputed OT. Steward Cox thanked members for cooperation and consideration. Crew thanked steward department for job well done. Next port: Mobile, AL.

GUAYAMA (Puerto Rico Marine), September 11 — Chairman Paul Dornes, Secretary Paul Stubblefield, Educational Director R. Tompkins, Deck Delegate W. Taylor, Engine Delegate E. Kent, Steward Delegate Peter Mazzitelli. Chairman reported vessel would pay off upon arrival in Elizabeth, NJ on September 13. No beefs or disputed OT. Crew asked contract department review lowering time necessary to request relief from 120 to 60 days on 240-day shipping card. Bosun, steward and electrician returned after vacations and reported ship running fine. Next port: Elizabeth, NJ.

INGER (Sealift Bulk Inc.), September 17 — Chairman S. Jawdora, Secretary J. F. Miller, Engine Delegate W. E. Marino. Chairman reported payoff scheduled for September 22. He noted repair list includes

parts for ice machine. He asked crew to not slam engine doors and advised that new gasket may be placed around doors during repairs. Secretary urged those getting off vessel to leave clean linens for next man and to turn in keys. No reports of disputed OT or beefs. Crew asked that half the milk come onboard in New Orleans and the other half in Hawaii. Crewmembers suggested washer and dryer be moved and new microwave be brought onboard. Seamen's club called to pick up books. Four to eight watch reminded to make coffee and provide weather reports. Crew thanked steward department.

LIBERTY SPIRIT (Liberty Maritime), September 3 — Chairman Glen James, Secretary R. Kennedy, Deck Delegate A. Machado, Engine Delegate C. Bocage, Steward Delegate J. Miller. Crew requested microwave oven be placed onboard for crewmembers. Crew thanked steward department for keeping a clean ship.

LNG GEMINI (ETC), September 24 — Chairman Pete Waters, Secretary Edward Tinsley. Chairman reported letter sent regarding medical help for crewmembers and awaiting answer. Treasurer said \$345 in ship's fund.

LNG VIRGO (Energy Transportation Corp.), September 3 — Chairman Billie Darley, Secretary Norman Duhe, Educational Director R. Pereira, Engine Delegate Ramon Ali, Steward Delegate William Christmas. Ship going into yard either September 26 or 27 and chairman will speak to captain about flight arrangements for those leaving vessel. Chairman asked crew to dress appropriately for meals and be respectful of other members when playing radios. Secretary said \$14.40 is in ship's fund. He will inquire about funds collect during previous trip. He will find out if radio in crew mess hall was charged to ship's fund. No beefs or disputed OT reported by delegates. Chairman noted pleasant voyage. Secretary reminded crew to return dishes and glasses to galley. Vote of thanks given to steward department for job well done. Entire crew thanked for its efforts. Next ports: Osaka, Japan and KHI Shipyard.

OMI COLUMBIA (OMI Corp.), September 24 — Chairman Robert C. Marrero, Secretary C.R. Moss, Engine Delegate Lonnie Carter, Steward Delegate R.W. Gilliam. Chairman reported ship payoff scheduled for September 27. Secretary said everything running smoothly. Bosun made new salad bar. Educational director urged members to upgrade. No beefs or disputed OT. Union thanked for new wage rates. Steward department thanked for keeping salad bar well stocked. Members reminded to give to SPAD for job security.

OVERSEAS HARRIETTE (Maritime Overseas), September 10 — Chairman W. Jefferson, Secretary V. Sanchez Jr. Chairman reported payoff set for September 14. Crewmembers leaving ship urged to clean rooms for next men boarding. Chairman announced exhaust fans in galley fixed and other repairs would be handled while ship was in yard. No beefs or disputed OT reported by engine and steward delegates. Steward department thanked for work. Next port: New Orleans, LA.

OVERSEAS NEW YORK (Maritime Overseas), September 15 — Chairman M. Zepeda, Secretary N. Evans, Educational Director E. Self, Deck Delegate J. Poleate, Engine Delegate C. Edwards, Steward Delegate J. Ortiz. Chairman announced payoff would take place upon arrival in the Netherlands. Deck department thanked for performing duties well. Educational director said new movies would be purchased and members could make requests. Treasurer reported \$50 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT listed by engine and steward delegates. Members discussed increasing pension, upgrading optical and dental plans and creating swifter turnover for vacation checks. Steward department thanked for job well done. Next port: The Netherlands.

PFC WILLIAM BAUGH (Maersk Lines), September 23 — Chairman T. Anderson, Secretary D. Zuls, Educational Director D. Nance. Chairman said crewmembers must sign customs form. He reported one movie missing from library. Treasurer said \$100 in fund. No beefs or disputed OT. Members asked if they get one hour per week for cleaning living quarters. Crew asked for vacation, medical and welfare information and forms. Steward department given vote of thanks. Next port: Diego Garcia.

RICHARD G. MATTHIENSEN (Ocean Carriers), September 1 — Chairman William Babbitt, Secretary D. B. Smith, Educational Director D. Leight, Deck Delegate Dana Nunez, Engine Delegate Julian Lopez, Steward Delegate P. Ordansa. Chairman stressed importance of upgrading at Piney Point. Deck delegate reported promotion of DEU to AB caused dispute on pay rate. Engine and steward delegates reported no beefs or disputed OT. Crewmembers reported problem with water always being brown and suggested tanks be recoated. Crew thanked steward department for fine job.

ROBERT E. LEE (Waterman Steamship), September 24 — Chairman Mark T. Trepp, Secretary P. L. Hunt, Educational Director J. Burkett. Chairman reported vessel had good trip. Treasurer announced \$250 in ship's funds. No beefs or disputed OT listed by departmental delegates. Total of \$400 collected from officers and crew for Bernie Guarino memorial fund. Secretary noted Guarino, who died suddenly, would be missed by all crewmembers. Next port: Norfolk, VA.

SEA-LAND ACHIEVER (Sea-Land Service), September 4 — Chairman Norberto Prats, Secretary Louis Pion, Educational Director A. Mercado. Chairman advised crew on drug test procedures. No beefs or disputed OT reported from departmental delegates. Vote of thanks given to steward department.

SEA-LAND CHALLENGER (Sea-Land Service), September 11 — Chairman Roy L. Williams, Secretary George W. Gibbons, Educational Director Charles A. Henley, Steward Delegate Virgilio Rivera. Chairman asked crew to report anything that needs to be fixed. Secretary reported trip is going fine. He said repairmen are aboard for voyage and he hopes they will fix water line in crew's recreation room. Crewmembers would like new furniture for recreation room. Next port: Elizabeth, NJ.

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Digest of Ships Meetings

Continued from page 24

SEA-LAND DEVELOPER (Sea-Land Service), September 20 — Chairman R.W. Pinkham, Secretary P.P. Lopez, Educational Director M.D. Sabbin, Deck Delegate N. Napolitano, Engine Delegate J.D. Howison, Steward Delegate J.E. Dusich. Chairman said ship would pay off upon arrival at Tacoma, WA on September 27. Treasurer reported \$20 in ship's fund. Steward delegate reported some OT disputed. No problems listed by deck and engine delegates. Crew requested new washing machine and television. Next port: Tacoma, WA.

SEA-LAND EXPRESS (Sea-Land Service), September 29 — Chairman J.M. Ard, Secretary G. Silvey, Educational Director D. Compeau. Chairman reported ship running fine. Treasurer said no money in ship's fund. No beefs or disputed OT. Crew thanked for keeping ship clean.

SEA-LAND HAWAII (Sea-Land Service), September 23 — Chairman Joseph San Filippo, Secretary J. Bayani, Educational Director J. Flynn. Secretary thanked crew for keeping mess and lounge clean. No beefs or disputed OT. Crew asked for return of six-month rotary shipping. Departments working to keep outside and inside of ship clean. Steward department thanked for terrific food. Next port: Long Beach, CA.

SEA-LAND LIBERATOR (Sea-Land Service), September 10 — Chairman V.J. Ardowski, Secretary C.M. Modellas, Educational Director E.L. Ford, Deck Delegate J.W. Fultz, Engine Delegate Patrick Lynch, Steward Delegate Tom Marshall. Chairman reminded crew to read Seafarers LOG, especially president's column, for news on union and maritime industry. He announced ship pay off will be September 11 in Long Beach, CA. Secretary said members very cooperative in keeping crew lounge clean. Departmental delegates reported smooth sailing, no beefs or disputed OT. Next port: Long Beach, CA.

SEA-LAND MARINER (Sea-Land Service), September 3 — Chairman A. R. McCree, Secretary W. E. Spratley, Educational Director D. DiSarno, Deck Delegate J. W. Allen, Engine Delegate A. B. Austin, Steward Delegate J. Weed. Chairman thanked crew for good trip, saying it was best he had sailed in a long time. Secretary thanked crew for keeping ship clean at all times. Educational director urged those with a drug or alcohol problem to get help. He said he has been straight since seeking treatment at Seafarers' addictions rehabilitation facility at Valley Lee, MD. Treasurer reported \$20 in barbecue fund. No beefs or disputed OT reported by delegates. Next ports: Tacoma, WA and Yokohama, Japan.

SEA-LAND NAVIGATOR (Sea-Land Service), September 3 — Chairman Peter Bean, Secretary J. Jones, Educational Director A. Sankolewicz. Chairman said telex sent to San Francisco union hall regarding lack of ice machine for last two trips. Union reported one will be installed when ship arrives in Oakland. Secretary asked for explanation of GUDE duties. Educational director reported chief engineer handling reefers rather than chief electrician. Treasurer reported \$64.68 in movie fund. No beefs or disputed OT.

Crew said captain allowed only one draw for Guam and Kaohsiung, which are five/six days apart. Crew thanked steward department for job well done. Next port: Long Beach, CA.

SEA-LAND PERFORMANCE (Sea-Land Service), September 11 — Chairman Walter Petty, Secretary Floyd Bishop, Deck Delegate Steve Fabritsis, Engine Delegate M. Lambeth, Steward Delegate Allan Bright. Deck delegate reported some disputed OT. Engine and steward delegates reported no beefs or disputed OT. Crew asked that shower water pressure be fixed. Members asked that AB on wing be moved inside when stack gas is bad.

SEA-LAND VALUE (Sea-Land Service), September 10 — Chairman George Burke, Secretary J. Gonzalez. Secretary reported everything running smoothly on ship. No delegates listed disputed OT or beefs. Crew thanked steward department for job well done. Next port: Elizabeth, NJ.

Everglades. He asked crewmembers to list questions they have about the new contract. No disputed OT or beefs reported by departmental delegates. Chairman urged members not to loiter in mess hall after eating because space is limited. Next port: Port Everglades, FL.

USNS SILAS BENT (Mar Ship Operators), September 14 — Chairman Michael Marquette, Secretary Sharon Ortiz, Deck Delegate John Buckley, Engine Delegate Gary Carter, Steward Delegate Jackie Paglinawan. Chairman asked for crew's help in becoming reacquainted with ship. Secretary thanked crew for assistance. She noted a revised set of hours and locations for linen exchange had been posted. Educational director urged members to read LOG and upgrade at the Lundeberg School. No disputed OT or beefs reported by delegates. Crew requested answer on question regarding permanent positions: Must vacation be



The SIU ship's committee on the USNS Silas Bent is joined by the entire crew for a photo taken September in Yokohama, Japan. The ship's committee is made up of Chairman Michael T. Marquette, Secretary Sharon L. Ortiz, Education Director Jerry A. Rosemeyer, Deck Delegate John C. Buckley, Engine Delegate Gary A. Carter and Steward Delegate Jackie J. Paglinawan.

USNS CHAUVENET (Lavino Steamship Company), September 15 — Chairman J. Ross, Secretary M. McDermott, Educational Director A. Matos. Chairman discussed current conditions of ship and crew. He thanked crew for job it has been doing and reminded members to go through departmental delegates to address problems. He urged members to upgrade at the Lundeberg School. Secretary discussed payroll vouchers. He reminded crew to help keep vessel clean. Crew noted some problems with hot and cold water system, galley and electricity. Crewmembers happy to report vessel sailing after spending summer in Jacksonville shipyard.

USNS CLEVELAND (Sealift Bulkers, Inc.), September 10 — Chairman F. A. Khan, Secretary A. Pinn. Deck delegate reported disputed OT with chief mate defacing OT sheets. Steward delegate noted disputed OT involving GSU. Engine delegate did not list any beefs or disputed OT.

USNS LYNCH (Mar Ship Operators), September 7 — Chairman Carmine Bova, Secretary D. Velandra, Educational Director Gary Wicket. Chairman announced new washer and dryer ordered. He noted ship would pay off September 8 in Port



On their way to join the USNS Silas Bent are Jose Manuel Llitera (left) and Eric Emory. The recent Lundeberg School graduates are pictured in the Tokyo airport.

taken after four months on the vessel or will individual lose permanent status?

USNS WILKES (Lavino Shipping Co.), September 21 — Chairman Tom Trehern, Secretary Burt Lucido, Educational Director Aaron Thompson. Chairman reported morale low because of workload doubling. He announced garbage separation program is working and urged members to be careful when cleaning with industrial strength ammonia. Educational director urged members to upgrade at Piney Point. Treasurer reported \$950 in ship's fund. Crew approved party to be held when vessel arrives in Lisbon, Portugal. No beefs or disputed OT. Variety of salads is being served by steward department. Next port: Lisbon, Portugal.

MTD Convention Sets Policy Goals

Continued from page 6

eral, state and local races. Of the 6000 registered lobbyists in Washington, DC, he said, only 150 are from labor unions.

In adopting over 50 resolutions, convention delegates called for an evaluation of the programs needed to maintain the St. Lawrence Seaway system at its maximum level. Delegates supported the construction and full federal funding of a new 1000 foot lock at Sault Ste. Marie, Michigan, Coast Guard funding of the icebreaker vessel the Mackinaw and extension of the current agreements that give the domestic steel industry an opportunity to modernize thereby increase demand for bulk commodity service from the Great Lakes.

The delegates also enacted resolutions urging an end to unfair subsidies of foreign shipyards, reauthorization of the Export Administration Act to preserve North Slope Alaskan oil for domestic consumption, continued support of a strong cabotage policy as embodied in the Jones Act, expansion of Jones Act coverage to include the full extent of the U.S. exclusive economic zone, abolishment of factors that allow foreign-flag cruise ships to operate in domestic U.S. waters and passage of legislation designed to expand the U.S.-flag passenger fleet.

Miller on Whales

Continued from page 15

In my seagoing experience, I was on two ships on which I was directly involved in collisions with whales under such circumstances.

One was a Calmar running south along the coast of Mexico at 12 knots. I was on lookout on the bow and watching a large whale swimming directly in front of us which we hit. I had to leap clear of the large tail which flipped above me.

Another similar collision occurred on the Isthmian ship Kenyon Victory in the Sea of Turtles off Mexico. Running south at 18 knots I was also on the bow when we hit a whale. The impact caused our speed to drop five revolutions.

On one occasion a boarding pilot at Balboa informed us that a whale was stuck on our bow which accounted for the slow down in our speed for almost two days.

On yet another occasion, we were informed by the linemen in Anchorage, AK while docking there on a Sea-Land ship that there was a whale stuck on our bow.

Fred T. Miller
Castle Rock, Washington

Editor's Note: The LOG would like to hear from seamen who have also had first hand experience with whale collisions. Brother Miller raises a good point, seamen should be consulted. The LOG would like to document a number of cases involving whales striking ships to forward to the University of California's marine biology department.

Final Departures

Deep Sea

FRANK BARON



Frank Baron, 76, passed away October 10. The deck

department veteran, known to his friends as "Red," served in the Navy from 1930 to 1935. He became an SIU member in March of 1939 at the port of New York. Early in his career, the English-born Baron sailed from the port of Baltimore. He participated in the Murmansk run during World War II. At the time of his retirement in January of 1973, Brother Baron sailed from the port of San Francisco. He is survived by two brothers, William and Norman.

PAUL T. BOUDREAUX

Paul T. Boudreaux, 68, died October 13. The Louisiana native received his SIU book in August of 1942 at the port of New Orleans. He sailed in the deck department primarily from the port of New Orleans until he retired in May of 1976. His wife, Ruth, survives him.

BERNARD P. BURKE



Bernard P. Burke, 72, passed away October 16. Brother

Burke was born in Indiana. He began his SIU career in December of 1948 at the port of San Francisco. He sailed in the steward department until his retirement in May of 1976.

GEORGE DANIELS JR.



George Daniels Jr., 72, died September 7. Born in Pantego, NC,

Brother Daniels served in the Army from 1941 to 1945. He later served in the Coast Guard. The engine department seafarer joined the SIU in February of 1946 at the port of Norfolk. He assisted the union in the 1962 Moore McCormick-Robin Line beef. He is survived by his wife, Lillian.

JACK B. DAVIS

Jack B. Davis, 71, passed away August 15. He served in the Army from 1941 to 1945. The Madisonville, TX native graduated from the Andrew Furuseth Training School in New York in June of 1964. Brother Davis upgraded to QMED at the Lundeberg School in 1974 before he retired in December of 1982.

ARCHIE E. DELANEY



Archie E. Delaney, 73, died October 27. The Alabama native served in

the United States Marine Corps from 1936 to 1938. He became a member of the union in October of 1955 at the port of New York. Early in his engine department career, Brother Delaney sailed on Alcoa and Waterman vessels. He received his first pension check in February of 1978.

RAMON FERRERA

Ramon Ferrera, 68, passed away November 21, 1988. Brother Ferrera sailed for 42 years before he retired in 1978 as a bosun. He shipped from the ports of Mobile and New Orleans. He saved the life of a fellow shipmate in the early 1970's. Ferrera is survived by his wife, Elsie, and daughter, Irene Elizabeth.

LOUIS A. GARDIER

Louis A. Gardier, 72, died October 9. The steward department pensioner was born in the Caribbean nation of Trinidad & Tobago when it was part of the British West Indies. He joined the SIU in March of 1947 at the port of New York. Brother Gardier retired in December of 1982. His wife, Rosaline, survives him.

WILLIAM M. HAND



William M. Hand, 75, passed away September 26. The McDavid, FL native

served in the Army from 1940 to 1945. Brother Hand received his SIU book in October 1954 at the port of New Orleans. His stepson, Lee M. Castro, was a 1963 recipient of the union's scholarship program. Brother Hand worked in the steward department before retiring in December of 1978. He is survived by his wife, Mary Lee.

BO KARLSSON



Bo Karlsson, 66, died September 2. Born in Sweden, Brother

Karlsson became an SIU member in July of 1951 at the port of Baltimore. He took part in the 1961 New York Harbor strike. Karlsson upgraded to become a recertified bosun in 1975 at the Lundeberg School. He started receiving his pension in August of 1982.

BURRIS MAXWELL



Burris Maxwell, 77, passed away June 16. The deck

department seafarer was born in New Jersey and served in the Army from 1930 to 1933. He joined the union in December of 1938 at the port of Mobile. Brother Maxwell retired in November of 1974. His wife, Ethel, survives him.

LUCIAN B. MOORE

Lucian B. Moore, 81, died October 25. The Tennessee native sailed in the steward department. Brother Moore was one of the union's first members, signing on with the SIU in November of 1938 at the port of Mobile. Brother Moore retired in September of 1975.

MARTIN PYKE



Martin Pyke, 71, passed away at his Fort Lauderdale, FL home on July 20.

The Philadelphia native sailed several decades with the SIU before retiring in June of 1984. He is survived by his wife, Kathryn, and son, Marty.

WILFRED SCHOENBORN

Wilfred Schoenborn, 84, died August 28. He was born in Dresden, Germany. Brother Schoenborn became an SIU member in May of 1946 at the port of New York. He sailed in the deck department. He walked the 1961 New York Harbor picket line. Pensioner Schoenborn retired in June of 1968.

EDWARD D. SYNAN

Edward D. Synan, 59, passed away August 10. The Fall River, MA native served in the Navy from 1948 to 1953 and the Army from 1956 to 1958. He graduated from the Andrew Furuseth Training School at the port of New York during 1960. In December of 1974, Brother Synan received a letter of commendation from Delta Lines for his work as a chief electrician. He began receiving his pension in April of 1985.

Inland

STEVEN CRAWFORD

Steven Crawford, 52, died September 13. Born in Pearl River, LA, Pensioner Crawford served in the Army before joining the SIU in April of 1962 at the port of New Orleans. He worked in the engine department on Dixie Carriers vessels. Crawford upgraded at the Lundeberg School in June of 1973. He retired in February of 1988. His wife, Merrian, survives him.

LOUIS A. DEHON JR.

Louis A. Dehon Jr., 67, passed away October 11. He served in the Navy from 1941 to 1945. Boatman Dehon became a union member in January of 1971 in his native New Orleans. He worked on Crescent Towing tugs. Dehon attended a 1977 union education conference at the Lundeberg School in Pincey Point, MD. He began receiving his pension in November of 1986.

CECIL R. EVANS

Cecil R. Evans, 65, died August 7. The Freeport, FL native worked in the deck department for Radcliffe Towing. He joined the SIU in September of 1977 at the port of Mobile. Boatman Evans retired in May of 1988.

HORACE W. HODGES

Horace W. Hodges, 89, passed away September 1. Born in Mathews, VA, Boatman Hodges obtained his SIU book in September of 1961 at the port of Norfolk. He sailed as captain on Curtis Bay Towing vessels. Brother Hodges retired in September of 1974. He is survived by his wife, Lucy.

MILTON A. LIRETTE

Milton A. Lirette, 66, died September 11. The deck department boatman was born in Thibodaux, LA. He joined the SIU in August of 1960 at the port of Houston. Brother Lirette was sailed on Dixie Carriers and National Marine tugs. He began drawing his pension in March of 1988. His wife, Janie, survives him.

EMILIO MARTINEZ



Emilio Martinez, 63, passed away June 2. Born in Vega Alta, PR, Boatman

Martinez became an SIU member in December of 1977 at the port of San Juan. He worked in the deck department for Crowley Towing. He is survived by his wife, Carmel Luisa.

WALTER J. MICHAELKIEWCZ

Walter J. Michaelkiewicz, 64, died in the month of August. He served in the Air Force from 1942 to 1963. Boatman Michaelkiewicz joined the union in September of 1972 in his native Baltimore. He worked on Harbor Towing vessels during much of his maritime career. Pensioner Michaelkiewicz retired in March of 1985.

KENNETH J. NELSON SR.

Kenneth J. Nelson Sr., 69, passed away September 13. The Humboldt, TN native acquired his SIU book in May of 1957 at the port of Houston. He worked in the engine department on G & H Towing tugs. Boatman

Nelson retired in October of 1979. He is survived by his wife, Marjorie.

JAMES R. SAYWARD

James R. Sayward, 65, died August 25. The Massachusetts native served in the Marine Corps from 1942 to 1945. He joined the SIU in September of 1968 at the port of Chicago and sailed in the deck department. Boatman Sayward began his retirement in April of 1986. His wife, Dorothy, survives him.

ADAM S. SCHULTZ

Adam S. Schultz, 78, passed away October 11. He was born in Maryland. Boatman Schultz became an SIU member in December of 1956 at the port of Baltimore. He worked as a bargeman for the Western Maryland Railroad. Brother Schultz retired in August of 1973. He is survived by his wife, Esther.

Great Lakes

WILLIAM J. HEARNS JR.



William J. Hearns Jr., 53, died August 18. He joined the SIU in July of

1961 in his native Cleveland. Brother Hearns was an active deckhand for Great Lakes Towing at the time of his death. His wife, Helen, survives him.

Railroad Marine

MARTIN NICOLICH

Martin Nicolich, 78, passed away June 19. The Austrian-born deckhand became a member of the SIU in July of 1960 at the port of New York. He worked on New Haven Railroad vessels. Brother Nicolich retired in February of 1977. He is survived by his wife, Margaret.

DONALD E. RICHARDSON



Donald E. Richardson, 78, died June 6 at Valley Hospital in Ridgewood, NJ. The

deckhand for the Erie-Lackawanna Railroad was born in Stonington, MA. He became an SIU member in November 1963 at the port of New York. Brother Richardson was buried at the George Washington Memorial Park at Paramus, NJ. He is survived by his wife, Helen.

JOHN J. RYAN

John J. Ryan, 67, passed away August 7 at Mercy Hospital in Rockville Centre, NY. The Brooklyn native joined the union in July 1960 at the port of New York. He sailed in the deck department for the Pennsylvania, and later Penn Central, Railroad. He was buried August 11 at the Cemetery of the Holy Rood, Westbury, NY. His wife, Veronica, survives him.

1989-1990 UPGRADING COURSE SCHEDULE

All Programs Are Geared to Improve Job Skills of SIU Members and to Promote the American Maritime Industry

December 1989-February 1990

The following is the current course schedule for December 1989-February 1990 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 the Lundeberg School.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	February 5	March 16
Lifeboatman	January 22	February 2
	February 19	March 2
Simulator Shiphandling	December 4	December 15
	January 22	February 2
Third Mate	January 29	May 11

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

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	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.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	February 19	May 11
Fireman/Watertender and Oiler	January 8	February 16
Marine Electrical Maintenance	January 8	March 2
Marine Electronics Technician	January 8	March 30
Diesel Engine Technology	January 8	February 2
Hydraulics	January 8	February 2
Welding	January 8	March 2

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
Adult Basic Education (ABE)	January 8	February 9
English as a Second Language (ESL)	January 8	February 9
	February 12	March 23
ABE/ESL Lifeboat Preparation Course	January 8	January 19
	January 29	February 16

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

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 29	March 5

Oil Spill Course

Oil Spill Prevention & Containment (1 week)	February 19	February 23
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SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

(City) (State) (Zip Code) (Area Code)

Deep Sea Member Lakes Member
 Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Veteran of U.S. Armed Forces: Yes No

U.S. Citizen: Yes No

Home Port _____

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

Are you a graduate of the SHLSS Trainee Program:

Yes No
 (If yes, fill in below)

Trainee Program: From _____ to _____

Last grade of school completed _____
(dates attended)

Have you attended any SHLSS Upgrading Courses:

Yes No
 (if yes, fill in below)

Course(s) Taken _____

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

Yes No

Firefighting: Yes No CPR: Yes No

Date Available for training _____

Primary Language Spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

DECK

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

ENGINE

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

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

STEWARD

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

ALL DEPARTMENTS

- Welding
- Lifeboatman (Must be taken with another course)

ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies (DVS)
- English as a Second Language (ESL)
- ABE/ESL Lifeboat Preparation

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

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

RETURN COMPLETED APPLICATION TO:

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

SEAFARERS' LOG

Volume 51, Number 11

November, 1989

American Eagle Crew and Soviet Seamen Meet On Soccer Field

SIU members had their turn to experience "glasnost" when American Eagle crewmembers were challenged to a soccer match by Soviet merchant seamen, reported Chief Steward Frank Costango in an interview with the LOG earlier this month.

The American mariners won one round and the Soviets the other in soccer games held at the Swedish Seamen's Center in Goteberg, Sweden. The Eagle crew lost its first match, 3-1, to the Belgrad's seafarers but came back six days later to defeat the Leningradskaga Slava team, 3-2.

The Eagle was in port for repairs. The vessel was docked for two weeks allowing the crew to get acquainted with the area.

Bosun Billy Eastwood and Costango served as the Eagle team's coaches.

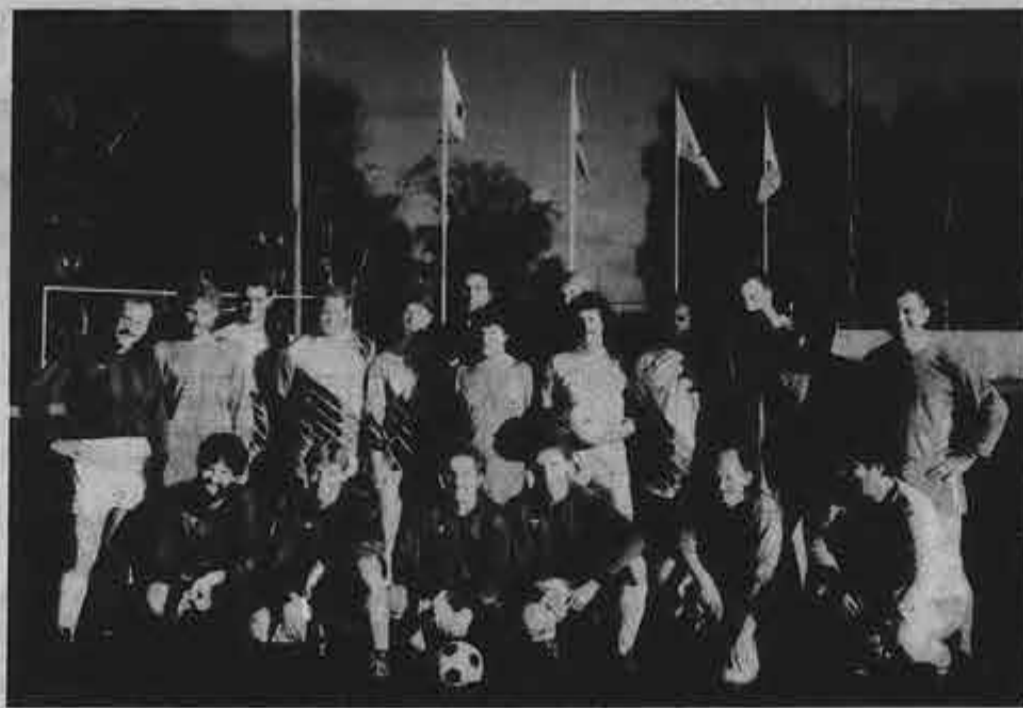


Chief Steward Frank Costango (right) prepares another helping of ribs for the picnic following the American Eagle's victory. He is helped by a representative of the Swedish Seamen's Club.

SIU crewmembers treated the defeated Soviets to an American-style picnic after the second game.

Costango and Chief Cook Calvin Hazard fed approximately 80 sailors from India, Sweden, Belgium, Denmark as well as the Soviet crew.

"They ate 60 pounds of ribs, 60 pounds of chicken, 30 pounds of



The American Eagle soccer squad (white jerseys) pose with their Soviet mariner counterparts: the Belgrad (top) and the Leningradskag Slava (bottom).

hot dogs, tubs of cole slaw, macaroni salad, potato salad and beer and soft drinks," Costango said. "We worked from 1300 to 2200 cooking and serving with the help of the seamen's club.

"Then the Soviets became our guests at a local nightclub. They had no money and had to get permission to stay out with us until 0100."

Costango said the games between American and Soviet players were a first for the Swedish Seamen's Center International Seamen's Olympics. He reported a great time was had by all.



Third Mate Sinclair Brown (left) relaxes with Able Seamen Thomas Johnson and Robert Ashcom after the American Eagle's victory over the Leningradskaga Slava's soccer team.



As Chief Steward Frank Costango prepares another order, AB's Robert Ashcom (seated, left) and Wayne Proudlove (standing, left) and Bosun Billy Eastwood (in hat) talk with a representative of the Swedish Seamen's Club.

HAVE YOU SEEN THIS CHILD?



Cheryl Ann Peters

C.A. Peters Left Home 5 Years Ago

Cheryl Ann Peters has been missing for five years. She left home one night after a family argument, and hasn't been seen since.

She was nearly 15 when she was reported missing. But like many such cases, the police and the National Center for Missing and Exploited Children still continue to publicize the facts surrounding her disappearance.

Case officer Lt. David Sackett of the Rochester, MN Police Department continues to receive tips on her possible whereabouts.

"We'll never put the case to rest until she's found," says Sackett. The officer notes that many missing child or young adult cases have been open for much longer than five years. But, he said, one anonymous tip or a decision by the runaway child can resolve a case quickly.

Cheryl Ann is now a young woman, and may look quite different from her picture. However, she has certain identifying marks that would not have changed: a faint scar below her eye brow, a planter's wart on the bottom of her left foot, pierced ears which had healed over and a scar on her upper left arm.

ANYONE HAVING INFORMATION SHOULD CONTACT

The National Center for Missing and Exploited Children
1-800-943-5678

OR

Rochester Police Department
1-507-285-8275