

SEAFARERS LOG

Volume 52, Number 3

March 1990

SIU Company Awarded Nine Ships

IMC to Operate Sealift Tankers

The Military Sealift Command announced this month as the Seafarers LOG was going to press that the five-year operating contract for its nine sealift tankers had been awarded to International Marine Carriers, an SIU-contracted company.

The nine tankers transport Department of Defense refined petroleum products worldwide. The vessels also provide support for Navy fleets and conduct refueling-at-sea operations for the military.

Upon learning of the designation of IMC as the contracting operator, SIU President Michael Sacco said, "We are pleased that this award to IMC will provide our organization with an opportunity to demonstrate the skills and quality of crewmembers who sail on SIU-contracted ships. I believe that the SIU's well-trained manpower not only will help the company to operate more efficiently, but it will also add to the strength of our national security."

The new work for SIU members

Continued on page 2

Lundeberg Elected Head Of SUP

Gunnar Lundeberg was elected to the presidency of the Sailors Union of the Pacific (SUP) last month over incumbent Paul Dempster. The announcement was made after a two-month secret ballot vote of the SUP membership and pensioners.

The new president of the SUP had previously served the union in the capacity of San Francisco business agent. He is the son of the great Harry Lundeberg who headed the SUP and the Seafarers International Union of North America (SIUNA) until his death in 1957. Harry Lundeberg was

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Senate Armed Forces Head Addresses MTD Delegates



Senator Sam Nunn

Sen. Nunn Sees Need To Boost Sealift, Raps Control Theory

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In a Crisis, U.S. Must Move Troops, Supplies, Says Butcher



Vice Admiral Paul D. Butcher

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MarAd Chief Urges New Commitment To Maritime



MarAd Admin. Warren Leback

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U.S. and Canadian Seafarers Agree to Promote Bilateral Ship Pact on Cross Border Cargoes



Officers of Canadian maritime unions meet with MTD President Michael Sacco concerning the need for an American/Canadian cross border cargoes shipping pact. Pictured above from left are Canadian Marine Officers Union President Albert Robillard, Sacco, and SIU of Canada officers—President Roman Gralewicz, Secretary Treasurer Andy Boyle, Executive Vice President Doug McCaren, East Coast Vice President Bill Ross and Great Lakes Vice President Martin Blanchette.

With the possibility of a united market and single registry looming in Europe, the Maritime Trades Department (MTD) called for a bilateral trading agreement that would reserve cargoes between the United States and Canada for the shipping fleets of those two nations. The proposal was endorsed by the MTD, an AFL-CIO department comprised of 42 national and international unions that represent workers engaged in some aspect of the maritime industry, at its board meeting last month.

SIU of Canada Secretary Treasurer Andy Boyle, in introducing the resolution that called for the pact, said cross border transportation agreements are nothing new. "Right now, Australia and New Zealand have an agreement that all bilateral trade carried out between those two nations is carried on their ships."

MTD President Michael Sacco, who also serves as head of the SIU, said representatives of the Canadian and American maritime unions would be meeting shortly

to discuss in depth the strategy to ensure adoption of the proposal by the governments of the two nations.

The MTD Executive Board also stated that such a pact would be devised in accordance with both nations' existing maritime laws.

As the LOG went to press, the SIU of Canada officers were seeking the support of the Canadian Labour Congress for the proposed bilateral shipping pact covering cross border cargoes between the United States and Canada.

Company Seeks Introduction of Fuel Loading Plan to Avoid Spills

MOC's Blake Proposal Would Produce Instant Results

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President's Report

As we move into the 1990s, Americans have good reason to consider what the future holds. Two main events are shaping up that could have a very serious impact on the economic security of American workers as well as on the continued health of our democracy.

One of these events is the soon-to-be finalized single trade market of the European Community (EC). By 1992, the 12 nations that make up the EC will unify their markets for the purpose of moving goods, services, capital and labor. A single currency is being developed as well. The countries involved are Belgium, Denmark, France, Greece, Ireland, Italy, Luxembourg, the Netherlands, Portugal, Spain, the United Kingdom and West Germany. In another year, all trade barriers and differences in standards between these nations will be dropped, and goods, services and people will move freely across borders, almost as we do within our 50 states. In fact, the combined European Community market will, it is estimated, rival ours in wealth and exceed the United States in numbers of consumers.

This means that Europe is going to be a more formidable competitor than when the United States had to contend with 12 separate nations and 12 separate markets. The technologies and ideas of Europe will be consolidated, and the 12 EC member countries will think competitively as one.

This unified European market could have serious implications for our own maritime industry. There is also much talk of consolidating the commercial shipping fleets of the nations involved into one operation, with one registry and flying a Euro-flag, manned by low-cost crews from the lesser developed parts of the world. Many of the EC nations have been traditional maritime powers in their own right. This is bound to have a critical impact on the United States which could be driven to the wall by this new economic—and political—force. Very likely every American industry will face similar threats.

The second event that is shaping up is the collapse of the communist economies and political systems of Eastern Europe. All freedom-minded individuals are eager to see the oppressed people of that part of the world adopt democratic systems and free market economies. And we can all see the logic of direct aid from our government to help these nations through some rocky economic times as they convert their economies. Already America is talking about pumping large sums of public funds and private money into that part of the world. But as we attempt to help the Soviet Union and its former satellites, we must remember that America needs rebuilding too. Our cities are a deteriorating mess, our industrial base is practically gone, and we are almost overwhelmed by deficiencies in our education and health care systems. America must be on its toes if we are going to retain our power to compete in the world, retain the jobs and skills of American workers and preserve our democratic institutions.

As far as the European Community is concerned, it is imperative now, more than ever, that we maintain a strong merchant marine that cannot only protect our national security but can also defend our economic interests. We must consider the likelihood of a new Euro-fleet that could drive American ships from the seas. Once this is accomplished, America would have to pay whatever transportation costs would be laid on her. In such circumstances America could easily become an economic hostage.

What can we do about this not-so-happy situation? One thing for sure, we should not just sit back on our hands. We ought to be preparing to provide reasonable assistance to Eastern European countries which are determined to emerge as full-fledged democracies.

Insofar as our own U.S.-flag shipping industry is concerned, there is no more appropriate time than now for the Bush administration to drop its hands-off policy and take steps to assure the United States of the balanced and viable shipping capabilities which a world power must have.

In the final analysis, our guideline must be the welfare of Americans and the economic well-being of America.

We need a concentrated effort to put America back in her rightful place, reviving our manufacturing capabilities and building the welfare of all her citizens. Let's rebuild America and let's build it with American workers.

Sealift Tankers to Be Crewed by SIU

Continued from page 1

will translate into more than a couple hundred job opportunities. The turnover of the vessels to IMC will take place sometime around May. Sacco said both "the company and the government will have the full cooperation of the SIU to make this operation a complete success."

Seafarers Vice President Angus "Red" Campbell said details on

the contract with IMC will be provided to the membership through the union's monthly meetings at all ports and will be available in every hall.

Prior to the awarding of the contract to IMC, the nine tankers were operated by Marine Transport Lines of Connecticut and crewed by unlicensed members of the National Maritime Union, known since its 1988 merger as District 1 MEBA/NMU.

DOT Transport Policy No Help to Shipping

The Bush administration's long-awaited policy on transportation, unveiled earlier this month, failed to provide any encouragement to the U.S.-flag shipping industry. SIU President Michael Sacco termed the study "a slap in the face to maritime."

Sacco cited numerous studies on the American merchant marine and the substantive proposals put forth in those documents which, if enacted, would help turn around the decline of the U.S.-flag fleet. Among the studies noted by Sacco was a detailed analysis of the maritime industry by the prestigious Commission on Merchant Marine and Defense, a defense panel established by Congress in 1984 and appointed by the president in 1986. Under the commission's chairman, Jeremiah Denton, a former senator from Alabama and a naval officer, the panel studied U.S. shipping capabilities over a two-year period, compiled volumes of testimony and data and issued four reports. The commission concluded there is a "clear and growing danger to the nation's security in the deteriorating condition of America's maritime industries." In the panel's fourth report—entitled a "Plan for Action"—numerous recommendations were put forth to rebuild the American-flag merchant marine.

"The National Defense Transportation Association also presented the U.S. government with a thoughtful study on the issue and recommended programs to rebuild the American merchant marine. Yet, after all of these studies, the national transportation policy failed to come up with any substantive new ideas, set objectives or identify the means to increase American shipping capacity," Sacco said.

"In light of all the hard work that has been done in these studies, as well as the presentations made during the Department of Transportation's meetings on the national transport policy, it is a crying shame all this effort fell on deaf ears," Sacco concluded. In addition to the commission report, the NDTA study, the SIU president's remarks referred to hundreds of hours the maritime industry has dedicated to testifying at hearings called by DOT on the policy, providing the agency with data and participating in the agency's "cluster groups" on the issue.

Last year the Department of Transportation solicited input from the maritime community, as well as from the rail, trucking and air sectors. In promoting its national transportation policy report, DOT gave the impression it was developing a comprehensive assessment of the problems facing each mode of transportation and formulating new and bold solutions for the future.

The DOT document identified the problems facing the shipping industry and simply called for a review of existing maritime programs and laws. Without identifying any specific actions, the policy also urged that unnecessary government restrictions be removed which prohibit U.S.-flag ships from competing in world trade.

The national transport policy also gave its support to programs the administration has been promoting: the war on drugs through the testing of maritime workers, collection of user fees to support the search and rescue services and commercial vessel safety inspection programs of the Coast Guard, and coordination of government agencies to prevent and handle oil spills.

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The LOG (ISSN 0160-2047) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way; Camp Springs, Maryland 20746. Telephone (301) 899-0675. Second-class postage paid at MSC Prince Georges, Maryland 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the LOG, 5201 Auth Way; Camp Springs, Maryland 20746.

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Nunn Stresses Vital Ship Role In National Defense Strategy Calls Effective Control Theory 'Voodoo Maritime Policy'

The representatives of 42 national and international unions affiliated with the AFL-CIO's Maritime Trades Department (MTD) heard Senator Sam Nunn (D-GA) say American-flag ships will play an increasingly important role in the nation's defense strategy as the United States adjusts to the profound changes taking place in Eastern Europe and the Soviet Union.

Nunn, an internationally recognized expert in defense and foreign policy issues and chairman of the Senate Armed Forces Committee, said increased warning time of any major war between the superpowers in Central Europe will result in "less forward forces in Europe" and "more of our military forces located in this country rather than abroad."

Speaking before the MTD Executive Board last month, Nunn said that in the future there will be lighter American forces that will have to be "more mobile." Those forces will have to be "lifted by sea or by air much more rapidly," he told the representatives of the assembled shipping, shipbuilding and maritime-related

services unions.

"I think there is going to have to be increased overall lift — sealift and airlift — but I do believe that the tilt will be towards sealift because when you get more warning time, you can have less of your equipment coming in the first two or three days and you will have more time to get that equipment there," Nunn said.

The Georgia senator informed the delegates that the Armed Services Committee will be reviewing the fundamental assumptions on which the United States bases its military policy. "The threat determines the strategy; the strategy determines the budget," Nunn said. The Bush administration also is reexamining America's security strategy, but to date the Department of Defense has not converted the overall changes of the world into the national budget. DOD's proposals, Nunn said, still have many blanks.

Among the administration's "blanks," said Nunn, are the areas of sealift and overall maritime policy. Nunn said the head of the Joint Chiefs, General Colin Powell, told him that as fewer U.S.

forces are forward deployed, the more efficient and effective sealift and airlift must be to get American troops back into action. But the administration is deferring the \$600 billion that was appropriated last year to build rapid sealift. "Those two do not go together," Nunn noted.

The administration has also taken the position that America does not have a major sealift problem because all U.S.-owned ships must be available and will be available even if they are foreign-flagged ships with foreign crews, Nunn told the MTD delegates. He said the administration was trying to "define away the problem."

That policy, known as "effective U.S. control" or "EUSC" claims that the United States government will be able to appropriate American-owned vessels in times of war or national emergency, no matter what flag they fly.

"I would say that in an earlier day, President Bush would call this 'voodoo maritime policy,' Nunn quipped.

The so-called effective U.S. control theory raises many questions, Nunn said. "Will these ships



Senator Sam Nunn

be available in a short term, short notice type of war? Will these crews be reliable in a war? Suppose we have a war in the Middle East or in Africa, will the crews of Liberian ships be available? How is the United States, the leader of the Western defense world, really able to take this type of risk, relying on foreign-flagged vessels and relying on foreign crews when there is really no other country in the world doing it? When we are the bulwark, how are we able to do that?" Nunn asked.

Nunn said his committee will hold a series of hearings on the issues of sealift funding and the legitimacy of the effective U.S. control policy. The Senate Armed Services Committee also will be looking at the chances of an accidental nuclear war, the continued threats in the Middle East and security concerns in Southeast and Southwest Asia.

"The bottom line," said Nunn, "is we have a continued stake in the security of the Western world. The United States will have to be the leader of that. We have a continued need for strong, ready defense forces. Your industry will increasingly play a major role in that overall endeavor."



Delegates from 42 unions attended the annual February MTD executive board meeting.

Butcher, Leback Urge Backing of American-Flag Shipping



Leback

The lack of sufficient privately owned ships to support sealift in times of national emergency or war was decried by the head of the Military Sealift Command, Vice Admiral Paul D. Butcher, when he addressed the MTD Executive Board during its annual winter meeting last month. Warren Leback, who serves as administrator of the federal government's chief maritime agency, stressed the importance of the nation's cargo preference laws in his talk to the delegates representing 42 national and international shipping and shipbuilding unions.

Stating that this nation should "take immediate aim" to have its merchant marine assured of vitality in peace and in war, Butcher proposed that some governmental subsidy go to American-flag ships. Butcher's remarks were echoed by Leback who announced that the Bush administration is looking

into a possible fuel oil subsidy differential.

Leback said such a subsidy would assist those companies "that have steam driven vessels that were constructed in the early '70s" because it was "unfair to deny that operator the ability to compete against the diesel-driven bulkers."

Noting the United States should have the capability to move 1.7 million tons of unit equipment—tanks, helicopters, supplies, Butcher warned, "We are coming dangerously close to where we cannot support our combative forces if we project them in a combatant role."

Butcher said if the decline in the American-flag fleet continues, by the year 1993 "we will be incapable of supporting our combatant forces either for unit equipment or sustainable issues and we'll rent a ship to fight a war."

Relying on the Ready Reserve Force, where the average age of a vessel is 45 years, or our allies would be a mistake, said Butcher. He recalled at least one occasion when our NATO allies had not rallied to the aid of the United

States. "In 1986, when I helped plan the raid against Kadafi, we asked for NATO support, and one country—the UK—let us launch aircraft, two of them, and the rest of the countries told us to pound sand because it wasn't in their interests."

Jones Act Defended

Leback asked the MTD Executive Board to continue its strong support of the Jones Act. "We need to continue to support the American flags when there are American-flag vessels available." As an example, Leback cited the recent fracas over the increased cost of home heating oil in Northeastern states. In that case, the press and public blamed the Jones Act for the oil shortage because some foreign-flag ships were not granted waivers to enter the trade.

In that case, not only were U.S.-flag vessels available for the transport of the fuel, but also the increased price had little to do with the cost of waterborne transportation. "When you went into it, and you finally looked at it, it was not the freight rate on the American-flag tankers that created the

problem. It was inventories and then it was the law of supply and demand," Leback reported.

Training Is Vital

Both Butcher and Leback emphasized the need to train and retrain seafarers, both unlicensed and licensed. Butcher told the MTD representatives that efforts must be made to make sure "we infuse our merchant marine crews with youth as the older people retire . . . and training is a very important part of that."

Leback stressed the need for "government, management and the seafaring labor to concentrate and put ourselves in lock step to do a good program over the coming years on retraining of our seafarers, honing their skills and providing them with the ability to do the job better." Leback pledged the support of the Maritime Administration in these endeavors.



Butcher

AFL-CIO Theme Urges 'Rebuilding America'



AFL-CIO Secretary Treasurer Thomas Donahue informs the delegates of the gains the trade union movement has made despite the difficult times.

Restoring American productivity and competitiveness can only be accomplished by "repairing and rebuilding the fundamental resources that make this country work," Thomas R. Donahue, the AFL-CIO's secretary-treasurer told the MTD Executive Board members during their annual February meeting.

Other representatives of the national federation of unions told the MTD delegates the labor movement must be prepared to work for candidates who support working people, to organize individuals who currently do not benefit from union representation and to launch a national offensive to enact a national health plan.

Donahue proposed that the dollar investment of every major corporation be tracked to determine how much was redirected into enterprises in the United States and what amount of profit was sent abroad.

"The failures of our nation in the area of competitiveness are not failures of worker ability or worker effort. They are traceable directly to employer failures to invest in the new equipment, the new ships, the new factories that can keep us competitive. Those are not worker failures. They are the failures of managers who are more drawn to junk bonds and takeovers than in making money the honest way..." Donahue said.



Rudy Oswald

Rudy Oswald, the federation's director of economic research, reported that the U.S. trade deficit is responsible for a loss of 2,750,000 American jobs. He said the AFL-CIO had urged U.S. negotiators at the world's trade talks, known as GATT, to institute measures that will stop the flight of American jobs.

As an example, Oswald said, "we keep telling them year after year they shouldn't include maritime, that we have separate maritime agreements." If maritime

services are included in the GATT talks, existing programs designed to keep the American merchant marine viable could be dismantled, leaving hundreds of thousands of workers in the maritime industry without jobs.



Bert Seidman

Another reason the United States has difficulty competing in the world market is the skyrocketing cost of health care. The director of the AFL-CIO's Department of Occupational Safety, Health and Social Security, Bert Seidman, said "Health care costs are consuming half of corporate profits: in the United States.

He noted per capita health care costs in the U.S. are 41 percent higher than Canada's, 61 percent higher than Sweden's, 131 percent higher than Japan's and 171 percent higher than Great Britain's.

Seidman urged the 42 unions affiliated with the Maritime Trades Department to assist in the AFL-CIO's national campaign to de-



Robert McGlotten

velop solutions to the health care crisis. He said there is a growing realization among unions and their employers that containing health care costs can only be done through government policies.

Electing government officials who support a resolution to the nation's health care problems is

one of the reasons union members must vote in this year's federal, state and local elections, said Robert McGlotten, director of the AFL-CIO's Department of Legislation.

"I cannot stress too much the importance of getting our members active at the grassroots level," McGlotten emphasized. Working men and women have a great deal at stake in decisions made by politicians. The future of the maritime industry can be decided by a few laws, he noted.



John Perkins

John Perkins, director of the AFL-CIO's Committee on Political Education, reported the trade union movement will now enter elections with "new tools, new sophistication." He cited the use of computers to match the addresses of union members with precinct data. This procedure allows the labor movement to effectively "target voting districts in terms of support for our candidates," Perkins said.

Unions have a responsibility to provide information to their members on the voting records and positions of candidates running for office on a national or local level, he said. Perkins added that members "trust their union to give them the facts about a candidate's position on an issue."



Richard Wilson

In addition to protecting and promoting job security through legislation, the labor movement also must help working people by extending union representation to those who are currently unorganized. Richard Wilson, director of the AFL-CIO's Department of Organization and Field Services, told the assembled MTD delegates. He said the AFL-CIO is committed to making organizing a high priority activity.

"Because we can organize, I'm not worried about the future anymore. I'm not worried about the past. I'm going to make the future now and I'm going to make it today," Wilson concluded.

Sacco Says U.S. Workers Must Be Nation's Priority

The trade union movement must bear in mind its first and foremost responsibility to the American worker as corporate America seeks to take advantage of the changes in Eastern Europe, warned AFL-CIO Maritime Trades Department President Michael Sacco.

Opening the annual February meeting of the MTD, Sacco, who also serves as president of the Seafarers International Union, said,



Michael Sacco

"I think the American labor movement had better be on its toes to see that under the cover of spreading democracy, corporate America doesn't exploit the situation that winds up as a further exportation of American jobs and industry."

On the home front, Sacco noted it was one year ago that members of the International Association of Machinists employed by Eastern Air Lines had gone on strike in a showdown that has pitted the union against the company's owner, Frank Lorenzo. "I don't have to tell you how tough a year it has been for those who had the guts to stand up to this disgraceful fink — and all who are still standing up to him," Sacco said.

"Eastern is an avowed enemy of American unionism and we can never surrender to it," Sacco told the representatives assembled from the 42 national and international unions affiliated with the MTD. With Eastern struggling to stay alive, Sacco pledged the full support of the MTD in the effort to convince the flying public that they should not choose Eastern.



Nick Joe Rahall

Dennis Hertel

Raymond J. McGrath

Thomas J. Manton

Gerry Sikorski

The five congressmen pictured above addressed the participants of the MTD's executive board meeting held last month.

House Reps Pledge Support of Maritime Objectives

Five congressmen, representing both land-locked and water-adjacent districts and both political parties, advised the MTD Executive Board of their continued commitment to a strong U.S.-flag fleet. In individual presentations before representatives of MTD's 42 affiliated unions meeting last month, the congressmen also pledged their support for programs that will assist working men and women.

Representative Nick Joe Rahall II spoke favorably of the so-called cash transfer proposal which would require countries receiving economic assistance in the form of cash, to make their purchases in the United States and to ship the goods on American-flag vessels.

Such a bill would benefit aid recipients as well as the American taxpayer, the Democratic congressman said. To his West Virginia congressional district where coal is produced, it would mean nations interested in purchasing the commodity with their American cash assistance would have to purchase it from the United States and not from foreign competitors.

"I see no down side whatsoever" to the requirement that U.S. cash aid to foreign nations be spent for American commodities and manufactured goods that then are shipped on American bottoms, Rahall said. "Taxpayers benefit because their tax dollars are being used to purchase U.S. commodities," which in the case of his district is coal.

"U.S. coal producers and those they employ benefit because their tax dollars are not being spent by recipient countries to bolster their competitors in the international coal market and those who work, the workers in our domestic transportation sector benefit as they have the opportunity to share in the creation of more jobs. . . . Finally, our U.S. balance of trade benefits, which is a matter of no small concern."

Michigan Congressman Dennis M. Hertel said it was time for the United States to "start having some common sense" about the importance of a strong U.S. merchant marine for our national defense concerns. While the defense budget had doubled in the '80s, the Democratic congressman said, "The harsh reality is that our defense sector is not always aimed at the defense of this country in the way that it should be—otherwise we would have sealift, otherwise we would have a strong merchant marine."

Hertel stressed the importance of the United States standing on its own because allies cannot come to our assistance. He cited the example of the American request for minesweepers for the Persian Gulf during the conflict in that region during the late '80s. The request had been rebuffed proving

the Ways and Means Committee is concerned with the impact of a united market in Europe on U.S. businesses and consumers. McGrath said his committee also will study the impact of the 1992 single European market on the American maritime industry.

He noted the European Community (EC) will have a single monetary system that will be used by all 12 member countries. With the EC moving towards elimination of internal European trade barriers, the United States must look at what is at stake. "We certainly have interests to protect and we should be out there trying to protect them right now," McGrath concluded.

Speaking from the vantage point of serving on the House Energy Committee, Representative Thomas J. Manton discussed the oil spill liability bill currently be-

The exploration and development of new Alaskan oil is vitally important, Manton said, because what is currently coming from Prudhoe Bay will "decrease and eventually in the first decade of the next century simply dry up completely."

To begin oil exploration in ANWR, Congress must amend the Alaska Lands Act that the legislative body passed more than a decade ago. Because of the current climate regarding oil spills, Manton said the ANWR bill would not be considered by Congress until the next session, sometime in 1991 or 1992.

Manton said exploration and development of the oil fields located in ANWR's coastal plain, are "vital to our nation's economy—for our national defense, for our economic security. . . ."

Defending the working men and women of this nation is what unions are all about and this also should be a top priority for Congress, Representative Gerry Sikorski said. Government must support and defend the "little guy" and develop programs that bring out the best in America, he continued.

The congressman, a member of the Minnesota Democratic Farmer Labor Party, said America's strength is its "warm heart." He pointed out the administration should note that "a warm heart does not . . . deny \$4.50 an hour" to honest, hard-working people doing their jobs for minimum wage.

Sikorski said America could regain its greatness only by "investing in people."

Congressman Rahall was first elected to the House in 1976 at the age of 27. Representatives Hertel and McGrath were elected in 1980. Joining the House in 1982 and 1984, respectively, were Manton and Sikorski.

Each one of the congressmen serves on important House committees that often consider maritime-oriented legislation.

Upholding cargo preference laws and enacting 'buy and ship American' provisions were among the issues addressed by the congressmen.

"we can't count on them to do what's necessary to get the troops, and all their supplies and basics overseas in time of emergency or in time of war."

Republican Congressman Raymond J. McGrath, who serves on the House Ways and Means Committee, told the union representatives that some sort of tax relief would be explored for American-flag tanker companies if Congress enacts a double-hull, double bottom construction provision. McGrath's committee is charged with issues regarding taxation.

McGrath, who represents a district in New York, reported that

fore a conference committee made up of elected officials from both branches of Congress.

Referring to the provision that would force American-flag tankers to be retrofitted or built with double hulls and double bottoms, the New York Democrat said, "I think the time has passed for Congress and our country to stop blaming domestic shipping and our merchant seamen for every environmental ill."

Manton reported on the development of oil fields in the section of Alaska known as the Arctic National Wildlife Refuge (ANWR).

Summary of MTD Actions

The Executive Board of the Maritime Trades Department, AFL-CIO, considered several pressing issues of concern to men and women working in the shipping, shipbuilding and related industries. What follows is a synopsis of the positions and programs of the MTD adopted at the meeting held last month. The individuals who introduced the resolutions are pictured with the summaries.

US/USSR Maritime Agreement

The bilateral maritime pact between the United States and the Soviet Union must contain an understanding that if the USSR is to have access to the open trades of the U.S., equal treatment must be afforded American carriers overseas. The MTD insists that the agreement include a cargo sharing program that is fair to all players and urges the Bush administration to reexamine its reluctance to make subsidies available to bulk operators engaged in the US/Soviet trades.



George Kourpias, President, International Association of Machinists and Aerospace Workers

Defense Cuts and Sealift

The United States must be ready to defend itself at any point, despite the relaxed tensions of the '90s, the closing of some overseas military bases and the reduction in weapons programs. A strong sealift fleet must be supported in order to meet the needs of quick and efficient transport of military personnel and supplies abroad. The need for rapid and mobile sealift capacity was evident in WWII and the Korea and Vietnam conflicts.



Dominic Carnevale, Administrative Assistant to the President, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry

The Need for Quality Education

Because new jobs require higher basic skill levels and existing jobs are changed by new technology and production methods which demand constant training and retraining, the MTD urges Congress and the administration to invest in education and make the matter a significant national priority.

Jones Act and Energy Waivers

The MTD calls on the House Merchant Marine and Fisheries Committee to investigate the home heating oil crisis that took place in December 1989 and January of this year. Specifically, the committee should determine whether sufficient regional stocks of petroleum products were maintained prior to the onset of cold weather and review why U.S. tankers were not utilized.



Page Groton, Vice President, International Brotherhood of Boilermakers

Free Trade Ethic and the NOAA Fleet

Legislation has been introduced in Congress to upgrade the aging fleet of the National Oceanic and Atmospheric Administration. A provision of the bill requires that all construction, modernization, conversion and repair work be done in U.S. shipyards and that all major hull and superstructure components be fabricated in the United States. The administration's Office of the U.S. Trade Representative (USTR) opposes the "buy American, build American" provision on the basis that it would violate an international agreement. The MTD urges the USTR to reverse its stance until other governments drop their shipyard subsidies.

Dredging, Port Development and Beach Restoration

Any legislation establishing a comprehensive national port development policy should include a beneficiary test to insure fair application of costs, including shipper responsibility for the collection of ad valorem fees. The MTD urges the Congress to insure that private sector U.S.-flag dredging contractors complete all work associated with the revitalization of America's channels, ports and eroded beaches.



William F. Zenga, Business Manager, Local 25, International Union of Operating Engineers and Vice President, Maritime Trades Department, AFL-CIO

General Agreement on Tariffs and Trade

The MTD urges the administration to keep waterborne commerce out of the world trade talks known as GATT because inclusion could undermine all current programs that support an American-flag fleet. In addition, shipping is currently heavily regulated by a myriad of international governmental agencies as well as by multilateral and bilateral agreements. Adding yet another group with power over shipping will not serve world maritime interests.



James Hatfield, President, Glass, Molders, Pottery, Plastics and Allied Workers International Union

Waterfronts for Maritime Industries

The Coastal Zone Management Act of 1972 does not contain specific provisions which address the preservation on waterfront sites for water-dependent users, including the maritime industry. The MTD urges Congress to amend the Coastal Zone Act so waterfront sites can accommodate vessels engaged in transportation of cargo and passengers and for other water-dependent uses.



Ed Panarello, Secretary-Treasurer, Port Maritime Council of Greater New York and Vicinity

Long-Term Care

Currently there is no federal regulation covering the issue of long-term care for the elderly and disabled. Medicaid funds 41 percent of nursing home care but only 12 percent of home care. The MTD supports legislation that would include long-term care solutions as part of a comprehensive national health care system.

Cooperation Between Maritime and Agriculture

The MTD urges the farm community to uphold the 1985 cargo preference compromise in which American shippers dropped their claim to certain government-sponsored cargoes in exchange for carriage of 75 percent of Food for Peace aid on U.S. bottoms. The MTD also suggests that agriculture and maritime work together, as both industries are vital to our nation's national defense and economic security.



Peter Rybka, Vice President Emeritus, American Federation of Grain Millers

United Marine Division, Local 333 NYC Strike

The United Marine Division, Local 333, has been on strike against nine towing companies operating in the New York harbor since February 15, 1988. The MTD and its affiliates support the efforts of UMD to obtain a decent contract with nine tugboat companies.



John Baker, President, Cleveland Port Maritime Council

Great Lakes Maritime Industry

The MTD supports full federal funding of a lock needed at Sault Ste. Marie, known as the Soo Lock. When the biennial authorization of water resources projects is implemented, the deepening of the harbors of Superior, WI and Duluth, MN and the Great Lakes connecting channels should be given priority. The government should modernize the icebreaker Mackinaw operated by the USCG and replace it when necessary.



Tim Mohler, President, Toledo Port Maritime Council

Shipboard Conventions

Current tax law allows businesses to take an expense deductibility allowance for meetings and conventions held on U.S.-flag vessels. Owners of foreign-flag cruise ships seek the same tax goody for themselves. The MTD urges Congress to reject any attempts to extend the tax break for shipboard meetings held on foreign-flag cruise vessels.



Frank Pecquex, MTD National Field Coordinator

Continued on page 7

Summary of MTD Actions

Continued from page 6

Flags of Convenience: Havens of Unreliability

The United States should evaluate its dependence on flag-of-convenience vessels and examine how the whims and political uncertainties of open registry nations can endanger American seafarer mobilization requirements. The MTD believes now is the time for the United States to realistically assess its stance on the hollow theory of effective U.S. control.



Jack Otero, Vice President, Transportation & Communications Union

Democracy in Eastern Europe

The thunderous transformation of Eastern Europe will require drastic reorganization of the economies and political systems. The MTD supports the Eastern European worker, who may face some tough times ahead, but who will prevail and soon flourish while building the foundation of strong democratic institutions for generations to come.

Alaska Oil Export Restrictions

While Alaskan oil currently is reserved for domestic use, those restrictions are due to expire on September 30 of this year. The MTD endorses the enactment of legislation that will indefinitely extend restrictions to prohibit the export of Alaskan oil to foreign countries.

Domestic Maritime Policy and the Jones Act

The MTD urges that no alteration in the nation's cabotage policy be imposed on the U.S. maritime industry and all efforts to weaken or repeal the Jones Act should be resisted at all costs. An Office of Technology Assessment proposal to extend Jones Act coverage to the full 200 mile limit of the U.S. Exclusive Economic Zone should receive prompt, favorable action by the U.S. government.



William Lucy, Secretary-Treasurer, American Federation of State, County and Municipal Employees

Health Care Policy

A reorganized health care delivery system should be the number one priority for the United States. The only way to assure that all Americans have access to affordable quality care is through the enactment of a national health care program. The MTD urges adoption of a universal comprehensive national health care program. Until such a plan is adopted, the MTD calls upon Congress to enact legislation requiring employers to provide a minimum standard of health care as a condition of doing business.

NATIONAL SEC



South Florida Port Council Chartered

The South Florida Port Council became the 29th local affiliate of the Maritime Trades Department at the organization's February executive board meeting. Presenting the South Florida Port Council's charter are MTD President Michael Sacco (right) and MTD Executive Secretary-Treasurer Jean Ingrao (left). The council's officers are District 2 MEBA President Ray McKay, who will serve as the group's president, and Wayman Steward, who has been elected secretary-treasurer.



District 2 MEBA President Ray McKay (left photo) points out that neither the Exxon Valdez or the American Trader, two tankers recently involved in oil spills, carried licensed personnel that belonged to a union, except for the radio officers. Pictured above right is Captain Robert Lowen, president of the International Organization of Masters, Mates and Pilots, who also attended the meeting.

MTD Meeting Photo Round-Up



Pictured in the left photo are SIU Vice President Jack Caffey, District 2 MEBA Vice President Robert McKay, District 2 MEBA Secretary Treasurer Michael McKay and Gordon Spencer, legislative director of the American Maritime Officers Service. In the photo to the right is John O'Gara, general vice president of the Hotel Employees and Restaurant Employees International Union.



To the left are "Whitey" Disley, president of the West Coast-based Marine Firemen, Oilers, Watertenders and Wipers Association, Guy Dickinson, secretary-treasurer of the Retail, Wholesale and Department Store Union and Ted Kedzierski, president of the Port Maritime Council of Southern California. C. E. Defries, president, District 1 Marine Engineers Beneficial Association/National Maritime Union and Guy DeVito, secretary-treasurer, Graphic Communications International Union, are pictured in the photos on right.



President and president-emeritus of the International Longshoremen's Association are pictured in photo on the left. John M. Bowers (left) currently heads the ILA. The legendary Teddy Gleason (right), the ILA's immediate past president, received a round of applause by the assembled delegates after MTD President Michael Sacco acknowledged his participation in the meeting. Pictured above (right) is Al Cornette, president of Local 333 of the United Marine Division. The MTD executive board pledged its full support of Local 333's New York tug boat strike.





Seafarers Meet New MSCPAC Commander

SIU Government Services Division members meet Captain J. A. Peschka Jr. who became the new commander of the Military Sealift Command—Pacific Fleet (MSCPAC) last month. Prior to his transfer to the Oakland, CA base, Capt. Peschka served as the MSC operations officer in Washington, DC and was the former MSC commander for the Mediterranean Fleet. He succeeds Captain James S. Schultz who had held the position since August 1988. Schultz has been reassigned as the regional coordinator for Commander Naval Base, San Francisco. Pictured above are (from the left) Able Seaman Maintenance Mack Hudson Jr., Capt. Schultz, Capt. Peschka, Able Seaman Maintenance Larry Love and SIU Government Services Division Port Employee Raleigh Minix. The photo was taken on the new MSCPAC commander's first day at work in his new headquarters.



AB Gene McGrew (center) is strapped into a firesuit by able seamen Griffith McRee (left) and Pete Smith (right) during damage control training aboard the USNS Sgt. Matej Kocak conducted by the Lundeberg School Sealift Mobile Training Team.

SIU School Brings Training To 4 Vessels of Sealift Fleet

The Harry Lundeberg School of Seamanship Sealift Mobile Training Team updated SIU crewmembers on four Military Sealift Command vessels on shipboard damage control techniques during the first two months of this year.

The training covered the following skills: fire fighting, patching and plugging, the cleansing of water and smoke-damaged equipment and sound powered telephone communications and procedures. The classes were conducted for SIU members aboard the USNS Bellatrix, USNS Lt. John P. Bobo, USNS Major Stephen W. Pless and USNS Sgt. Matej Kocak. Lundeberg School instructors Bill Hellwege, Harry Alongi and Jeff

Swanson worked with crewmembers through all facets of the training.

Hellwege reported that all crewmembers were extremely receptive to the training. "No seafarer ever wants to have to use these procedures, but they want to make sure they know what they are doing in case the situation arises," he said.

Damage control is a very important part of the total sealift training program. It is a must for all upgraders attending Piney Point, Hellwege noted.

Since the school created the mobile training team, 55 ships have been visited to provide the crew with instructions.

Seatime Approved For Simulator Course

The Seafarers Harry Lundeberg School of Seamanship has received the final word for awarding seatime to graduates of the ship handling simulator course: the U.S. Coast Guard certificate of approval. Although the Coast Guard announced its acceptance last fall, the agency's certificate was needed to make it official.

Students who take the two-week course will be credited by the Coast Guard with 60-day watch officer credit toward any limited deck license or unlicensed deck rating or 30-day watch officer credit toward an unlimited second or third mate license.

The seatime credit is retroactive for those who have taken the course.

Although the seatime is recognized by the Coast Guard for credit towards licenses, it cannot be applied to the seatime required by the Seafarers Welfare Plan and the time needed to maintain SIU ben-

efits.

Simulator training is practiced in either a main bridge mockup or three auxiliary bridges. The main bridge is equipped with a variety of instruments including radar scopes and helms control that can be repositioned to represent deep sea vessels or tugboats. Seven large full-color screens surround the bridge to give the impression of being in control of a moving vessel.

All actions are monitored by computer and closed-circuit television in an adjacent room. At the end of an exercise, instructor Jim Brown reviews the data with the students.

The simulator is able to recreate more than 40 ship handling exercises from docking and bunkering to deep sea emergencies. Ship handling courses are offered after each AB program. Class size is limited to four to six students.

Census Will Affect Future Bills

The shifting of the population and therefore of congressional seats from the industrial northeast and farm belt to southern and western states will have a big impact on who gets elected after 1990.

Estimates provided by Project 500, a Washington-based research organization, state that California should acquire seven new seats while Florida is expected to add three or four and Texas should get an additional three. New York, estimated to lose three seats, and Pennsylvania, Ohio, Illinois and Michigan, set to lose two seats each, are forecasted as the big losers.

California again will have the largest delegation on Capitol Hill. Based on the 1980 census, the Golden State had 45 representatives. It was followed by New York with 34; Texas, 27; Pennsylvania, 23; and Illinois, 22. The projections for 1990 show California will have 52; New York, 31; Texas, 30; Florida, 22 or 23; and Pennsylvania, 21.

The SIU maintains halls in the states that will have the five largest delegations. These states alone will account for almost 36 percent of the House of Representatives. All aspects of SIU shipping—deep sea, inland, Great Lakes and government services—are found among these states.

Officials of the AFL-CIO, the nation's federation of unions, are closely monitoring the changes to determine their effect on the interests of working people.

As many as 18 seats may be moved from one state to another when the 1990 census figures are tallied. State legislatures will find out by the end of the year how many congressional districts they will have in order to draw new boundaries based on census data concerning the nation's population and where they live.

The census is taken every 10 years as mandated by the nation's Constitution. One of the primary reasons for the count is to proportionately distribute the 435 members of the House of Representatives among the 50 states.

The data collected also is used for drawing local legislative boundaries within the states as well as information used in allocating billions of dollars from federal and state programs.

Seafarers have the option of listing a location on the shore or a vessel as "home" when filling out the census report.

Census forms will be mailed to all households on March 23 as well as every U.S.-flag shipping company to make sure every seafarer and passenger has a chance to be included.



Projected Change In House Districts

- States projected to gain seats
- States projected to lose seats
- No expected change

Breaux Reminds Trade Rep of Bush Pledge on U.S. Shipping

Senator John Breaux (D-LA) took his campaign to keep maritime off the agenda of the world trade talks, known as General Agreement on Tariffs and Trade (GATT), to the Senate Finance Committee last month.

At a hearing in which U.S. Trade Representative Carla Hills was presenting testimony on the upcoming GATT negotiations, Breaux submitted remarks critical of any possible inclusion of maritime in the next rounds of trade talks.

Breaux's strong statement reminded the trade representative, who serves as the prime negotiator for American interests in GATT meetings, that President Bush, in campaign statements and in his administration's approval of the National Sealift Policy, has indicated the administration's support

for protecting the interests of the American merchant marine.

He noted that during the 1988 election campaign, the Bush platform said "preservation of the integrity of the U.S. maritime industry shall be a priority in all international trade negotiations, including the General Agreement on Tariffs and Trade."

Breaux also pointed out that the Bush administration-approved National Sealift Policy affirms the U.S. "shall ensure that international agreements protect our national security interests and do not place U.S. industry at an unfair competitive disadvantage in world markets."

Inclusion of maritime in the GATT negotiations would be inconsistent with the administration's pledge to support the U.S.-flag merchant marine, said Breaux.

Discussing waterborne transportation services in the GATT talks could lead to trade agreements that could undermine or render extinct such pro-maritime laws as the Jones Act and cargo preference, Breaux noted.

The Louisiana senator said the Congress had a strong record of keeping maritime out of trade pacts, citing the example of the U.S./Canadian Free Trade Agreement of 1987 that excluded waterborne transportation from its scope.

"I had hoped that the administration would have listened to the Congress and learned from the prior administration, that maritime transportation was absolutely not a subject for these talks," Breaux told the Finance Committee.

Hill's remarks to the Senate committee did not address Breaux's

concerns. The U.S. trade representative limited her comments to general aspects of trade and offered no specifics concerning maritime services.

Breaux is a sponsor of a Senate resolution asking U.S. Trade Representative Carla Hills to exclude maritime services from any GATT agendas and to oppose any proposals by other nations to discuss waterborne transit during the trade talks. As of last month, Breaux's resolution had 26 cosponsors. Similar legislation in the House had 135 cosponsors.

GATT is a multilateral treaty established in 1948 to end discriminatory trade practices, reduce trade barriers and eliminate devices which distort free competition in the world market. Currently 96 countries subscribe to the treaty, including the United States.

Lundeberg Elected Head of SUP

Continued from page 1

instrumental in the 1938 formation of the SIUNA and its affiliated districts.

Until this election, Paul Dempster had served as SUP president for 12 years.

As a result of a referendum on the ballot, four official SUP positions were eliminated: Vice President, San Francisco Business Agent No. 3, Tanker Business Agent at San Francisco and the Business Agent position out of Wilmington (CA).

San Francisco Business Agents Duane Hewitt and Kaj Kristensen were reelected.

The following port agents were elected: Seattle—John Battles, Wilmington—William "Bill" Berger, Honolulu—Peter Oh, and New Orleans—Henry Johansen. All were incumbents. The open position of Seattle Business Agent was filled by Charlie Russo who was one of six candidates seeking the position.

The membership and pensioners voted for five SUP Building Corporation Trustees. Among the 14 candidates running for the positions, the following five received the highest number of votes: John Battles, Paul Dempster, Duane Hewitt, Kaj Kristensen and Gunnar Lundeberg.

SUP members approved 11



Gunnar Lundeberg

amendments to the organization's constitution. One change to the union's shipping rules was adopted. The SUP membership also considered a wide range of proposals.

A total of 2,000 ballots were counted in this biennial SUP election.

The Sailors Union of the Pacific is based in San Francisco. Its members are primarily unlicensed seamen sailing in the deck department. The SUP is an affiliate of the Seafarers International Union of North America. The SUP's roots go back to 1885 when it was known as the Coast Seamen's Union. One of its early leaders was Andrew Furuseth. He was instrumental in developing and bringing into law the Seamen's Act of 1915 which set minimum health and safety standards for seafarers.



Marine Firemen Hold Convention

Upcoming contract negotiations with American President Lines and Matson were among the items discussed by delegates and officers of the Marine Firemen, Oilers, Watertenders and Wipers Association (MFW) during their convention held earlier this year. The MFW, an affiliate of the Seafarers International Union of North America, represents unlicensed engineers. Pictured at the convention are MFW delegates, the organization's president, H. "Whitey" Disley (center) and SIU Vice President George McCartney (second from left).

TRANSCOM Commander Wants Aid for Sealift Capability

General Hansford T. Johnson, commander in chief of the U.S. Transportation Command (TRANSCOM), informed the Senate Armed Services Committee last month about the need for strengthening the U.S. merchant marine.

"The continued erosion of our sealift capability is a national problem which poses a significant threat to the security of this country," Johnson said.

The reason a strong merchant marine is so important, he added, is that it would "deliver approximately 95 percent of all dry cargo and 99 percent of all petroleum products" to U.S. armed forces in any major overseas deployment.

"Without an adequate sealift capability, unilateral military actions may not be feasible, while alliance actions and a credible de-

terrent posture would be weakened," he told the committee.

Johnson oversees the global sea, land and air transportation needed by U.S. military forces. The three main components of TRANSCOM are the commands of Military Sealift, Military Airlift and Military Traffic Management.

The Military Sealift Command provides shipping for the Department of Defense. It comprises the second largest command in TRANSCOM.

With the fall of Communism and the decrease of possible war in Eastern Europe, the general said the military now considers Third World countries in Asia, the Middle East, Africa and Latin America as potential conflict points. "We must maintain the capability to strike swiftly, at the time and place of our choosing, with overwhelming force."

Hathaway Appointed to FMC Panel

By voice vote last month, the Senate approved the nomination of William D. Hathaway to serve on the Federal Maritime Commission (FMC). Hathaway represented his home state of Maine in the House from 1965 to 1972 and in the Senate from 1973 to 1978.

During his terms in the House, Hathaway served on the Merchant Marine and Fisheries Committee. Recently he has been an attorney for the firm of Patton, Boggs & Blow, based in Washington, DC.

The FMC is responsible for regulating waterborne foreign and do-

mestic commerce. It serves as the watchdog agency for shipping conferences and assures that only rates on file with the Commission are charged. The panel assures that U.S. international trade is open to all nations on a fair and equitable basis and approves agreements under the authority of the Shipping Act of 1916.

The Commission is an independent agency established in 1961 by President John F. Kennedy to keep regulatory functions separate from maritime promotional activities conducted by MarAd.

Great Lakes SIU Members Upgrade Skills During Winter



Lundeberg School instructor K.C. Taylor (kneeling) works with Great Lakes SIU members in the AB class. Pictured from left to right are Rich Strongman, Robert Wagoner and Brian Wagoner as they hone their rope handling skills.

It is late February. As ice chunks float down the St. Clair River past the SIU hall in Algonac, MI, more than a dozen Great Lakes SIU members are taking advantage of the break in shipping to upgrade at the Seafarers Harry Lundeberg School of Seamanship. Earlier this month, five of the Great Lakes upgraders took a moment of their free time to talk with a representative of the Seafarers LOG.

"I want to upgrade to get out of the cargo hold," said Brian Wagoner, who has been sailing for 12 years. "It opens doors," added Rich Strongman, a 15-year veteran.

Both Wagoner and Strongman as well as Wagoner's brother, Robert, are upgrading from ordinary seamen to able bodied seamen. All agree that the time they have spent studying has been very useful. In addition to learning the course material, the Great Lakes seamen have picked up some deep sea lingo.

"The terminology between salt water and Great Lakes is different," Brian Wagoner noted. "We've learned the salt water terms and then apply them to the Lakes."



AB David Barber works with a variety of machine tools in the Lundeberg School's welding course.

Several of the Great Lakes students also have sailed on deep sea vessels. One of the major distinctions between the two sailing regions is the type of waves experienced. "On the Lakes, the ships take a continuous pounding. They are shorter waves on the Lakes, but they are always there. One after another beats the hell out of the ship. Also ice can affect the ship's stability," said Wagoner.

All, however, agree with Page



Page Kurtz adds the finishing touches to the cake she baked as part of her training in the second cook and baker course.

Kurtz, who is upgrading to second cook. "Summer is great up there," she said, "going through the islands, even Lake Superior (the northernmost lake in the chain of five)."

The group noted late winter-early spring and late fall-early winter can produce some truly nasty storms over the Great Lakes. "The example everybody knows is the Edmund Fitzgerald because of the song," Kurtz said. The Edmund Fitzgerald was a U.S. Steel Company vessel that sank November 10, 1975 in a Lake Superior gale, taking the lives of all the crew. It was memorialized in a ballad sung by the well-known singer Gordon Lightfoot. The kind of gales that hit the Fitzgerald are known throughout the Lakes. Great Lakes seafarers say they are fierce and they seem to blow out of nowhere.

David Barber, a 20-year veteran

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Richard Perry (above) makes sure a winch station has not frozen over.



Jeff Stockman (left) and Kevin Bleau take a break. Stockman, an SIU member since 1984, provided these photographs in the Straits of Mackinac for the Seafarers LOG.



Shawn Jakush (left) and Kevin Bleau work underneath a sheet of ice on the deck of the MV H. Lee White.

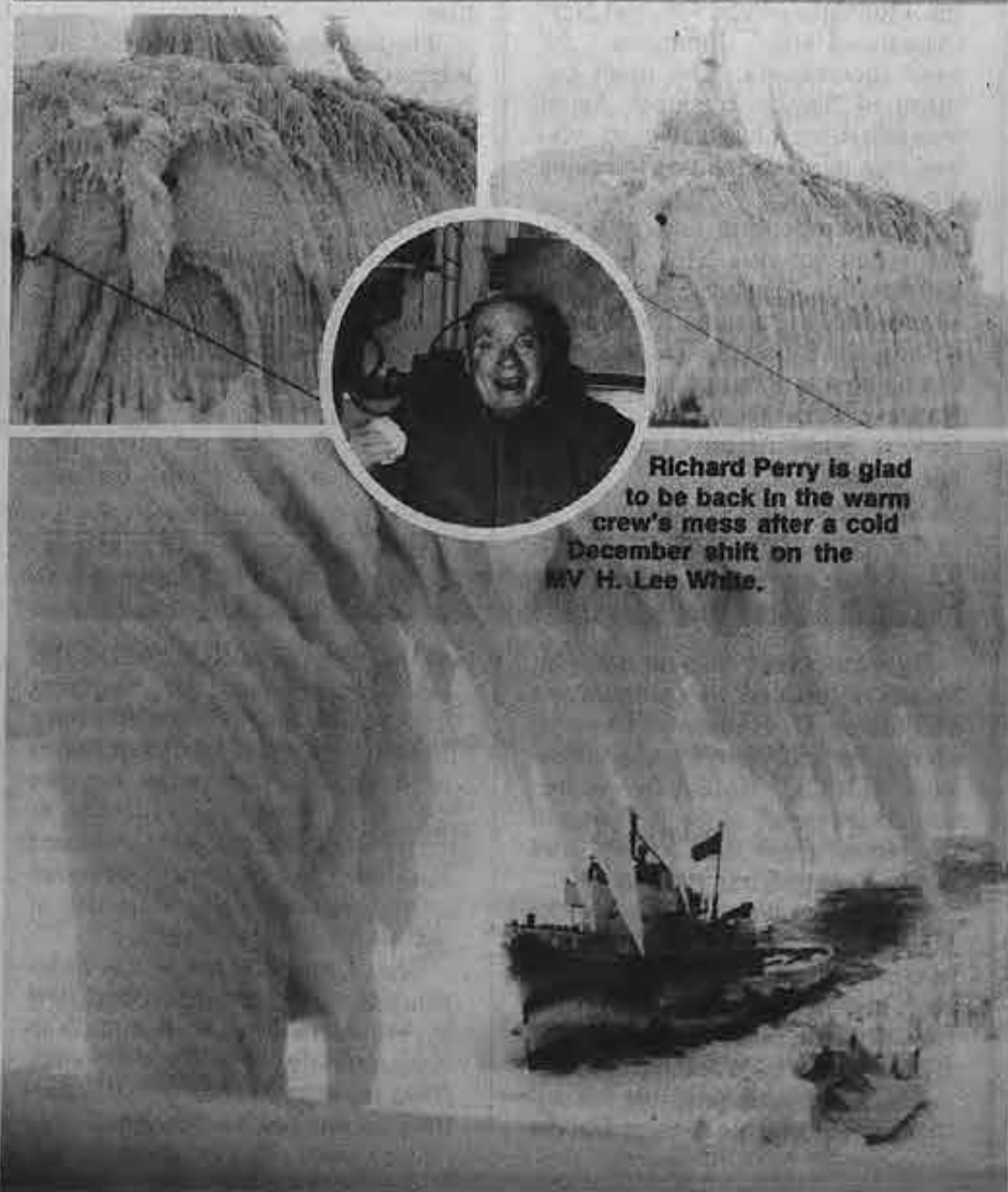
Great Lakes Crew Braves Winter's Fury

The MV H. Lee White was trying to make one more voyage through the Great Lakes before tying up for the winter. However, the winds and temperatures gave the waterway a most uncooperative spirit.

Jeff Stockman, an SIU member since 1984, was onboard the White when the bulk carrier was surrounded by ice while trying to sail through the Straits of Mackinac, located between Lake Huron and Lake Michigan, just after Christmas.

Stockman said the American Steamship vessel was trapped for a couple of days because of the conditions caused by the weather. After the hold-up, icebreaker vessels cut a path in the waterway for the White to follow. The wait provided Stockman, a Michigan native, with an opportunity to capture the severity of the ice on film.

Stockman, who is currently upgrading to AB at the Lundeberg School, provided his photos to the Seafarers LOG.



Richard Perry is glad to be back in the warm crew's mess after a cold December shift on the MV H. Lee White.

The USNS Walter S. Diehl came out of Louisiana's Avondale yards almost two years ago. Yet, at first look when one approaches the replenishment oiler, it is hard to believe the vessel has sailed.

The decks are spit-shine clean. The house floors are scuff free. It is hard to find anything out of place, and the crew is very proud of that fact.

No matter in what department (deck, engine or steward) the crewmember works, he or she is very happy to talk about the Diehl, which serves the Military Sealift Command Pacific fleet. The unlicensed departments are crewed by the SIU's Government Services Division.

Chief Electrician Vernon L. Jordan pointed to the date on the name plaque on the deck. "We've been all over, but you sure couldn't tell it by the way she looks," he bragged.

Third Steward Edmundo N. Lorenzana looked around the galley as dinner was being served. Should he or one of the galley gang members find anything — including a leaf of lettuce in the salad bar — out of place, it is taken care of immediately. "We're all proud of the way the ship looks," Lorenzana said. "We want to keep it that way."

Junior Engineer Alton Hightower noted "you won't find a speck of oil or grease in the control room" for the engine department. Sure enough, even the engines, as viewed through a window, appeared spotless.

"Everyone on here knows his job," said Bosun/Mate Arthur Luellen. "But they go a step further. We know what it will take to keep the ship looking sharp and we're willing to do it."

CREW IS PROUD TO BE



USNS Walter S. Diehl

PART OF THE NEW DIEHL

Watch AB Robert Coleman checks the visitors' log.



Bosun/Mate Arthur Luellen gets ready to leave the USNS Diehl for shore time.



Chief Electrician Vernon L. Jordan (left) looks over the MSCPAC agreement with Port Employee Raleigh Minix.



Chief Cook Abe Singlar waits for another order during dinner on the USNS Diehl.



Steward/Utility Arthur Hood takes care in storing the provisions needed for meals.



Taking a break from the hustle in the galley are (from the left, seated) Steward/Utilities Arthur Hood, Eugenio Mallari and Tom Briones, (standing) Third Steward Edmundo N. Lorenzana and Steward/Utilities Rolando T. Mota and George Trawick.



Junior Engineer Alton Hightower and Third Engineer Irvin Levy work the controls in the Diehl's engine room.

Carpenter Oscar Dukes (left) asks SIU Government Services Division Port Employee Raleigh Minix (right) about the new MSCPAC agreement while Wiper/Engineer Rick Hines (center) listens.



The galley gang of (from the left) Utility/Pantry Carmela Simmons, Assistant Cook Sylvester Robles and Second Cook Charles McCullar prepare another plate of fine food for a crewmember.



After dinner comes clean up and the task of doing dishes falls on Steward/Utility Mose A. James Jr.

Letters to the Editor

Jack Smith Enjoys Reminiscing

To the Editor:

Recently, after reading a copy of the Seafarers LOG, I want to let you know of my appreciation for sending me a copy of this interesting paper through the year.

I sailed in the SIU from 1945 through 1951. . . At that time, I upgraded and sailed as third mate with Masters, Mates and Pilots Association (old Robin Line ships) until going into the Navy in 1954 through 1956. Since retiring from the SIU I have faithfully received and thoroughly enjoyed the Seafarers LOG.

Several years ago, I retired from the federal government, but I still enjoy reminiscing of the "trips and ships" experienced in my youth. Reading the LOG is always refreshing and interesting.

I plan to visit the new SIU headquarters in the near future and to drop this off at that time. Thanks again for retaining me on the mailing list.

Good luck and "steady as she goes" to the staff and membership of the Seafarers International (Union).

Jack G. Smith
Frederick, Maryland

Army Pacific Fleet Members Wanted for Reunion in '90, '91

To the Editor:

I had the honor of serving with a unique group of soldiers during World War II who were assembled and organized right after Pearl Harbor to act as machine gunners on merchant ships. My unit operated primarily out of Australia, carrying ammunition and supplies to New Guinea and other islands of the Pacific. I am now, belatedly, trying to locate enough former members to form a reunion for 1990 or '91. . .

(I am) seeking former members

of the U.S. Army's Pacific Fleet, especially members of the 301st Coast Artillery Transport Guard Detachment, ship and gun crew Command #1, and the 35th Transportation Corps boat group. . .

Claude J. Backes
Livermore, California

Editor's Note: Retired Army CSM Claude J. Backes can be reached at his home address of 822 Teton Court, Livermore, CA 94550.

Government Must Correct Injustice Faced by 'Notch Kids'

To the Editor:

(I am writing concerning) . . . "Notch kids" like myself and yourself, if you were born in the years 1917 through 1921.

I realize that our government is waiting for "normal attrition" to take its toll, before giving us our "bonus" in this matter just as it did in the "veterans' rights" issue for (those of) us (in the merchant marine) who served in World War II. . .

. . . I trust you'll do all you can for us, as many of us are "notch babies."

Clarence L. Cousins
Butler, Pennsylvania

Editor's Note: The term "notch babies" used by Brother Cousins in the letter above, refers to individuals who receive lower Social Security benefits because they were born between 1917 and 1921. This inequity was a result of a law passed in 1977 that established a new method of calculating social security benefits.

Last year, legislation known as the Notch Baby Act of 1989—HR 181 was introduced in Congress. The bill seeks to bring "notch babies" Social Security benefits in line with the ones currently being received by men and women who were born before 1917.

LOG-A-RHYTHM

Love at Sea

by Tammy Padgett

(This poem is dedicated to SIU member Lance Padgett who currently sails aboard the USNS Kane as a GSU.)

As you stand upon the ship,
and gaze across the ocean,
You know that soon you'll feel
a gift God gave in Motion.
Then morning comes, the sun has shown,
the flight of a distant dove,
A sign from God, to remind you,
that here at home you're loved.
And when you do return,
you'll be sure to see,
How fast that empty feeling,
will soon be sure to leave.
To help you to the end,
you know you must believe,
That special sign from God,
was meant for you and me.

Over 600 Seafarers Order SPAD T-Shirts

More than 600 Seafarers have requested the new SIU/SPAD t-shirt since it became available at the first of the year. "The response has been tremendous," said SIU Secretary-Treasurer Joe DiGiorgio during his report to the March membership meeting in the port of Piney Point, MD. "We are hearing from members all over the country."

Along with the t-shirt orders, DiGiorgio has been receiving many letters from SIU members and

In thanking the union for the t-shirt, Brother Marvin Earl James said, "I am just writing to say that I'm very proud to be a member of SIU. If there is something that I can do to help my union or SPAD, please let me know. I am very proud of the way you are running things in Washington, DC. . ."

Requests have come in from SIU family members as well. A surviving father of a late Seafarer asked to be sent a t-shirt so he can wear it in his Washington state nursing home. Brother Ronnie Bond asked for an extra t-shirt for his wife, "If possible could an extra t-shirt be sent for my wife. . . I've been donating to SPAD for 20 years and I love the idea of the t-shirts."

The shirts, which are union made, feature a full color logo of the SIU on the front. "Politics Is Pork Chops SPAD" is printed on the back. The sizes are small, medium, large and extra-large. They are available by filling out the coupon located within this issue of the Seafarers LOG and returning it to the office of the secretary-treasurer.

DiGiorgio noted there still are plenty of shirts available for those who have not ordered one.

'I have been donating to SPAD for 20 years . . . love the t-shirts.'

pensioners. Brother George Alpine wrote from his Hudson, FL home, "I'm sending for your free t-shirt. . . I like to let the folks in Florida know what a fine union the SIU is—the best—as I'm proud to have been a Seafaring man."

Brother R. East of Ozark, AL said, "I would be proud to wear a shirt to let the world know I belong to a fine union."

Baby Bond Process Is Simplified

State birth certificates for a live birth no longer are needed when filing for a Seafarers baby bond or maternity benefits.

Thanks to a recent change in the Seafarers Welfare Plan all that is required is a copy of the certificate of live birth supplied by the hospital. In the past, some members have had to wait more than one year to acquire a state birth certificate. This had effectively eliminated the chance to acquire a \$50 baby bond.

When filing for a baby bond, Seafarers should keep in mind that the same rules for paying maternity benefits apply for the bond. A member must have 120 days in the previous calendar year and one

day in the last six months at both the time of conception and the time of delivery.

The copy of the certificate of live birth and proof of seetime may be submitted to the local union hall or can be sent directly to the Seafarers Welfare Plan, Claims Department, 5201 Auth Way, Camp Springs, MD 20746. Please be advised that processing takes several months before the bond will be sent to the member, so please be patient.

In order for continued dependent coverage, members still are required to send a copy of the state birth certificate to the Claims Department within one year of the date of birth.



AB and Son Greet Friends

AB Tillman Churchman provided the Seafarers LOG with the above photo. Pictured with Brother Churchman in his Chicago, IL home is his two-year-old son, Andrew. AB Churchman sends the following greeting, "We would like to say hello to all of our friends around the world. Smooth sailing!"



Fereuza Gifford is surrounded by "her boys" in the Government Services Division hall in San Francisco as they wait for jobs. In the front row from the left are Tali Feliciano, Gifford and Wayman Sellers. In the rear from the left are Ernie Woodman, Roland Blanchette, Mack Davis and Ricky Grant.

Adventuresome 72-Year-Old Still Sailing, Telling Sea Stories

Since her first ship in 1948, 72-year-old Fereuza Gifford, a member of the SIU Government Services Division, has been in and out of adventures.

She has come close to death, experienced fearsome Pacific storms, met a king and earned a college degree during her career as a merchant mariner.

Fereuza Gifford calls herself "the most experienced in terms of age" active member of the Government Services Division. Please don't call her "the oldest." "I am not ashamed of my age," Sister Gifford said. "I was born in 1917 on May 4."

Gifford not only is proud to be a 72-year-old mariner, but she also is bullish about the contributions senior citizens can make to their communities.

"Older people should be viewed as a national treasure. They have so much they can teach to younger people. As you become older, you become an asset to you and your community because the older you get the more you have to use your mind."

Gifford is registered to ship at the entry level in the steward department although the highest rating she holds is a cook/baker second class. Although her dream is to become a helmsman, she grudgingly realizes she may not become an able seaman. "I'm not strong enough to carry stores because I'd wear myself out, so I'm sticking to the galley."

Her latest vessel was the USNS DeSteiguer, operated by MAR Ship. According to Raleigh Minix, SIU Government Services Division port employee in San Francisco, the union received glowing reports of her work.

"We were told she did a good job while aboard. We also heard that she tells great stories that keep the entire crew entertained," Minix said.

Earning Her Degree

Eight years ago, at the age of 64, Fereuza obtained an associates degree in geography from the Community College of San Fran-

cisco, proving that an individual is never too old to continue learning. "I got an A in physics. I'm always willing to study. I just wanted to show that I could do it."

Her advice to new members going to sea is to learn as much as you can. "You can't pick up everything on one voyage. Get what you can. Remember, patience is a virtue."

One of her most interesting trips was her first voyage which took her from California, across the Pacific with several stops, to the Philippines.

"It was 1948," Gifford recalled. "I became interested in sailing while I was working at Mare Island (Vallejo), CA during the war. The old USS Sacramento had been purchased by a foreign company and renamed the Fermina. There were crewmembers from all over the world onboard. So, my late ex-husband, my daughter (Patricia, then 6 years old) and I went onboard for a six-month trip."

Although Gifford sailed in the steward department, she quickly gained an interest in navigation procedures. After taking night lunch up to the bridge, "I would stay up there," Gifford remembered. "I was fascinated by the work they were doing on the bridge." The experience was the beginning of Gifford's life-long passion for sailing.

The Fermina was loaded with men and women going back to the Philippines to be repatriated after working in the United States to escape the Japanese during World War II. It was towing the ferry Angel Island as well as a load of telephone poles for India.

"I did a lot of crazy things then. My girlfriend and I used a sounding line to catch a shark. We needed a winch to bring it in. That shark made 'Jaws' look sick," recalled Gifford, mentioning the name of two Hollywood thriller movies about a man-eating shark.

Later, in that same voyage of 1948, the vessel docked at Ulithi Atoll in the western Pacific. While on the atoll, Gifford was unknown-

Continued on page 16



Lakes Season Begins Early

Able Seaman Howard Herold (left) listens while Bosun Charlie Neigebaur registers at the Algonac counter. Some Great Lakes members returned to their vessels late last month as the waterways started thawing almost a month early this year.

Winter Upgrading

Continued from page 10

on the Lakes, recalled a Christmas Eve 1973 rescue attempt off Stoneport Harbor, MI. "We were on the Steamer McKee Sons when we received a report of man overboard from a Cleveland Cliffs vessel near us. It sent out a lifeboat to rescue the sailor. The temperature was in the 20s. The decks were icy and the winds rough."

"The lifeboat had six crewmembers and a mate. They couldn't find the man and couldn't get back to their ship. We had to maneuver to rescue the lifeboat. The rescuers were lightly dressed wearing on their chests just the tops of their insulated underwear. Conditions were so cold that the flare gun the mate tried to fire exploded in his face. We took all of them to the hospital in shock from the conditions. They were lucky to be rescued. We never found the man who went over."

Barber and Kurtz are husband and wife. Barber joined his wife at the Lundeberg School so he could take the ship handling simulator and welding courses. He said the simulator course helped him become more "knowledgeable" and expressed his wish that the course would last longer than two weeks.

Barber had upgraded to able seaman in the winter of 1974 and this was his first visit to the school since then. "It is difficult for people with families to come here during the winter to upgrade after sailing for eight or nine months, but they should try," he added.

Barber and Kurtz sailed together last winter on the Independence in Hawaii, but they missed the Lakes and returned home. After that experience, Kurtz swore she would never sail again. But it wasn't long before she shipped out again.

The couple sees each other about once every 30 days. Barber has a permanent job and Kurtz sails as a relief. "That's all I want to do for now," she adds. The two communicate by way of personal cellular phones when one or both are sailing. "We used to have to talk on ship-to-ship radios. No telling how many people listened to our conversations."

All of the Great Lakes SIU members said they too have on occasion thought about looking for land-based work. But they've found that "sailing is like a sickness—once you get started you don't want to give it up," explained Brian Wagoner. "Yes, you can't wait to see everybody again," added Robert Wagoner.



More Aid Sent to Hugo Victims

Four trailers loaded with lumber and supplies have been sent to the victims of Hurricane Hugo from the Jacksonville SIU hall since the storm left thousands of people in the U.S. Virgin Islands without homes. SIU Assistant Vice President George Ripoll reported that the SIU's efforts in Jacksonville were aided by Holmes Lumber, Dr. Les Warren and the Luther Rice Seminary, the city's association of Baptist churches, radio talk show host Andy Johnson and public service announcements run by several radio stations. Pictured above are (from left) lumber yard manager Eric Quinones, QMED Kenneth Larry Hart, Holmes Lumber owner Lockwood Holmes and SIU Port Employee James B. Koesy.

Tanker Loading Plan Would Eliminate Spills

Could Be Put Into Effect Immediately

In the midst of the debate on the safety of transporting oil by ship comes a proposal for loading tankers in a manner that would effectively eliminate extensive oil spills from holes caused when a ship becomes grounded, such as the Exxon Valdez incident in March of last year.

Congress, prodded by public concern over environmental damages caused by oil spills, is barreling down the double hull/double bottom track, a costly plan that would take years to implement. In addition, the issue as to whether a double bottom will make a tanker a safer vessel has not been resolved.

While policy makers continue to debate the issue, George Blake, executive vice president of Maritime Overseas Corporation (MOC), has advanced a solution that could be put into effect immediately. Blake's company, MOC, is the operating agent for one of the world's largest independent tanker fleets known as Overseas Shipholding Group (OSG) which owns 16 U.S.-flag tankers crewed by unlicensed members of the SIU.

Blake's proposal applies a simple principle of physics to prevent leakage from a ship carrying oil in the event of a grounding. The beauty of the plan is that while the new construction or retrofitting of tankers will take years, this proposal can be instituted with very few modifications of existing vessel structures.

Blake, a mechanical and marine engineer, has developed a plan by which tankers would load oil to the point that the weight of the oil carried equals the pressure of the seawater surrounding the vessel. In a speech to Lloyd's Technical Conference in London last year, Blake explained, "To protect against oil spills resulting from groundings, we propose that the cargo loaded be limited such that the cargo is hydrostatically balanced by the seawater outside." Hydrostatics is a branch of physics which concerns the pressure and equilibrium of water and other liquids.

Congressman William "Billy" Tauzin (D-LA), in a presentation to his fellow representatives during a floor debate last November on the issue of double bottoms, put forward Blake's proposal. "What OSG determined was that the amount of oil that came out of the Exxon Valdez was exactly equivalent to the

amount of oil that was loaded above the water line, above the draft depth line of the ship, and it was equal to the amount because of the hydrostatic balance between the oil in the tanker and the pressure of the seawater," Tauzin explained, referring to the over 10 million gallons of oil spilled from an Exxon company vessel into the Prince William Sound off of Alaska.

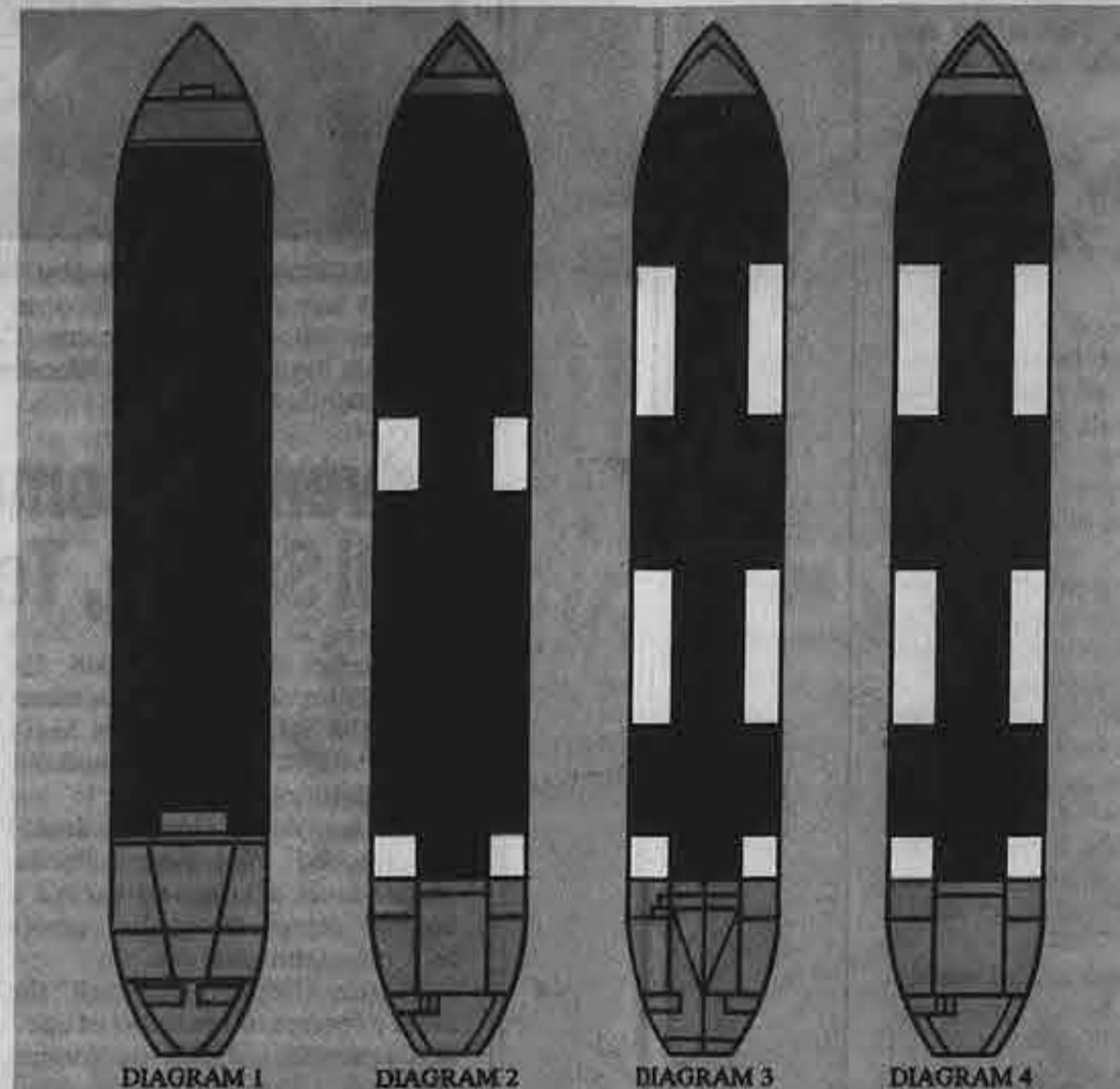
In the Exxon Valdez case, Tauzin said, it was the amount of oil above the water line that came out of the tanker when it was ripped at the bottom.

Under the Blake proposal, a tanker's ballast tanks would be filled with water permanently. Oil, which is lighter than water, would be loaded slightly higher than the water line. This would create a hydrostatic balance between the fluids in the tanker and the seawater surrounding the vessel. Tauzin points out, "The effect is that if there is a rip of the vessel on the bottom, very little oil would come out of it on the scientific basis of hydrostatic balance."

With an equilibrium achieved between the cargo of the tanker and the sea water, in the event of a hole there would be no outflow of oil. Proponents of the proposal do note, however, that "wave action and currents would have subsequent effect, but the initial outflow would be zero, and time would be given for further protective action."

Blake estimates that implementation of his proposal would allow tankers to fill up to 80 percent of capacity, as opposed to today's standard carriage of cargo at 98 percent capacity. Blake advised the group assembled in London, "We have also assessed the loss of carrying capacity resulting from the adoption of our proposal in our ships which include non-SBT, SBT and PL/SBT vessels. It comes to an average of 20 percent based on summer draft, normal fuel and 'other weights' and a cargo of SG 0.878 — the loss would be reduced slightly with lighter cargoes. Obviously individual ships vary depending on the number and dimensions — particularly breadth — of tanks."

(SBT means segregated ballast tanks and PL/SBT stands for protectively located/segregated ballast tanks. Blake also refers to the specific gravity of oil which is 0.878, compared to seawater's specific gravity of 1.025.)



A Brief History of Tanker Loading

Prior to 1970, tankers consisted of side by side cargo tanks, without dedicated and separate ballast tanks (diagram 1). The 1973 tanker had minimal clean ballast and slop tanks (diagram 2). As a result of international standards established in 1978, known as MARPOL, tankers in use were retrofitted with segregated ballast tanks (diagram 3) and new tankers were built with protectively located and segregated ballast tanks (PL/SBT's) (diagram 4).

Source: Maritime Overseas Corporation

KEY TO DIAGRAMS SHOWN ON THESE PAGES

	INDICATES SEAWATER
	INDICATES CRUDE OIL
	INDICATES SEAWATER USED IN BALLAST TANKS
	INDICATES SLOP TANKS AND EMPTY BALLAST TANKS

Added Benefits

In addition, Blake believes there would be added benefits to the tanker industry if his plan is adopted. First, corrosion in ballast tanks would be reduced. He notes corrosion occurs in uncoated ballast tanks primarily under two circumstances — during the first few days until the cathodic protection system can reach polarizing potential and during the loaded passage when the humid salt-laden atmosphere allows corrosion to proceed when the anodes are ineffective.

"By leaving the tanks full permanently, the cathodic protection will not have to re-establish itself every ballast passage and will remain effective during the laden passages. Alternatively, passivated water could be used," he told the Lloyd's conference participants.

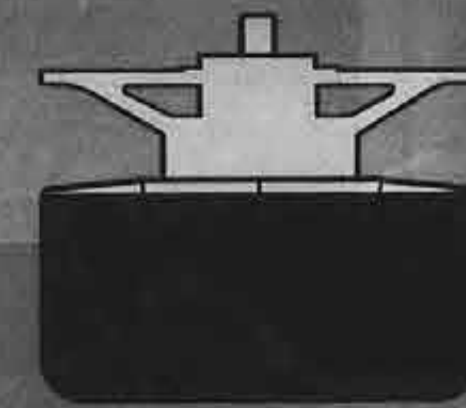
Secondly, Blake believes fatigue failures that cause structural damage to a ship would be reduced. "Most tankers have ballast tanks which have cargo tanks on three sides... During laden and ballast passages, therefore, the stresses across the bulkheads are almost completely reversed. With permanent ballast the degree of stress variation would be significantly reduced and with it the risk of fatigue failure," Blake said in London.

Thirdly, the proposal "can be instituted at short notice since the ballast can be taken aboard and the valves closed, with any modifications to piping, etc., being deferred until the next scheduled drydocking."

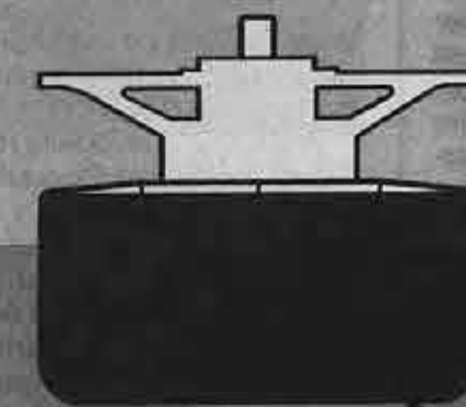
Blake said his company had made a preliminary evaluation of what could be termed the "sloshing" effect of the oil, as the cargo holds would not be filled to the top. MOC studied the "likelihood of damage resulting from 'sloshing' due to slack loading of the tanks." Blake reported that the company "can confirm that we do not foresee any problem in this regard."

Blake's proposal has been submitted to the U.S. Coast Guard and is one of several tanker safety plans being considered by the National Academy of Sciences for its study on the best methods for transporting oil by vessel due to be published next fall. Blake and MOC also have presented the plan to other industry officials, members of the House and Senate and representatives of the administration.

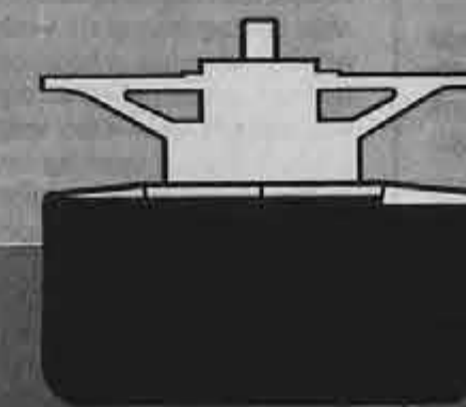
WHAT HAPPENS IN A GROUNDING



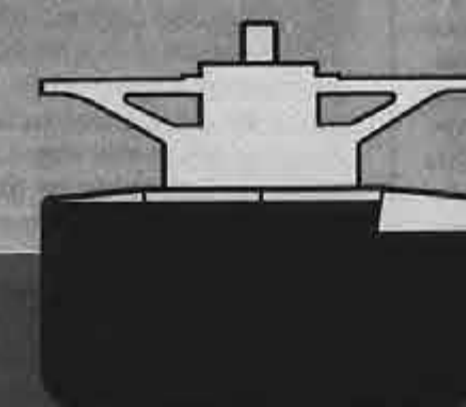
Pictured here is a tanker with all of its cargo holds filled to 98 percent capacity.



The tanker hits a reef that results in a hole in the vessel's hull.



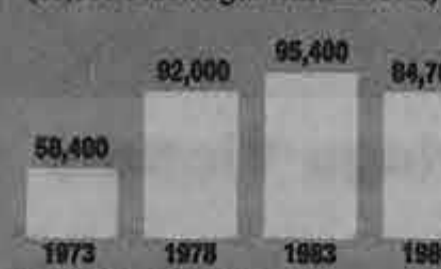
Oil flows out until the pressure of the remaining oil in the tanker is in balance with the pressure of the seawater.



The flow of oil stops once the fluids in the vessel are hydrostatically balanced with the surrounding seawater. Currents and waves may influence some additional outflow.

AVERAGE WORLD TANKER SIZES

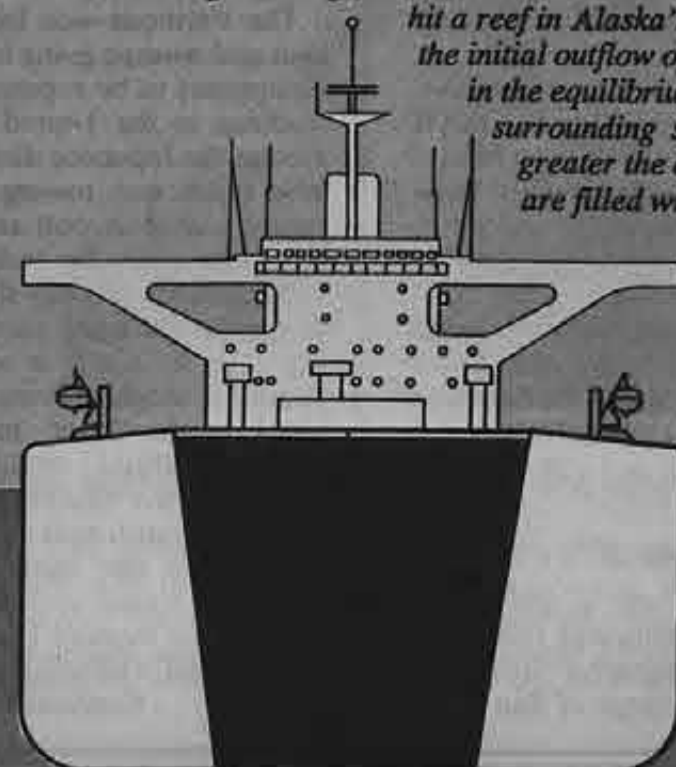
(10,000 deadweight tons and over)



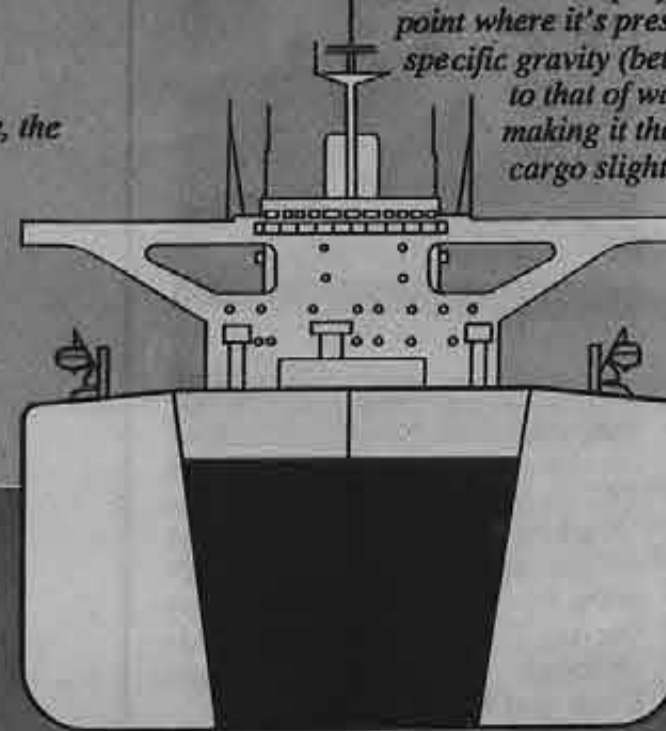
COMPARISON OF LARGEST TANKERS BY YEAR IN DEADWEIGHT TONS



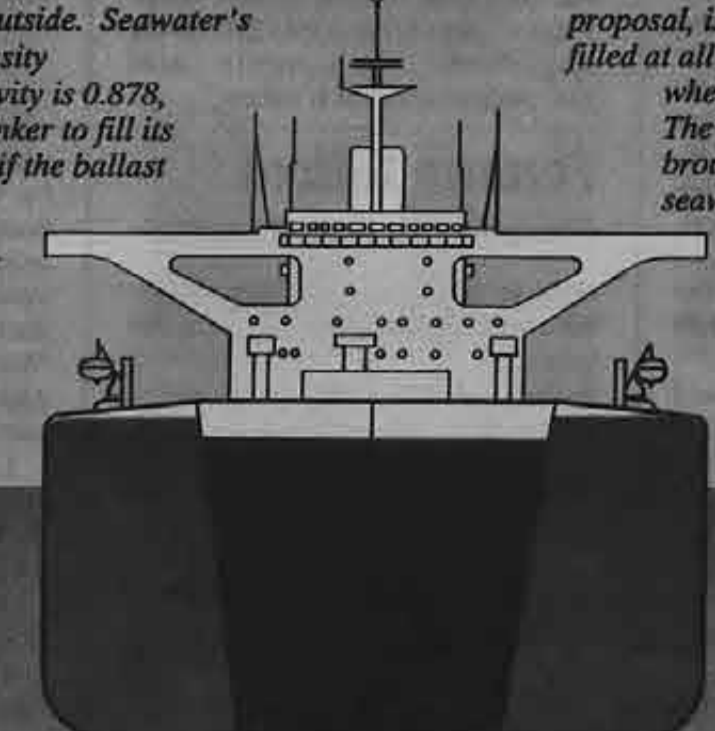
In tanker groundings, such as the one that occurred when the Exxon Valdez hit a reef in Alaska's Prince William Sound last year, the initial outflow of oil results from the difference in the equilibrium between the cargo and the surrounding seawater. The greater the difference, the greater the outflow. Today's modern tankers are filled with crude to 98 percent capacity and have an exposed surface of close to 30 feet above the water line. Pictured in the first diagram is a modern tanker filled to 98 percent capacity in its cargo holds, with empty ballast tanks.



Under the Blake proposal, the quantity of loaded oil would be limited to the point where its pressure is balanced by the seawater outside. Seawater's specific gravity (better described as the ratio of its density to that of water) is 1.025 and oil's specific gravity is 0.878, making it the lighter fluid. This allows for a tanker to fill its cargo slightly above the water line. However, if the ballast tanks are left empty while carrying cargo, as portrayed in this diagram, the Blake proposal would not be practical because the operating costs for this amount of oil would be prohibitive.



The solution, according to the Blake proposal, is to keep the ballast tanks filled at all times, including voyages when the tanker is carrying oil. The cargo could therefore be brought into equilibrium with the seawater. As pictured in this diagram, this will allow a tanker to carry oil to 80 percent capacity.



Safety Board's Two-Year Study Determines Foreign-Flag Cruise Ships Are Unsafe

The National Transportation Safety Board (NTSB) has recommended significant changes in the safety and emergency procedures aboard foreign-flag passenger ships that sail with U.S. passengers from U.S. ports.

The two-year study, conducted by the nation's transportation safety watchdog agency, reviewed several near disasters within the foreign-flag cruise industry in order to amend the Safety of Life at Sea (SOLAS) requirements. The NTSB suggests that:

- Ships need to regulate fire safety on vessels. It noted the need for crew training and manuals, sprinkler systems and alarms, fire hose standardization and emergency drills and orientation for passengers.

- Ships need to eliminate language barriers among the crewmembers as well as between the passengers and crew.

- Cruise lines need to create an international system to report all accidents and emergencies similar to the International Civil Aviation Organization.

- The U.S. Coast Guard should have the authority to investigate accidents in international waters involving foreign-flag passenger ships based at U.S. ports.

In reviewing statistics concerning foreign-flag cruise ships, the report states "nearly 50 percent of the foreign-flag passenger vessels seeking entry into the U.S. cruise market in the last two-and-a-half years are generally older, modified passenger vessels."

The NTSB quotes U.S. Coast Guard Rear Admiral Sipes from a February 1989 speech in Miami. "It means we are seeing a trend toward more and more older ships coming into the U.S. market. This signals to me a potential retrograde shift in the safety continuum, a shift which causes me discomfort."

"We must give recognition to the fact that in the rush to carry passengers where passengers are available and willing to pay, older ships, ships lower on the continuum of age and safety, are being pressed into service to meet the demand. The risks to the entire industry are self-evident."

The NTSB report covers a failed fire drill inspection onboard the Fort Lauderdale, FL-based *Tropicana* that had been conducted by the U.S. Coast Guard in December 1988. The commanding officer, Marine Inspection Office-Miami, concluded that the vessel and its owners were "fitting the rules to the vessel" rather than "fitting the vessel to the rules."

The *Tropicana* originally served as a passenger ferry in the English Channel. The vessel entered the U.S. market under a cargo ship safety certificate until it received a Coast Guard Control Verification Certificate to carry passengers. The vessel underwent major modifications and in some regards met the latest SOLAS standards,



The *Tropicana* was one of several cruise ships the NTSB noted as not complying with the latest safety requirements. The study also listed the rusty Bahamian-flagged ship as having communication problems among the crew as well as between the crew and passengers.

while in others it only could meet earlier specifications, according to the report.

In a memo concerning the Coast Guard-conducted December 1988 fire drill to the agency's top official, the regional office responsible for the exercise reported that they "found demonstration of the crew's skills and knowledge during emergency drills particularly distressing."

In reviewing a tape made during the drill, the Coast Guard determined that crewmembers were not able to communicate with one another: "A mate who spoke Polish had to communicate with a life raft launch team who spoke Spanish and understood no commands in Polish." The Bahamian-flagged vessel was preparing to leave on a cruise to nowhere with 1200 U.S. passengers and 125 crewmembers.

The *Scandinavian Star*, part of the Florida-based *SeaEscape* fleet, also had communication problems, according to the report. A total of 27 countries were represented by the crewmembers.

Passengers onboard the Bahamian-flagged cruise ship reported problems getting instructions from the crew when the ship caught fire as it was returning to St. Petersburg, FL from Mexico on March 15, 1988.

What follows are some of the statements made by passengers as they discussed the emergency with the safety agency's investigators:

- "Most crewmembers we encountered could not speak or understand English."

- "The few who spoke English attempted to organize and comfort the passengers, but others (non-English speaking crew) got in the way. Some crewmembers could not understand each other."

Fereuza Gifford

Continued from page 13

ingly in great danger. "My daughter and I would walk between the barracks into the jungle down a path. I don't know why but I always felt we were being watched. The path was so beautiful and we enjoyed it, but I always felt uncomfortable," she said.

Gifford learned of the danger in which she and her daughter had been when, at the *Fernena's* next stop, the crew heard that two Japanese soldiers had been hiding

- "The firefighting activities were confusing; nobody spoke English so instructions were gestures, not spoken."

In pointing out the need for written information to locate life jackets, the NTSB quotes the instructions on the boarding passes for the *Scandinavian Star*: "In case of an emergency remember your ship's officers are highly trained experts, follow their instructions carefully and most important: STAY CALM." The safety agency notes that no other information is available on the *Scandinavian Star*, leaving passengers completely dependent on the ship's officers for emergency instructions.

The NTSB report cites the problems encountered by the Coast Guard when it tried to investigate a collision in international waters between the *Carnival Cruise Lines' Celebration* and a Cuban freighter. The accident, which happened February 1989, left three Cuban seamen dead.

Although U.S. citizens made up the majority of passengers aboard the *Celebration*, *Carnival* steadfastly refused to assist the Coast Guard in an investigation of the cause of the accident and how emergency procedures were handled, the report notes.

The transportation safety agency also recommends that the Coast Guard's drug and alcohol rules be applied to foreign-flag passenger ship crews docking in U.S. ports carrying U.S. passengers.

The NTSB's report was submitted to Congress last month. The Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee will hold a hearing on the study March 29.

underground along the path used by Gifford probably since the island was retaken by American troops in September 1944, four years earlier. The Japanese soldiers were caught by American Marines after the pair tried to capture an island native on the same path used by Gifford.

Later in her merchant career, she met the king of Saudi Arabia. Gifford points with pride to a special red stamp in her passport. "Not everyone has one of these. Only people invited by the king could have their passports marked like this."



George "Frenchy" Ruf as he appeared in this photo taken in the 1940s.

'Frenchy' Ruf Dies at 70

George Ruf, book R-1, passed away last month at the Harry Lundeborg School of Seamanship where he had made his home for the past four years. The 70-year-old deck department veteran was a charter member of the SIU.

"Frenchy," as he was known throughout the union, was involved in many causes. SIU Executive Vice President Joseph Sacco remembered him as "a professional seaman. He was one of the union's charter members and he played a large part in shaping the SIU into what it is today."

The New Jersey native served the union as a seaman, patrolman and organizer before he retired in May 1982.

"He was an old friend of mine," recalled George McCartney, SIU West Coast vice president. "I got my book by working with Frenchy when he organized the Cities Service tankers in 1949 and '50. We served on the tanker *French Creek* together and beat the NMU in the election."

According to McCartney, Ruf worked with Lindsey Williams, Keith Terpe and Leroy Clarke to organize the Cities Service fleet. Ruf also was an organizer during the Isthmian Lines fight.

The *Alcoa Sandwich* was Ruf's first ship with the SIU. Later, he worked as a patrolman in the port of New York before he upgraded to recertified bosun in 1975 at Piney Point. He last signed off in July 1981 from the *Delta Lines' Santa Mercedes*.

Brother Ruf's remains were cremated. His ashes were scattered during a ceremony February 9 in the St. George's Creek behind the Lundeborg School.



Lundeborg School employees and SIU retirees remember George "Frenchy" Ruf during a memorial service last month. Laying a wreath in the St. George's Creek are (from the left) Tommy Swan, Eddy Gildersleeve, Bill Goddard, William Drew and Frank Capella.

SIU Crews on Dixie Tugs Help Move Barges

SIU crewmembers on Dixie Carrier tugs find the work fast-paced and exciting as the company's fleets of barges sail through the Gulf of Mexico to various Southeastern ports. Crewmembers pay special attention to safety procedures in the process known as "fleeting" or the tying and moving of barges together for a voyage.

Houston Port Employee Steve Ruiz caught up with several Dixie Carrier crewmembers as they were in the process of fleeting in the staging area near Channelview, TX.

Ruiz, who provided these photographs to the Seafarers LOG, said crewmembers reported no beefs and smooth sailing.



Tankerman Johnny Savcica secures a line aboard the Dixie Buccaneer.



On the Dixie Traveler, Tankerman Clement Mabile (left) and Howard Gros (center) await orders from Pilot James Richardson.



Alexander in Tiptop Shape On 93rd B-Day

Retired SIU member George Alexander (second from the right) received a clean bill of health when he visited the New York SIU clinic on his 93rd birthday on January 26. Brother Alexander joined the Seafarers when he began sailing in the steward department on the Eastern Saint John in August 1940. The West Indies native was an active participant in many SIU beefs and strike lines over the years. He signed off his last ship, the Sea-Land Brooklyn, as a chief steward in February 1970. He first went to sea in 1921. Joining him at a party in his honor are (from left) Dr. Joseph Mandracchia, Roland Darbonne, Joe Logue Jr., Dr. Joseph San Filippo, Alexander and Richard Brigham.



Pilot James Richardson (left) and Pilot Trainee Blaine Kalf view the fleeting procedure from the Dixie Courage.



Tankerman Dennis T. Boxwell checks a bit on the Dixie Princess to make sure a barge will not break loose as it is moved.



Overlooking the operations of the Dixie Valour are Tankerman Richard Champion (left) and John D. Nolte.

NOTICES



BBC Looking for Bessimer Victory Seafarers

The British Broadcasting Company (BBC), a television group based in London, would like to hear from seafarers who sailed on the ship Bessimer Victory. Among the old Victory ship's owners was Waterman Marine.

The BBC is filming a documentary that follows the ship from its birth under fire in World War II, to its commercial service in the American merchant marine throughout the '50s, ending with its scrapping in India. The documentary will air on the BBC's program "Forty Minutes."

The BBC asks any mariner who sailed at one time on the Bessimer to contact the television company's New York office: write or call Lisa Wilde; BBC—New York; 630 Fifth Avenue, Suite 2153; New York, NY 10111; (212) 581-7100.



1989 Monies Due Seafarers on American Overseas Marine Ships

All Seafarers who sailed aboard the following vessels during any period from January 1, 1989 through December 31, 1989 are entitled to an EPA wage adjustment:

Lt. John P. Bobo
PFC Dewayne Williams
1st Lt. Jack Lummus
Sgt. William R. Button
1st Lt. Baldomero Lopez

To collect the EPA wage adjustment, a Seafarer should submit copies of discharges to the SIU Contract Department; 5201 Auth Way; Camp Springs, MD 20746. Any individual filing this information with the Contract Department should include his/her correct mailing address with the correspondence.



Checks in Jacksonville Union Hall for Members

The following SIU members have company checks awaiting them at the union's hall in Jacksonville, FL:

Robert Grace
D.R. White

Please send a letter with a return address and a copy of valid merchant mariner documents to George Ripoll at the SIU's Jacksonville hall; 3315 Liberty Street; Jacksonville, FL 32206.

Seafarers International Union Directory

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

Dispatchers' Report for Deep Sea FEBRUARY 1-28, 1990

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	43	14	5	22	6	4	4	79	17	1
Philadelphia	1	5	1	1	2	1	0	5	6	2
Baltimore	8	3	0	9	2	1	1	12	4	0
Norfolk	10	3	5	12	6	6	3	20	6	2
Mobile	14	1	4	11	3	2	0	15	7	6
New Orleans	16	8	4	18	7	2	2	42	10	12
Jacksonville	24	10	7	17	2	3	2	45	17	8
San Francisco	34	13	13	22	11	6	6	60	18	16
Wilmington	18	9	3	10	5	5	4	30	12	0
Seattle	19	10	0	23	8	1	6	55	10	3
Puerto Rico	7	2	0	7	0	0	3	20	4	0
Honolulu	3	10	2	6	7	5	7	6	17	2
Houston	25	13	4	31	12	3	1	42	6	7
St. Louis	1	1	3	0	2	1	0	1	2	2
Piney Point	1	2	4	1	2	2	4	1	1	2
Totals	224	105	55	190	75	42	43	433	137	63
ENGINE DEPARTMENT										
New York	14	3	1	13	2	0	1	39	3	1
Philadelphia	1	1	1	0	1	0	0	2	3	1
Baltimore	4	1	2	2	1	2	1	7	4	3
Norfolk	3	4	2	0	3	1	0	8	5	2
Mobile	9	3	2	5	4	1	4	11	3	3
New Orleans	13	0	3	15	2	1	3	25	8	6
Jacksonville	13	6	4	17	2	2	3	18	4	7
San Francisco	16	6	7	12	4	4	4	34	13	8
Wilmington	10	2	3	8	2	1	4	17	4	4
Seattle	18	7	0	17	7	0	9	29	11	1
Puerto Rico	4	1	0	7	0	0	1	7	1	0
Honolulu	2	9	3	1	8	3	3	2	14	7
Houston	16	4	5	12	3	4	8	32	6	3
St. Louis	1	1	0	0	2	0	0	1	1	0
Piney Point	1	2	2	1	2	1	2	4	2	3
Totals	125	50	35	110	43	20	43	236	82	49
STEWARD DEPARTMENT										
New York	20	2	1	9	0	2	2	34	6	2
Philadelphia	0	0	0	0	1	0	0	0	0	1
Baltimore	2	1	0	4	1	0	1	3	0	0
Norfolk	3	3	3	3	1	3	2	8	3	2
Mobile	5	2	1	5	2	0	0	10	3	2
New Orleans	7	0	2	6	2	1	4	12	0	3
Jacksonville	10	4	2	7	2	1	1	19	3	1
San Francisco	29	8	4	22	0	1	4	81	15	5
Wilmington	8	1	0	7	1	1	4	21	5	0
Seattle	18	12	2	21	5	0	5	29	11	3
Puerto Rico	1	1	0	3	1	0	2	5	0	0
Honolulu	6	20	9	4	15	12	31	13	36	27
Houston	15	1	0	13	2	0	0	25	0	0
St. Louis	1	0	0	0	0	0	0	1	1	0
Piney Point	6	3	1	4	2	3	0	7	8	1
Totals	131	58	25	108	35	24	56	268	91	47
ENTRY DEPARTMENT										
New York	10	11	10	6	11	2	0	24	25	16
Philadelphia	0	1	0	0	1	0	0	1	3	2
Baltimore	5	3	0	3	0	0	0	4	8	0
Norfolk	2	11	1	3	8	1	0	6	14	7
Mobile	5	10	1	0	5	1	0	8	18	6
New Orleans	13	9	5	7	8	1	0	21	18	21
Jacksonville	4	9	5	3	3	2	0	4	18	12
San Francisco	12	8	8	12	2	1	0	36	25	24
Wilmington	8	6	5	3	3	2	0	16	14	8
Seattle	5	10	2	13	7	3	0	18	9	1
Puerto Rico	5	6	2	3	3	1	0	12	11	2
Honolulu	2	31	117	1	31	115	0	4	57	161
Houston	8	11	0	6	7	3	0	15	10	13
St. Louis	0	3	1	1	0	1	0	0	3	1
Piney Point	0	35	2	0	20	2	0	0	31	2
Totals	79	164	159	61	109	135	0	169	264	266

***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 February was down from the month of January. A total of 1,094 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,094 jobs shipped, 469 jobs or about 43 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 142 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 11,570 jobs have been shipped.



April Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
Monday, April 2
New York
Tuesday, April 3
Philadelphia
Wednesday, April 4
Baltimore
Thursday, April 5
Norfolk
Thursday, April 5
Jacksonville
Thursday, April 5
Algonac
Friday, April 6
Houston
Monday, April 9
New Orleans
Tuesday, April 10
Mobile
Wednesday, April 11
San Francisco
Thursday, April 12
Wilmington
Monday, April 16
Seattle
Friday, April 20
San Juan
Thursday, April 5
St. Louis
Friday, April 13
Honolulu
Friday, April 13
Duluth
Wednesday, April 11
Jersey City
Wednesday, April 18
New Bedford
Tuesday, April 17

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

Personals

EDWARD R. DOWNING
ALEXANDER TRIBLE JR.
ROBERT H. WAGER JR.
RAYMOND WAGNER

Please contact Jean Wallace of the
Wayne Seminoff Company collect
at (206)643-7780 concerning the
mid-'60s Sea-Trade bankruptcy.

ANTOINE JOHNSON
GORDON K. McLAREN
HARRY G. MARTINS
SANTOS MERCANICA
SAMUEL C. WOLDMAN

Please contact Jean Wallace of the
Wayne Seminoff Company collect
at (206)643-7780 concerning the
mid-'60s Saphire Steamship Lines
bankruptcy.

EDDIE SESSIONS

Please contact attorney Dan Stew-
art at (904)623-1701. Attorney
Stewart says it is very important.

THOMAS MALONE

Please contact the Seafarers LOG
for a message.

BARNEY LOANE

Please contact your mother, Jane
Loane, at (301) 335-0640 or (301)
342-9288. Or write to 7142 Cun-
ning Circle; Baltimore, MD 21220.

Dispatchers' Report for Inland Waters

FEBRUARY 1-28, 1990

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	0	1	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	0	0	3	0	0	79	20	5
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	2	2	3
Jacksonville	0	3	7	0	1	1	5	1	12
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	0	17	14	13	97	11	6	64
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	2	6	0	0	1	5	2	5
Algonac	6	3	0	0	0	0	71	36	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	27	8	30	18	14	99	175	67	89
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	2	0	0	15	5	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	3	0	0	3	0	0	0	0
Houston	0	0	0	0	0	0	0	1	0
Algonac	6	3	0	0	0	0	42	37	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	20	6	0	2	3	0	58	43	2
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	2	0	0	12	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	5	0	0	3	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	1	0	1	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	0	0	1	0	0	0	0
Algonac	3	2	0	0	0	0	27	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	7	3	7	2	1	4	39	18	9
Totals All Departments	44	17	37	22	18	103	272	128	100

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

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

Dispatchers' Report for Great Lakes

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	16	1	0	3	0	0	33	3
ENGINE DEPARTMENT									
Algonac	0	12	1	0	7	0	0	22	2
STEWARD DEPARTMENT									
Algonac	0	1	0	0	0	0	0	15	0
ENTRY DEPARTMENT									
Algonac	0	34	4	0	0	0	0	23	12
Totals All Departments	0	96	10	0	0	0	0	93	26

*"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.

Four Classes Graduate From Lundeborg School



Trainee Lifeboat Class 448

The graduates of trainee lifeboat class 448 are (from left, back row) Monell Liburd, William Bastianelli, Harold Gathers, Darren Henderson, Bobby D. Roach, Euwell Holloway, Sidney Mullis, James Beatty, Amy Corbett, Sean Coleman, James Jackson, Theodore James, (from left, middle row) instructor Bob Clinton, Barbara A. Guarine, Michael W. Carroll, Jeff W. Maskell, Daniel J. Pounds, Robert Woods, Brian Elrod, Oscar Cano, John David McKee, Mitch Rice, Kevin Moon, Gregory Scheffeld, Larry Dowell, Jonathan Von Sprecken, instructor Ben Cusic, (from left, front row) Donna Taylor, Hien Phan, Varryl Hollings, Kevin Hartley, Marc Reynolds, Terence Daniels, Hector Ayala, Damon Jordan, Denny L. Schoenrad and Dennis Burns.



Diesel Engine Tech Courses

Pictured in the top two photos are graduates of the Lundeborg School's diesel engine technology course. Among the subjects covered in the course material were two-stroke and four-stroke cycle operating principles, maintenance and repair of diesel engines, intake and exhaust systems, lubrication and cooling and fuel injection. In top photo are (from left, back row) Eric Nal, L. Craig, Tony Yore, Mike Las Dulce, Steve Brown, Rick Harris, (from left, front row) Bill Payne, Joseph Negron, Kenny Hanson, John S. Penrose and (kneeling) Aaron Bernard. In bottom photo are (from left, back row) Doug Rumball, Dean Klenke, Herman Best, Jeff McCranie, instructor Eric Malzkuhn, (from left, front row) Chris Devonish, Edwin Taylor, Robert Clark and Michael LeRoy Brown.



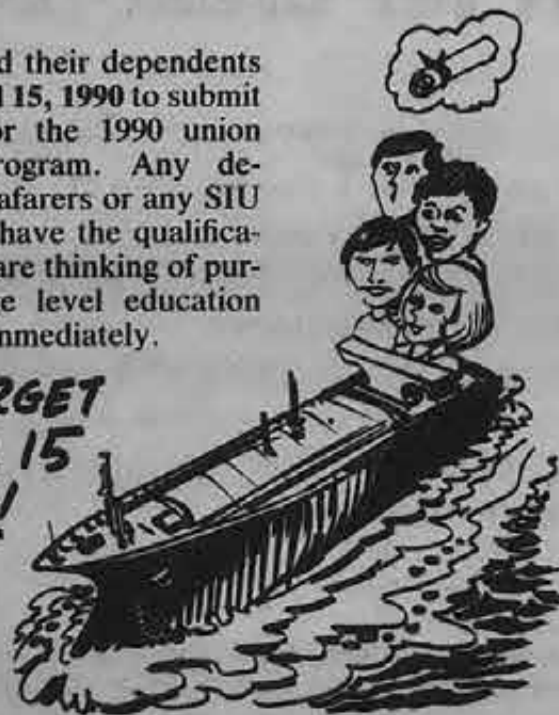
Trainee Lifeboat Class 449

Graduating from trainee lifeboat class 449 are (from left, back row) Jonathan Washburn, Sloan M. Keating, Timothy Meyn, Efrain Morales, Tim "Optimist" Burnett, Fredrick Paul Sanchez, Kevin AuBuchon, Aaron C. Wells, Mark Stabile, instructor Ben Cusic, (from left, front row) Ricardo C. Quinones, Eric Smith, Jimmy R. Rushing, Charlie Roban, Bobby Wright, Jeff Van Schambrook, William Trussell and Grant B. Jones III.

Thinking about education?

Seafarers and their dependents have until **April 15, 1990** to submit applications for the 1990 union scholarship program. Any dependents of Seafarers or any SIU members who have the qualifications and who are thinking of pursuing a college level education should apply immediately.

**DON'T FORGET
THE APRIL 15
DEADLINE!**



The scholarship program instruction booklet comes with the necessary forms. The booklet is available at any union hall or by filling out and mailing this form.

Four scholarships totaling \$15,000 each will be awarded to dependents of Seafarers. Scholarship winners receive four yearly payments of \$3,750 each.

Three scholarships will be awarded to SIU members. Two awards total \$6,000 each and are received in two payments of \$3,000 over a two-year period. The third award is for \$15,000. The winner of the \$15,000 award will receive a \$3,750 payment each year for four years.

Mail the request for scholarship program information to:

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

Please send me the 1990 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for _____ (self)

_____ (dependent)

26 SIU Members Go on Pension

Duke Duet Retires
After 45 Years
As an SIU Man

The photo above of Maurice C. "Duke" Duet was used by the Seafarers LOG shortly after it was taken in 1956.

A seasoned veteran of many SIU political and contractual battles retires this month along with 25 other active union members. The Seafarers Pension Plan announced that 15 deep sea members, 10 inland boatmen and one Great Lakes seaman will begin receiving their monthly retirement checks.

After 45 years of sailing with the SIU, Maurice C. "Duke" Duet will begin an extended stay on land. Although Brother Duet will no longer ship, he expects to continue his long tradition of assisting the union with its many endeavors.

The 63-year-old Duet, who joined the union in July 1945 in the port of New Orleans, juggled his time ashore between that city and St. Louis, where he now lives.

Duke Duet has helped countless pro-maritime politicians in their successful bids to get elected to positions in federal, state and local government. St. Louis Mayor Vince Schoemehl honored Duet for his work in turning out that city's voters.

Picket line duty has been one of Duet's many contributions to his union. He was a familiar sight on the 1979 picket lines against American Commercial Barge Lines. SIU St. Louis Port Agent Tony Sacco said Duet's consistent leadership and enthusiastic participation in the ACBL beef inspired many of his union brothers.

The Louisiana native's experience extended outside the United States. He sailed as boson on the first U.S.-flag merchant vessel run to China after relations with that country and the U.S. were normalized in the '70s. Back in the '50s, he also was a guest at the official residence of then Argentine President Juan Peron, according to Port Agent Bob Hall.

Duet upgraded to recertified boson in 1974 at the Lundeberg School.

Joining Duet in the ranks of SIU pensioners are:

DEEP SEA

EDWARD L. BLANTON



Edward L. Blanton, 65, joined the SIU in April 1946 in the port of Baltimore. Brother Blanton, who was born in Virginia, sailed in the steward department. Brother Blanton has retired to Baltimore.

JAMES H. BREWER



James H. Brewer, 59, joined the union in January 1969 in the port of New Orleans. After serving in the Navy from 1949 to 1953, he

started his black gang career on Cities Service tankers. Brother Brewer upgraded to QMED at Piney Point in 1982. He still lives in his native Leesville, LA.

RUDOLPH CEFARATTI



Rudolph Cefaratti, 62, joined the SIU in May 1945 in the port of New York. Born in New Britain, CT, he served in the Army from 1946 to 1947.

Brother Cefaratti sailed in the engine department and upgraded to QMED at the Lundeberg School in 1974. He calls Crosby, TX home.

JOHN CURLEW



John Curlew, 63, joined the union in February 1947. The deck department veteran was born in Newburgh, NY. He upgraded at the Seafarers Harry Lundeberg School of Seamanship in 1975 and 1980. Brother Curlew lives in Reno, NV.

EDWARD DALE



Edward Dale, 63, graduated from the Andrew Furuseth Training School in New York in November 1962. The Mobile, AL native served in the

Army from 1945 to 1955. Brother Dale upgraded to recertified steward at the Lundeberg School in 1980. He has retired to Philadelphia, PA.

RAMOLO A. DeVIRGILEO



Ramolo A. DeVirgileo, 64, joined the SIU in July 1947 in the port of New York. The New York native upgraded his deck department endorsements at Piney Point in 1979 and 1980. He lives in Brooklyn, NY.

JAMES C. DIES



James C. Dies, 65, joined the union in March 1959 in the port of Lake Charles, LA. A veteran of the Army Air Force from 1943 to 1945, Brother Dies

started his galley gang career on Cities Service tankers. The Beaumont, TX native calls Lake Charles, LA home.

ALBERT ESTRADA

Albert Estrada, 67, joined the Seafarers in October 1947 in his native New Orleans after serving in the Navy from 1942 to 1945. Brother Estrada sailed in the steward department. He caught Delta Steamship vessels from 1963 to 1980. In 1981 he upgraded at Piney Point. He still lives in New Orleans.

VERNON FERGUSON JR.

Vernon Ferguson Jr., 65, was a member of the Marine Cooks and Stewards prior to joining the SIU in April 1957 in the port of Baltimore. The South Carolina native upgraded to recertified steward at the Lundeberg School in 1986. He has retired to Baltimore.

JAMES D. HARMON

James D. Harmon, 65, joined the Seafarers in March 1957 in the port of New Orleans. The native of Owensboro, KY served in the Navy from 1942 to 1945. Brother Forbes was an engine department member.

JOHN LoPRETE



John LoPrete, 63, joined the union in July 1968. Born in Brazil, he served in the steward department. Brother LoPrete upgraded at the union's school in Piney Point in 1975. He calls Jackson Heights, NY home.

CHARLES L. MARTINSEN



Charles L. Martinsen, 65, joined the Seafarers in November 1964. The Norfolk, VA native served in the Army from 1943 to 1945. Brother Martinsen sailed in the galley gang before retiring to Chesapeake, VA.

KING F. SHENG

King F. Sheng, 65, joined the union in December 1970 in the port of San Francisco. Born in China, he sailed in the steward department. Brother Sheng lives in San Francisco.

EARL TALBOTT

Earl Talbott, 63, joined the Seafarers in April 1948 in the port of New York. The Florida native served in the Army from 1944 to 1946. He sailed in both the deck and engine departments. Brother Talbott resides in Houston.

INLAND

WALTER H. BEDGOOD



Walter H. Bedgood, 65, joined the SIU in April 1979 in the port of Jacksonville, FL. The Georgia native served in the Navy from 1944 to 1946. He worked as a cook on Interstate and Ocean Transport vessels. Boatman Bedgood lives in Ocala, FL.

LEONARD CHARLES



Leonard Charles, 59, joined the union in July 1962 in his native New Orleans. Boatman Charles worked in the engine department on Crowley vessels. He resides in Trinidad, West Indies.

PATRICK DORRIAN

Patrick Dorrian, 62, joined the Seafarers in 1950 in the deep sea division. The Philadelphia native served in the Army from 1946 to 1947. In September 1972, Brother Dorrian changed his book to the inland division. He worked in the deck department for Interstate Oil and Transport until he retired. Dorrian upgraded at the Lundeberg School in 1976. He calls Folcroft, PA home.

JOHN H. FORBES



John H. Forbes, 65, joined the union in June 1961 in the port of Philadelphia. He was born in Old Trap, NC and served in the Navy from 1940 to 1946. Boatman Forbes worked as a captain for Interstate Oil and Transport, later Sonat Marine. He lives in Upper Darby, PA.

JAMES H. MARTIN



James H. Martin, 63, joined the SIU in November 1976. Boatman Martin worked on McAllister Brothers Towing boats before he retired to Norfolk, VA.

GEORGE E. NAUGLE



George E. Naugle, 62, joined the Seafarers in July 1970 in the port of Philadelphia. Born in Alliance, OH, he served in the Navy from 1945 to 1957. Boatman Naugle worked in the deck department on Interstate Oil and Transport boats. He calls Waynesville, NC home.

MAURO S. OLAES



Mario S. Olaes, 65, joined the Seafarers in March 1975. The Philippine native worked in the steward department. He lives in Norfolk, VA.

GEORGE R. O'NEAL

George R. O'Neal, 57, joined the union in January 1961 in the port of Norfolk, VA. He was born in Hatteras, NC and served in the Army from 1949 to 1952. Boatman O'Neal worked in the deck department and upgraded at Piney Point in 1973. He resides in Chesapeake, VA.

CHARLES D. STOWE



Charles D. Stowe, 64, joined the SIU in April 1969 at the port of Norfolk, VA. A native of Pamlico, NC, Boatman Stowe served in both the Navy and Coast Guard from 1943 to 1966. He worked as a captain for McAllister Brothers and attended conferences in Piney Point in 1977 and 1978. He has retired to Hatteras, NC.

RUSSELL T. WILSON

Russell T. Wilson, 60, joined the Seafarers in September 1961 in his native Norfolk, VA. He worked in the deck department on Curtis Bay Towing boats. Boatman Wilson lives in Virginia Beach, VA.

GREAT LAKES

LaVERNE W. COLE

LaVerne W. Cole, 63, joined the Seafarers International Union in 1953 in the port of Detroit. The Michigan native served in the Army during the 1940s. Brother Cole sailed in the engine department before retiring to Charlevoix, MI.

Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

Seafarers or their dependents who have lost eligibility for health care coverage under the Rules and Regulations of the Seafarers Welfare Plan, may be eligible to purchase, at a premium, welfare coverage directly from the Plan.

Seafarers who have lost their eligibility for Plan coverage must notify the Plan office immediately to find out whether or not they or their dependents may elect to continue benefits under this program.

To obtain more information about this program, seafarers may call the membership services office at 1-800-CLAIMS-4 (1-800-252-4674) or may write to:

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

(The April 1989 edition of the Seafarers LOG contains a complete description of the Consolidated Omnibus Budget Reconciliation Act--or COBRA--program.)

SPAD t-shirts



The SIU has created a new t-shirt design which is available to all our members on a first-come, first-served basis.

The shirts feature the SIU logo in full color on the front and "Politics is Porkchops" in blue on the back. They are American-made.

FREE

Please fill out the application below and mail it to:

Joseph DiGiorgio, Secretary-Treasurer
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Please send the new SIU t-shirt to:

NAME _____
ADDRESS _____
CITY, STATE, ZIP _____
SOCIAL SECURITY # _____ BOOK # _____
PHONE # _____ RATING _____
T-SHIRT SIZE (circle one) S M L XL

Married in SIU Style



Jerri Dee Falk and SIU Port Agent Dave Heindel tied the knot last month, taking time out from attending the MTD's executive board meeting.



Tell it to The LOG

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every 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.

Digest of Ships Minutes

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes are reviewed by the union's contract department. Those issues requiring attention or resolution are immediately addressed by the union upon receipt of the ships minutes.

AMERICAN CORMORANT (Pacific Gulf Marine), December 28 — Chairman Charles Davis, Secretary Susanne Cake, Deck Delegate Joe Allen. Secretary announced copies of SIU constitution and contract are available aboard for members to read. Educational director said four members on ship are planning to upgrade at Piney Point. He said they are from all three departments. He reminded members more endorsements mean more money and opportunities. Treasurer noted \$75 in movie fund and \$37 in ship's fund. No beefs or disputed OT reported. Copies of Seafarers LOG were received. Crew thanked Dante Slack for baking delicious cakes when crewmember's birthday is celebrated. Crew congratulated Chief Mate "Diego Dave" Kelly on being promoted to captain. Next port: Diego Garcia.

FRANCES HAMMER (Ocean Shipholding), December 3 — Chairman G. Diefenbach, Secretary Kris Hopkins, Educational Director Rich Parrish, Deck Delegate Michael Moore, Engine Delegate Joseph Sadler, Steward Delegate Roberto Escobar. Educational director urged members to attend Lundeborg School. Treasurer noted \$180 in ship's fund. Disputed OT reported by steward delegate. No beefs or disputed OT by engine and deck delegates. Steward department thanked for job well done. Bosun and steward stressed importance of having the right endorsement for rated job. Next port, Jacksonville, FL.

FRANCES HAMMER (Ocean Shipholding), December 17 — Chairman Richard Wilson, Secretary Kris Hopkins, Educational Director Terry Jacobson, Deck Delegate Michael Moore, Engine Delegate George Demetropoulos, Steward Delegate Felix Camacho. Chairman said he is looking forward to good trip. He said SIU deserves these jobs as its members are the best. He announced ship's phone system should be working for safety reasons. Secretary reported all is running well, ship is clean and crew is eating well. Educational director urged all members to take advantage of the educational and vacation opportunities available at Piney Point. He said members should watch Seafarers LOG for class starting dates. Treasurer announced \$180 in ship's fund. No beefs or disputed OT reported. Copies of Seafarers LOG received in Jacksonville, FL. In case ship goes into yard, crew reminded to register promptly and properly to reclaim jobs. Steward department thanked for great job. Steward thanked crew for keeping



DEU N. Orellana onboard the Overseas Chicago.

mess hall clean. Next port: Odessa, USSR.

LIBERTY WAVE (Liberty Maritime), December 10 — Chairman D. J. Garoutte, Secretary J. Bukowsky, Educational Director D. Hurts. Chairman reported topside was doing well. Treasurer announced \$370 in movie fund. Engine delegate reported disputed OT and possible beef. No beefs or disputed OT given by the deck and steward delegates. Crew requested popcorn popper or microwave oven and adequately stored and priced slopchest. Steward department thanked for getting job done. Next port: Jacksonville, FL.

LNG ARIES (ETC), December 31 — Chairman R. Schwarz, Secretary R. Brown, Educational Director J. Yarmola, Deck Delegate A. Pickford, Engine Delegate D. Orsini, Steward Delegate H. Daniels. Chairman reminded members to upgrade at Lundeborg School. Educational director asked members to read new shipping rules booklet from headquarters. Treasurer noted \$245 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for fine, big Christmas dinner. Steward thanked crew for keeping lounge, mess hall and pantry clean. Next ports: Himeji and Tobato, Japan.

MV GROTON (Apex Marine), December 31 — Chairman Neil Matthey, Secretary M. Deloatch, Educational Director A. Gardner. Chairman announced ship payoff on January 9 at Stapleton, NY. He said crew repaired aft doors and noted aluminum was onboard to repair bosun and AB showers. He urged crew to donate to SPAD. Secretary stressed need to upgrade at Piney Point. Educational director asked crew to keep main door to house closed for safety while loading and discharging cargo. No beefs or disputed OT. Crew thanked President Michael Sacco and other SIU officials for getting new ships (Maritime Overseas and Occidental Petroleum) which create more jobs for membership. Crew donated new VCR for mess room. Vote of thanks was given to chief steward and chief cook for their good food. Crew thanked for helping keep ship clean. Next port: Stapleton, NY.

MV RANGER (Ocean Carriers), December 27 — Chairman Oscar Wiley Jr., Secretary Fulton Jenkins, Deck Delegate Charles Williams, Engine Delegate Tim Williams, Steward Delegate M. Jackson. Chairman updated crew on SIU lawsuit against Coast Guard on drug testing. Educational director urged crew to show good sense about safety. No beefs or disputed OT reported. Crew discussed President Report from Seafarers LOG. Crew requested new washing machine and crew lists. Crew announced good refueling at sea with Navy ship. Vote of thanks given to steward department for Christmas dinner.

OVERSEAS WASHINGTON (Maritime Overseas), December 17 — Chairman G. M. Westphal, Secretary B. E. Fletcher, Educational Director, H. Butler. Secretary listed repairs needed for switches on galley range, garbage disposal, meat and chill box hooks, refrigerator for salad bar and large microwave oven. Disputed OT reported by deck delegate. No beefs or disputed OT given by

engine and steward delegates. Crew reminded to give to SPAD. Crew noted launch service to Hawaii is very poor. Steward department thanked for its fine job. Next port: Hawaii.

OVERSEAS WASHINGTON (Maritime Overseas), December 31 — Chairman G. M. Westphal, Secretary B. Fletcher, Educational Director D. M. Hunts. Chairman noted all running smoothly except for steward department repairs. He said safety meeting was held. He urged crew to attend Lundeborg School and donate to SPAD. Secretary said company told him steward department repairs are on order. No beefs or disputed OT reported. Entire crew thanked for job well done. Crew especially thanked steward department for nice holiday dinner as all diets were put on hold.

SEA-LAND ATLANTIC (Sea-Land Service), December 24 — Chairman W. C. Byrd, Secretary Jose Rivera III, Educational Director Michael Derringe, Deck Delegate Joseph Bidzilya, Steward Delegate Coy Hendricks. Chairman announced ship would pay off in Charleston, SC on December 31. Educational director told members all departments have good jobs so upgrade at Lundeborg School. Treasurer said ship's fund had no money. No beefs or disputed OT reported. Crew asked contracts department to review raising pension. Crew said winch is needed for tug lines. Steward department thanked for good Christmas meal. Next ports: Charleston, Port Everglades, FL and Houston, TX.

SEA-LAND CRUSADER (Sea-Land Service), December 11 — Chairman D. Murray, Secretary H. H. Fielder, Educational Director O. Bermeo. Chairman reminded members to upgrade at Piney Point. Deck and engine delegates reported beefs concerning shore gang work at Rio Haina, Dominican Republic. No beefs or disputed OT reported by steward delegate. Crew requested another washing machine as one is not enough and new coffee maker. Crew asked union to look into towel shortage onboard. Steward department thanked for its fine job.

SEA-LAND NAVIGATOR (Sea-Land Service), December 23 — Chairman Don McFarland, Secretary John J. Alamar, Educational Director Robert E. Ohler. Chairman noted small problems onboard were handled. Good trip overall. He thanked steward department for two great holiday meals. Secretary thanked crew for keeping living quarters and recreation room clean. Treasurer announced purchase of VCR depleting movie fund. No beefs or disputed OT reported. Crew asked contracts department if Sea-Land is going to five-day week and not working weekends. Crew also asked all future changes in contracts, pensions and welfare plans be listed in Seafarers LOG.

ULTRASEA (American Transport), December 31 — Chairman Sim Hasson, Secretary G. Marzett. Chairman announced vessel would arrive in Houston on January 1 and pay off January 2. He stressed importance of contributing to SPAD to keep political activities moving. Secretary urged members to upgrade at Lundeborg School. Educational director asked that new washer and dryer be installed. No beefs or disputed OT reported. Steward department thanked for fine job. Next port: Houston, TX.

AMERICAN EAGLE (Pacific Gulf Marine), January 7 — Secretary Michael Meany, Engine Delegate Earl Chappel, Steward Delegate Calvin Hazzard. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Crew noted receipt of Seafarers LOG. Crew asked for copies of ship's contract in each department. New TV and VCR have not arrived. Crew reported heating on ship is not adequate. Vote of thanks given to steward department.

AMERICAN HERITAGE (Apex Marine), January 4 — Chairman Clyde Smith, Secretary Al Holland, Engine Delegate Kevin Quinlan. Chairman announced new TV and VCR onboard. Educational director stated Seafarers LOGs had been received. Deck and steward delegates reported disputed OT. No beefs or disputed OT given by engine delegate. Crew asked that faucets in rooms be fixed and checks be mailed home by company.

BAY RIDGE (Bay Tankers), January 8 — Chairman T. Anderson, Secretary J. E. Lewis, Educational Director David Gossby, Engine Delegate Thomas Howell, Steward Delegate L. Cuevas. Chairman instructed crew to read new shipping rules booklet. Treasurer reported \$90 in movie fund. No beefs or disputed OT reported. Crew asked steward to keep serving salad bar.

BROOKS RANGE (IOM), January 21 — Chairman M. G. Gutierrez, Secretary R. A. Garcia, Educational Director Bob Hamil. Chairman announced deep sea contract ends June 15. Members with any suggestions should send them to the contracts department. Secretary thanked



AB J. Sequillo aboard the Overseas Ohio.

crew for keeping mess hall clean. Secretary and educational director both sent congratulations to Linda Fisher, new head of admissions at the Lundeborg School, and stressed importance of upgrading at Piney Point. Deck delegate reported crew very happy with food supplied by Recertified Steward Ray Garcia and Chief Cook John Browder. No beefs or disputed OT reported. Crew asked contracts department to look into having companies supply work gloves and increasing dental plan coverage. Deck department and Chief Pumpman Bob Hamil thanked for major tank cleanup. Next ports: Long Beach, CA and Valdez, AK.

FALCON CHAMPION (Seahawk Management), January 6 — Chairman J. Chermesino, Secretary M. P. Cox, Educational Director D. Simmons. Chairman read November 1 letter pertaining to new shipping rules. He announced payoff January 8 in New York. Treasurer noted \$148.26 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT in engine or steward departments. Next port: New York.

FRANCES HAMMER (Ocean Shipholding), January 21 — Chairman Rich Wilson, Secretary Kris Hopkins, Educational Director Terry Jacobsen, Deck Delegate Warren Bonneville, Engine Delegate Alan Less. Treasurer announced \$180 in ship's fund. No beefs or disputed OT reported. Bosun said he would ask boarding patrolman for one day's pay after each voyage or standby at first U.S. port for any entitled crewmember. Vote of thanks given to steward department for job well done.

LNG AQUARIUS (ETC), January 14 — Chairman R. J. Callahan, Secretary Alexander P. Reyer, Educational Director Jose Camelo, Deck Delegate Louis F. Sorito, Engine Delegate Ralph Gosnell, Steward Delegate Brian T. McEleney.

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Ships' Digests

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Secretary reminded crew to work safely and be aware of dangers onboard. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$650 in ship's fund. No beefs or disputed OT reported. Crew acknowledged receipt of Seafarers LOG. Crew asked to keep noise level in weight room down after 2000 hours. Crew asked headquarters to send copy of new shipping rules to vessel.

LNG ARIES (ETC), January 21 — Chairman R. Schwarz, Secretary R. Brown, Educational Director J. Yarmola, Deck Delegate A. Pickford, Engine Delegate D. Orsini, Steward Delegate H. Daniels. Chairman noted all was quiet onboard. He urged entry ratings to upgrade at Lundeberg School. Treasurer announced \$200 in ship's fund. No beefs or disputed OT reported. Steward department thanked for nice pool parties and good food overall. Crew thanked for keeping mess hall and pantry clean. Next port: Tobata.

LNG CAPRICORN (ETC), January 7 — Chairman J. W. Garner, Secretary R. Adams. Chairman said vessel would be going into yard on February 19. Treasurer noted \$300 in ship's fund. No beefs or disputed OT reported. Crew received copies of Seafarers LOG. Crew stated they have been running out of milk and bath soap which are not being ordered in accord with contract.

LNG LEO (ETC), January 13 — Chairman Fred Pehler, Secretary Henry Jones Jr., Deck Delegate Lee White, Engine Delegate David Terry Jr., Steward Delegate Dana Cunningham. Chairman discussed upcoming contract negotiations and urged members to send suggestions to contracts department. He announced most repairs have been or will be handled at next port. Secretary read minutes of last meeting. Educational director reminded crew dates for all Lundeberg School classes are posted in Seafarers LOG. Treasurer reported \$580 in ship's fund and \$40 in communications fund. No beefs or disputed OT reported. Crew stated A. C. Brandt, ETC vice president, came aboard in Singapore. He was invited to participate in ship's union meeting to speak with crew and answer questions. Crew gave Brandt big hand at end of his presentation. New microwave oven will be installed in near future. Crew told to dress properly for meals. Next port: Osaka, Japan.

LNG VIRGO (ETC), January 7 — Chairman Billie Darley, Secretary Norman Duhe, Educational Director P. Wolf, Deck Delegate Carlos Pineda, Engine Delegate Ramon Ali, Steward Delegate William Christmas. Chairman stressed noisy and loud radio playing will not be tolerated. He suggested use of headphones. He also discussed new shipping rules. Educational director urged members to upgrade at Piney Point and to protect themselves when ashore. Treasurer reported \$14.40 in ship's fund and \$500 from company for fresh fruit and fish. No beefs or disputed OT reported. Steward department given vote of thanks for job well done, especially during holiday season.

NEDLOYD HUDSON (Sea-Land Service), January 19 — Chairman John Neff, Secretary R. G. Connally, Steward Delegate Richard Worobey. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked contracts department to look into removing no strike clause from upcoming contract. Chief Cook Richard Worobey praised for doing extra good job in galley. Crew noted OT not consistent and suggested offering OT on rotating man basis. Next port: Houston, TX.

OMI COLUMBIA (OMI Corp.), January 7 — Chairman R. Marrero, Secretary C.



The S.S. Ultramar loaded up at Union Grain in Houston, TX for its voyage to Poland. Members of the steward department on that trip are, from the left: Steward Assistant H. Batiz, Steward G. Marzett, Chief Cook E. Singleton and Steward Assistant A. Angel.

Moss, Educational Director A. G. Milne. Chairman announced ship would pay off January 14 in Long Beach, CA. He urged members to read new shipping rules and to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew acquired new VCR for ship. Big thanks to steward department for good Christmas and New Year's dinners. Next port: Long Beach, CA.

OMI DYNACHEM (OMI Corp.), January 14 — Chairman Larry Kunc, Secretary Donnie W. Collins, Educational Director G. W. L. Phillips, Deck Delegate Gary L. Dates, Engine Delegate George F. Darney, Steward Delegate James R. Parker. Chairman noted some onboard repairs to be done. He requested headquarters to send welfare plan booklets. Secretary urged members to donate to SPAD, the pork chops of the SIU. He reminded members to read Seafarers LOG and upgrade at Piney Point. Treasurer noted \$212 in movie fund. May purchase a few movies in Houston. No beefs or disputed OT reported. Crew asked not to burn coffee pots. Steward department thanked for job well done. Next port: Houston, TX.

OVERSEAS OHIO (Maritime Overseas), January 9 — Chairman Glen James, Secretary Earl Gray, Educational Director M. Williams. Chairman announced ship would pay off January 12 in Texas. All department delegates reported disputed OT. Crew reminded to upgrade at Lundeberg School. Crew continued to note shortage of towels since November. Captain is paying extra for those who wash their own towels. Another 10 dozen have been ordered as of this trip. Vote of thanks and job well done given to all three departments. Next port: Houston, TX.

SEA-LAND ACHIEVER (Sea-Land Service), January 7 — Chairman N. Pratts, Secretary R. Griswold, Educational Director H. Schlvetter, Deck Delegate M. Delaney, Engine Delegate C. Everett, Steward Delegate T. McNellis. Chairman reported beef concerning licensed officers performing unlicensed work. He noted stack gas problem on Atlantic class vessels with particles emanating from vents despite repairs. Secretary said repairs are needed in galley. Educational director reminded crew to upgrade at Piney Point. Deck delegate rereported stack gases unbearable on bridge. No beefs or disputed OT reported. Crew asked contracts department to look into raising pensions and adding pension cost of living clause. Crew asked contracts department to look into allowing payoffs whenever in port, to allow QMED/Electrician to help with docking/undocking of vessel and to create system of emergency relief for permanent members to prevent job loss. Vote of thanks to deck and engine departments for cleaning up after themselves. Crew requested radio

for crew lounge and new washer and dryer. Next ports: Elizabeth, NJ, Norfolk, VA and Charleston, SC.

SEA-LAND CONSUMER (Sea-Land Service), January 14 — Chairman T. Koebel, Secretary J. Johnson, Deck Delegate R. Strength, Engine Delegate J. Ortiz, Steward Delegate D. Meder. Chairman said crew entitled to holiday pay on January 11 in San Juan as MM&P and D1 MEBA received pay for Longshoremen's holiday. He reported drug testing cards had been extended until June. Treasurer noted \$300 in movie fund. No beefs or disputed OT reported. Crew asked contracts department to review increasing pensions. Crew asked to help keep laundry room clean.

SEA-LAND DISCOVERY (Sea-Land Service), January 21 — Chairman S. J. Rallo, Secretary J. Collis, Educational Director C. Welsh, Deck Delegate R. Garay, Engine Delegate D. McDonald, Steward Delegate R. Escobar. Chairman announced payoff would take place as soon as patrolman boards in San Juan. He said company not supplying enough fresh provisions and linens in other U.S. ports. Secretary said safety meeting was held concerning accidents on Sea-Land vessels. He noted crew would ask contracts department to increase size of deck department. No beefs or disputed OT. Steward department thanked for good food and job. Next ports: San Juan, Rio Haina, Dominican Republic and Jacksonville, FL.

SEA-LAND EXPLORER (Sea-Land Service), January 3 — Chairman W. E. Lough, Secretary J. Delorey, Educational Director R. Blackwell. Chairman announced captain telexed company requesting enough money to cash year-end checks at payoff. He informed permanent crewmembers company requests they sign off in Long Beach rather than Oakland. Educational director urged crew to save cans for ship's fund. Treasurer noted \$419 in movie fund. No beefs or disputed OT reported. Crew asked company to install water fountain on second deck. Next port: Long Beach, CA.

SEA-LAND FREEDOM (Sea-Land Service), January 13 — Chairman L. E. Watson, Secretary G. Sivley, Educational Director R. Chapman, Deck Delegate R. Caruthers, Steward Delegate S. Wilson. Educational director asked for donations for VCR. Treasurer announced \$157 in ship's fund. Crew voted to donate \$60 to Tacoma (WA) Seaman's Center and \$25 to American Merchant Marine Library. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew thanked radio officer for installing receivers in all rooms. Steward department thanked for nice Christmas dinner. Next port: Tacoma, WA.

SEA-LAND HAWAII (Sea-Land Service), January 2 — Chairman announced payoff January 7 at Long Beach. Educational director noted need for more movies while treasurer reported no money in movie fund. No beefs or disputed OT reported. Crew asked contracts department to review return to six-month rotary shipping and no permanent jobs. Crew requested washing machine for greasy work clothes. Next port: Oakland, CA.

SEA-LAND PACIFIC (Sea-Land Service), January 15 — Chairman L. Freeburn, Secretary F. Sison, Educational Director S. Speedy, Deck Delegate M. Talalotu, Steward Delegate B. Racklin. Treasurer noted \$3.50 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT in deck and engine departments. Crew asked to keep lounge neater. Next port: Long Beach, CA.

SEA-LAND PATRIOT (Sea-Land Service), January 28 — Chairman R. F. Garcia, Secretary F. King, Deck Delegate J. Alves, Engine Delegate M. D. Levan, Steward Delegate J. L. Stein. Chairman announced payoff scheduled after customs and immigration clear vessel. He reminded members to look into scholarship program for children heading for college. Educational director posted 1990 schedule of classes at Piney Point and urged members to upgrade. He asked crew to donate to SPAD. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Crew asked contracts department to look into having vacation days credited toward days at sea for pension. Crew asked to keep ship clean. Copies of Seafarers LOG received in Hong Kong. Ship picked up milk in Japan after running out. Crew requested steak knives. It also sought company shuttle service in Busan because of possible trouble with local residents.

SEA-LAND TRADER (Sea-Land Service), January 21 — Chairman James Rader, Secretary R. Spencer, Educational Director J. Del Rio, Engine Delegate Willie Lee Jr. Chairman stated voyage was smooth and thanked steward department for holiday meals. Secretary urged members to donate to SPAD. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked chair be put in wheelhouse for helmsman. Steward department thanked for job well done.

SEA-LAND QUALITY (Sea-Land Service), January 7 — Chairman A. Harrington, Secretary D. B. Smith, Educational Director J. Dellinger. Chairman thanked crew for keeping ship clean. Educational director stressed importance of upgrading at Piney Point and giving to SPAD. Engine delegate reported beef with chief and first engineers. No beefs or disputed OT reported by deck and steward delegates. Crew thanked steward department for job well done. Next ports: Boston, MA and Elizabeth, NJ.

SEA-LAND VOYAGER (Sea-Land Service), January 19 — Chairman T. K. O'Brien, Secretary C. Crane, Educational Director M. Phillips. Chairman stressed importance of U.S. government's drug regulations. Secretary noted \$150 in ship's fund. Educational director reported temporary stay on random drug testing because of SIU's lawsuit. No beefs or disputed OT reported. Crew sought clarification of lookout duties. Crew asked if money could be telexed home even at own expense. Next port: Tacoma, WA.

See page 26 for information on using official logbooks from the National Archives to help WWII merchant mariners verify their wartime service.

Final Departures

DEEP SEA

ERNEST BORREGO



Ernest Borrego, 86, died November 4, 1989. The Florida native joined the

SIU in April 1955 in the port of Miami. He sailed in the steward department and spent a great deal of his career on the SS Florida. Brother Borrego retired in July 1968. He is survived by his wife, Carmen.

CLAYTON G. COSTLOW



Clayton G. Costlow, 79, passed away January 23. A native of South Dakota, he

was a charter member of the SIU, joining in November 1938 in the port of Mobile, AL. Brother Costlow sailed in the engine department and shipped from both the Atlantic and Pacific coasts before retiring in 1969. He is survived by his wife, Violet, and daughter, Stephanie Mellema.

EDWARD CAUDILL

Edward Caudill, 74, passed away February 1. Born in Kentucky, he joined the Seafarers in May 1952 in the port of New York. The galley gang veteran upgraded to recertified steward at the Lundberg School in 1980. Brother Caudill began receiving his pension in November 1982. His wife, Rosalie, survives him.

JULIO FIGUEROA

Julio Figueroa, 75, died January 21. A native of Puerto Rico, Brother Figueroa sailed in the steward department after joining the union in August 1944 in the port of New York. He volunteered for many union activities. His last ship was the Sea-Land Charleston before he retired in July 1977. He is survived by his wife, Juana.

AURELIO FINNOCHIO



Aurelio Finnochio, 80, passed away November 17, 1989. He

joined the Marine Cooks and Stewards, prior to its merger with the SIU, in September 1972 in his native San Francisco. Brother Finnochio received his first pension check in August 1978.

JOHN B. FLANNERY

John B. Flannery, 85, died January 10. The deck department veteran was born in New Jersey. Brother Flannery joined the Seafarers in August 1943 in the port of New York. He assisted the union during many beefs by walking in picket lines and distributing materials. He retired in July 1969.

ERASMO FLECHA

Erasmus Flecha, 88, passed away January 12. Born in Humacao, PR, he joined the SIU in November 1946 in the port of New York. Brother Flecha sailed in the engine department. His wife, Josephine, survives him.

GEORGE W. FLOOD



George W. Flood, 85, died during December 1989. The Bermuda native

joined the union in December 1945. His first ship was the Alcoa Prospector and he continued to sail in the steward department on Alcoa vessels during the '40s and '50s. Brother Flood retired in July 1965. He is survived by his wife, Sarah.

JOHN H. FURR

John H. Furr, 63, passed away December 12, 1989. The Arkansas native served in the Army from 1945 to 1946. He joined the SIU in October 1956 in the port of Houston. The deck department veteran upgraded at the Lundberg School in 1975 and 1979 before retiring in May 1989. Brother Furr is survived by his wife, Lucille.

CARY A. GARNER

Cary A. Garner, 81, died October 27, 1989. A native of Randleman, NC, he served in the Army from 1939 to 1943. Brother Garner joined the Marine Cooks and Stewards, prior to its merger with the SIU, in May 1947 in the port of Norfolk, VA. He began collecting his pension in July 1971.

ENRIQUE GONZALEZ



Enrique Gonzalez, 82, passed away December 19, 1989. He was born in Key

West, FL and joined the union in November 1949 in the port of Tampa. Brother Gonzalez sailed in the deck department before retiring in December 1972.

NICHOLAS GORESH

Nicholas Goresch, 78, died November 5, 1989. The Pennsylvania native became a Seafarer in May 1945 in the port of Baltimore. Brother Goresch sailed in the steward department and retired in May 1974. His wife, Julia, survives him.

SVEND HOMMEN

Svend Hommen, 67, passed away June 6, 1989. Born in Norway, he joined the SIU in May 1959 in the port of New York. Brother Hommen upgraded his engine department endorsement to QMED in 1972 at the union's school in Piney Point. He began receiving his pension in July 1978.

BROWN HUSZAR



Brown Huszar, 75, died November 2, 1989. A native of Hungary, he joined

the Seafarers in May 1944 in the port of New Orleans. Brother Huszar sailed in the galley gang before he retired in February 1977. He is survived by his wife, Mary.

TOM KARATZAS

Tom Karatzas, 73, passed away December 25, 1989. He was born in Greece and had been a member of the Sailors Union of the Pacific, an SIUNA affiliate, before joining the SIU in September 1957 in the port of Baltimore. The deck department veteran upgraded to recertified bosun in 1975 at the Lundberg School. Brother Karatzas, who retired in May 1977, is survived by his wife, Betty.

ALFRED J. KARR

Alfred J. Karr, 70, died October 19, 1989. The Camden, NJ native joined the union in September 1953 in the port of New York. He was member of the black gang before retiring in October 1984. Brother Karr's wife, Peggy, survives him.

MARIO G. LOPEZ



Mario G. Lopez, 84, passed away December 5, 1989. A native of Yauco,

PR, he was a charter member of the union, having joined the SIU in December 1938 in the port of San Juan. He saw active overseas duty as a merchant mariner during World War II. The deck department veteran last sailed on the Beatrice Victory before retiring in December 1969. Brother Lopez is survived by his wife, Onesina.

TORSTEN LUNDKVIST

Torsten Lundkvist, 81, died January 26. A native of Sweden, he joined the union in May 1951 in the port of New York. Early in his deck department career he sailed on Waterman Steamship vessels. Brother Lundkvist started collecting his pension in March 1975. He is survived by his wife, Rosa.

JOHN MCKAREK



John McKarek, 73, died December 25, 1989. Born in New York, he joined

the Seafarers in June 1943. Brother McKarek sailed in the deck department. He retired in June 1973. His wife, Mitsuko, survives him.

JENS C. MADSEN

Jens C. Madsen, 77, passed away. The native of Denmark joined the union in October 1946 in the port of New York. Brother Madsen sailed in the engine department before he began collecting his pension in January 1978. He is survived by his wife, Louise.

T. C. MALONE

T. C. Malone, 72, died January 19. A native of Boaz, AL, he joined the Seafarers in August 1959 in the port of Houston. Brother Malone retired from the galley gang in December 1980. His wife, Gladys, survives him.

ARTHUR M. MAYER



Arthur M. Mayer, 77, died January 2. He was born in New York City and

joined the Marine Cooks and Stewards, prior to its merger with the SIU, in February 1966 in the port of San Francisco. He started drawing his pension in December 1979.

HARVEY W. MORRIS

Harvey W. Morris, 77, passed away December 28, 1989. The native of Hutchinson, KS joined the Seafarers in September 1942 in the port of New York. Brother Morris sailed in the steward department until his retirement in October 1965. He is survived by his wife, Lillian.

EVARISTO PANTOJA

Evaristo Pantoja, 71, died January 21. A native of Puerto Rico, he joined the union in March 1943 in the port of New Orleans. He sailed in the deck department before retiring in September 1980. Brother Pantoja's wife, Rita, survives him.

LUKE J. WYMBES



Luke J. Wymbes, 71, passed away January 11. He was born in Ireland and joined

the SIU in April 1951 in the port of Norfolk, VA. Brother Wymbes began his seafaring career sailing on Victory Carriers and Waterman Steamship vessels. He upgraded his deck department ratings at Piney Point in 1973 and 1975. He volunteered for union activities and assisted another SIU member to become a naturalized American citizen. Wymbes retired in October 1981.

INLAND

GEORGE W. JONES



George W. Jones, 81, died November 13, 1989. Born in Texas, he joined

the union in September 1964 in Port Arthur, TX and sailed in the engine department on Slade Incorporated vessels. Boatman Jones retired in January 1969. He is survived by his wife, Mattie.

CLAUDE M. MIDGETT



Claude M. Midgett, 75, passed away December 30, 1989. The Kitty Hawk, NC native

served in the Coast Guard from 1942 to 1945. He joined the Seafarers in September 1966 and sailed in the engine department on vessels owned by the Virginia Pilots Association and the Association of Maryland Pilots. Boatman Midgett retired in February 1981.

JOHN L. PARKS

John L. Parks, 43, died November 19, 1989. He was born in Ellijay, GA. Boatman Parks joined the SIU in April 1969 in the port of Philadelphia and worked in the deck department on Interstate Oil and Transport boats. He was an active member at the time of his death.

JOE ROUGHTON

Joe Roughton, 73, passed away November 12, 1989. The North Carolina native joined the Seafarers in June 1959 in the port of Baltimore. He worked in the black gang on G & H Towing and Moran boats. Boatman Roughton upgraded at the Lundberg School in 1974. He started collecting his pension in April 1982.

IRA TURNER



Ira Turner, 85, died January 21. The deck department veteran was born

in New Jersey. He joined the union in July 1960 in the port of Philadelphia. Boatman Turner retired in January 1970. He is survived by his wife, Kathryn.

GREAT LAKES

NORD PEDERSEN

Nord Pedersen, 94, passed away January 31. Born in Norway, he joined the International Dredge Workers Union in 1917 which merged into the SIU's Great Lakes Division in 1961. He was a dredge worker for Great Lakes Dredge and Dock until his retirement in April 1967. Brother Pedersen is survived by his wife, Anna.

CHARLES E. RITCHARDS



Charles E. Ritchards, 81, died January 11. A native of Thomasville, MI,

Continued on page 26

Final Departures

Continued from page 25

he joined the union in November 1953 in the port of Frankfort, MI. Brother Ritchards sailed in the engine department before retiring in January 1971. His wife, Thelma, survives him.

WILBUR SAUCIER



Wilbur Saucier, 84, passed away January 28. He was born in Ocanto, WI and joined the SIU in October 1955 in the port of Frankfort, MI. Brother Saucier sailed in the steward

department. He began collecting his pension in September 1975.

RAILROAD MARINE

DANIEL A. ZELLER



Daniel A. Zeller, 89, died January 24. He joined the union in July 1960 in his native New York City. Brother Zeller sailed in the deck department for the New York Central Railroad marine division. He retired in July 1965. He is survived by his wife, Catherine.

**Keep Your
Union Strong --
Participate
In Union
Meetings**



Summary Annual Report for the SIU Pacific District-PMA Pension Plan

This is a summary of the Annual Report for the SIU Pacific District-PMA Pension Plan [Employer Identification No. 94-6061923, Plan No. 001] for the year ended July 31, 1989. 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 a trust arrangement. Plan expenses were \$15,285,164. These expenses included \$1,034,753 in administrative expenses and \$14,250,411 in benefits paid to participants and beneficiaries. A total of 6,456 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 \$145,425,056 as of July 31, 1989, compared to \$134,109,722 as of July 31, 1988. During the plan year the plan experienced an increase in its net assets of \$11,315,334. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had total income of \$26,600,498 including employer contributions of \$1,505,515, earnings from investments of \$7,877,370, stock dividends of \$820,908, net realized gain on sale or exchange of assets of \$1,837,815, unrealized appreciation of assets of \$14,536,948 and other income of 21,942. Employees do not contribute to this Plan.

Minimum Funding Standards

Our 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 investments;
3. 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 the Plan Administrator, SIU Pacific District-PMA Pension Plan, 522 Harrison Street, San Francisco, California 94105. Telephone Number: (415) 495-6882.

You also have the legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison Street, San Francisco, California 94105, 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 of Labor should be addressed to:

Public Disclosure Room, N5507
Pension and Welfare Benefit Administration
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216

National Archives Helps WWII Seafarers Verify War Service for Veterans' Benefits

If a World War II merchant mariner has found it difficult to obtain evidence of his wartime service, help may be available from the National Archives.

The federal government's record center has the official logbooks of merchant vessels active in World War II service. The National Archives has distributed those logbooks to its eight regional offices.

Official Logbooks

During the war, the official logbooks were turned in at the U.S. port entered at the end of the voyage. The National Archives has placed those logbooks in a regional archives central to the various ports in the United States where the logbooks were turned in.

Official logbooks were issued to American registered vessels in the foreign trade at the beginning of each voyage. After 1937, these logs were also issued to vessels engaged in the coastwise trade.

If a former WWI merchant mariner cannot locate any of the documents necessary to apply for veterans' status, and if the Coast Guard cannot find evidence of service in its records, then the logbooks held by the National Archives regional archives may be the next best source of verification.

It's been a little more than two years since the Defense Department granted World War II U.S. merchant seamen who sailed between December 7, 1941 and August 15, 1945 veterans' status—something denied them for 43 years.

But, this action does not mean automatic benefits for WWII merchant mariners. The first step in the process is obtaining evidence of wartime service. The former seamen should submit copies of any documents in their possession which could help to verify their service, to the United States Coast Guard, along with Form DD 2168, "Application For Discharge of Member or Survivor of Member of Group Certified To Have Performed Active Duty with the Armed Forces of the United States," (available from all offices of the Veterans Administration). Requests should be addressed to: Commandant (GMVP:1/12), United States Coast Guard, 2100 2nd Street, S.W., Washington, DC 10593-0001.

How to Obtain Logbook Copies

Requests for copies of merchant vessel logbooks should be addressed to the director of the National Archives regional archives which holds logbooks for the port at which the individual's vessel ended its voyage. Listed in the box in the right column are the ports of voyage termination and the corresponding regional archives center.

1. Requests for logbook copies must be made in writing.
2. Requests for copies needed to verify veteran status must state that copies are needed for this purpose.
3. Requests must include: full name of vessel (for example, SS WALTER SCOTT, not SS SCOTT); name of port where the voyage ended, and approximate dates of the voyage, including the month and the year.

Copies Provided Free of Charge

If the requested logbook(s) can be located, the veteran will be provided, FREE OF CHARGE, ONE copy of the logbook pages needed to verify veteran status. These are:

1. The logbook cover.
2. Page 3, which shows inclusive dates of voyage, name of master and, usually the names of the ports visited.
3. Pages containing the entire crew list.
4. Pages containing any entries which specifically relate to the injury, illness and treatment/hospitalization of the requestor.

Requests for more than one copy of the required pages (and all requests for copies of pages not needed to verify veteran status) are subject to a minimum charge of \$5.00 (this covers the cost of up to 14 pages). Additional pages beyond this are \$.35 each.

The regional archives will send a bill with the copies, or notify the requestor of the cost if it is more than \$5.00. DO NOT SEND PAYMENT WITH THE INITIAL REQUEST.

All payments must be paid by check or money order made payable to National Archives Trust Fund Board (or NATFB), and addressed to the National

Archives regional archives from which the copies are ordered.

Info Contained in Logbooks

The logbooks in the regional archives are not the traditional ships' logs often referred to as "deck logs." Rather they are those issued to masters of vessels in accordance with federal laws and regulations passed to protect the health and welfare of merchant sailors. Entries initially recorded offenses and desertions punishable by forfeiture of wages, and injuries or illnesses of crewmembers. Later legislation required entries concerning circumstances surrounding passengers aboard ship. Also required were entries recording emergency drills held, and the watertight integrity of the vessel.

What the logbooks do not contain, however, are descriptions of wartime actions in which the vessel was involved, or daily entries concerning the operations of the ship. That information was usually included in the deck logs. Also, some WWII period logbooks do not name ports visited during the voyage due to wartime security restrictions.

Restrictions

Since official merchant vessel logbooks contain information relating to many individuals which may be of a personal nature, they are subject to the privacy provisions of the Freedom of Information Act. Therefore, any entries which relate to medical or disciplinary matters concerning individuals OTHER THAN THE REQUESTOR may have to be deleted from copies provided.

Also note that the location of logbooks for some ports is presently unknown. The Coast Guard and the National Archives are attempting to locate logbooks for ports not listed in the box below. But in some cases, vessels registered in foreign countries were not required to maintain and turn in logbooks of this type.

Where to Write

Regional Archives	Port	Date Span
New England Region National Archives 380 Trapelo Road Waltham, MA 02154 (617) 647-8100	Boston, MA Portsmouth, NH Portland, ME Providence, RI	1942-53 1942-55 1941-55 1941-53
Northeast Region National Archives Bldg. 22 - MOT Bayonne Bayonne, NJ 07002-5388 (201) 823-7252	New York, NY New York, NY	1942-58 1959
Mid-Atlantic Region National Archives 9th & Market Streets, Room 1350 Philadelphia, PA 19107 (215) 597-3000	Philadelphia, PA Philadelphia, PA Philadelphia, PA Baltimore, MD Baltimore, MD Norfolk, VA (includes Wilmington, NC) Portsmouth, VA Portsmouth, VA	1919-21 1942-56 1958-59 1942-57 1964-67 1940-55 1956-57 1963-64
Southeast Region National Archives 1557 St. Joseph Avenue East Point, GA 30344 (404) 763-7477	Savannah, GA Jacksonville, FL Tampa, FL	1941-53 1943-51 1942-51
Southwest Region National Archives 501 West Felix Street P.O. Box 6216 Fort Worth, TX 76115 (817) 334-5525	Brownsville, TX Corpus Christi, TX Galveston, TX Houston, TX Mobile, AL New Orleans, LA Port Arthur, TX	1946-59 1943-72 1941-74 1942-73 1942-56 1942-76 1939-70
Pacific SW Region National Archives 24000 Avila Road P.O. Box 6719 Laguna Niguel, CA 92677-6719 (714) 643-4241	Los Angeles, CA Los Angeles, CA (includes Wilmington, Long Beach & San Pedro) San Luis, CA Port Hueneme, CA	1916-42 1942-54 1942-54 1942-54 1945
Pacific NW Region National Archives 6125 Sand Point Way, NE Seattle, WA 98115 (206) 526-6507	San Francisco, CA Seattle, WA Seattle, WA Seattle, WA Portland, OR Coos Bay, OR Astoria, OR	1927-57 1890-1911 1910-37 1940-58 1942-58 1914-27 1915-40

1990 UPGRADING COURSE SCHEDULE

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

April-June 1990

The following is the current course schedule for April-June 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	April 2	May 11
	May 28	July 6
Lifeboatman	April 16	April 27
	May 14	May 25
	June 11	June 22
Simulator Shiphandling	May 14	May 25
	June 18	June 29
Radar Certification	April 9	April 13
	April 30	May 4
Celestial Navigation	May 7	June 8
Tankerman	April 16	April 27
Limited Mate	June 11	August 10

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.

SHLSS College Program Schedule for 1990

FULL 8-week Sessions

May 28 through July 20

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member ☐

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 _____

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	June 11	August 31
Fireman/Watertender and Oiler	June 11	July 20
Marine Electronics Technician	April 16	July 6
Marine Electrical Maintenance	May 14	July 5
Diesel Engine Technology	May 14	June 8

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)	April 30	June 9
Adult Basic Education (ABE)	April 30	June 8
English as a Second Language (ESL)	April 30	June 8
ABE/ESL Lifeboat Preparation Course	April 23	May 11
	June 18	July 6

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

Developmental Studies	June 4	June 8
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Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	May 28	July 2

Oil Spill Course

Oil Spill Prevention & Containment (1 week)	April 30	May 4
	May 14	May 18

Upon completion the Sealift Operations course must be 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 52, Number 3

March 1990

FIRE ABOARD THE USNS SILAS BENT

DRILL

Signs are posted throughout the vessel: "Fire Drill 1300 Today." All the crewmembers know when the alarm is sounded they will have to spring into action.

The USNS Silas Bent is in a West Coast port for repairs. The full crew is back onboard as the MAR Ship Operators vessel is nearing its sailing date. The day is gray and dank with a bone-chilling wind whipping across the harbor. It is not the best of days for a fire drill, yet the crew is aware that a fire will not pick a perfect day to start.

As the alarm sounds, crewmembers run to their stations in what appears to an outsider to be utter chaos. However, each person heads directly for his or her fire station to await orders. In just minutes the inspection team is satisfied and asks the crew to assemble in a common area for further information.

The deck department is told it must fight a deck fire. Although it is a drill, the members must wear protective gear and use the hoses. Under the watchful eye of the ship's officers, Bosun Michael Marquette helps the able seamen into their uniforms while the ordinary seamen unfurl the hoses. In less than five minutes, both fire hoses are spraying streams of water off the port side into the harbor to extinguish the mock flames.

Fire drills are regular training on SIU ships. All graduates of the Seafarers Harry Lundeberg School must take firefighting before leaving Piney Point. Members know they must be prepared in case the unthinkable happens.

Ordinary Seaman Almus Allen finds out that all the firefighting training he received at the Lundeberg School comes in handy during the drill. This was Allen's first week on the job after graduating from Piney Point.



Able Seamen Mato Anzulovich and Jack Cooper fire away and extinguish the mock fire aboard the USNS Silas Bent.

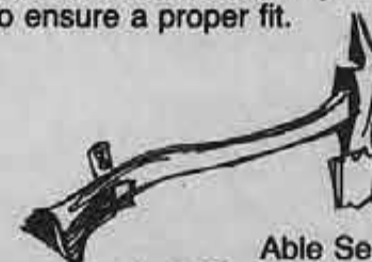


AB Jack Cooper adjusts an extension on a fire hose nozzle as he prepares to battle the mock fire.

The alarm sounds and it's all men to their stations. It is no different on the USNS Silas Bent as crewmembers scurry to their respective stations to prepare for the fire drill.



As crewmembers adjust his life support system, Able Seaman Mato Anzulovich keeps his hands out of the way to ensure a proper fit.



Able Seaman Jack Cooper discovers there can be some fun as he dons the flame retardant jacket for the exercise.



HAS ANYONE SEEN THIS CHILD?



Five years ago, 15-year-old Christopher James Harvey and his father were at the family's summer home near Pagosa Springs, CO. Christopher was all set to leave for a summer camp in Albuquerque, NM. He made his way over to a neighbor's house to say goodbye, and hasn't been seen since. The Hinsdale County Sheriff's Department

undertook an all-out search for the missing teenager, but virtually no clues have turned up.

The case has proven frustrating. One of the only tools at the family's disposal has been the photo distribution campaign by the National Center for Missing and Exploited Children.

Christopher will reach his 21st birthday on August 9, so the National Center has updated its picture file on him by distributing age-enhanced drawings. He can be identified by small moles on his right arm and upper right chest.

ANYONE HAVING INFORMATION SHOULD CONTACT

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

OR

Hinsdale County Sheriff's Department
1-303-944-2291

OR

Your Local FBI Office