

**Half a Century of Progress****Seafarers Young and Old Celebrate SIU's 50th**

Compared to 103-year-old pensioner Joseph Merjudio (center), the SIU is still a pup. Merjudio and Joseph "Old Joe" Tooma (left) helped celebrate the SIU's 50th anniversary at the Brooklyn hall last month. Thousands of seafarers, their families and friends joined in the celebrations at all ports and at Piney Point. See pages 11-14 for complete coverage.

**Bill Signed to Correct Fuel Tax- Meal Problem**

Two important tax provisions which could have cost inland operators hundreds of millions of dollars were corrected last month by congressional action.

Following a drive spearheaded by the SIU and Crowley Maritime Corp., the House and Senate voted to restore 100 percent deductibility for crew meals and to exempt tug and barge owners from a 15 percent diesel fuel tax.

The two measures were contained in H.R. 4333, the Miscellaneous Revenue Act, which the president signed in November.

In the case of the meal deductibility, ship and boat operators were caught in the old "Three Martini Lunch" tax change in the 1986 tax reform act which reduced from 100 percent to 80 percent the amount a business could deduct for "business" meals. That provision was meant to put a damper on expensive "business lunches." But

it was applied across the board.

By law, ship operators must provide meals to their crews, but under the old law they could only deduct 80 percent of the cost. H.R. 4333 restores the full deductibility.

For some reason luxury-cruise vessels were not included in the act, though the SIU fought to have those ships included.

There is a 15 cents a gallon tax on diesel fuel, but all non-highway users of the fuel are exempt from the tax, which is used for federal highway projects. Under the old law, all marine operators had to pay the tax when they purchased the fuel and apply for a refund.

Because of the delay in the refund, operators said they could lose as much as \$300 million. Under the new law, the tax is simply not levied on the fuel for non-highway use.

**SIU Sues To Stop Fink Ship**

A shipowner whose anti-union hiring practices led the SIU to file charges with the National Labor Relations Board in August, is now at the center of another controversy and a lawsuit.

In October, Belmont VLCC II, the company which now owns the former VLCC *New York* (renamed *Ocean Challenger*) was awarded a contract to carry 200,000 tons of P.L. 480 grain to Pakistan. Several SIU-contracted companies bid on the award, along with other ship operators.

The SIU and OMI Corp, which operates the *OMI Sacramento* and *Missouri* in the grain trade, have jointly filed suit in federal court to overturn the award. The suit contends Belmont has an unfair advantage because it purchased the ship for a bargain basement price, that Marad did not follow the 1936 Merchant Marine Act and that the ship is not suitable for the grain trade. District 1 MEBA and Liberty Maritime Corp. have filed a similar suit.

The suit was filed against Belmont, Marad, the Department of Transportation and the Agency for International Development (AID).

Belmont does have a big advantage. The company bought the *New York* from Marad for \$6 million, reportedly less than the ship's scrap value. The ship originally cost about \$83 million when it was built with CDS and Title XI loan guarantees in 1976.

Marad acquired the *New York*, along with the other VLCCs *Maryland* and *Massachusetts*, when their owners defaulted on the loans. Belmont also bought the other two ships from Marad for similarly low prices.

Under the 1936 Merchant Marine Act, Marad can sell such ships, but if it does, "such vessel shall not be operated in the foreign commerce of United States within the period of 10 years after the date of the sale, in competition with any other vessel owned by a citizen or citizens of the United States."

The 265,000 DWT *Maryland* was a bargain for Belmont. By the time Marad sold the ship, the government had paid \$28.5 million in loan guarantees under Title XI and had absorbed some \$16 million in unamortized CDS funds.

Because Belmont had so little invested in capital costs of its ships, the suit contends that Marad did not de-

**Bulletin**

A federal judge has granted an SIU request for a special inspection of the *Ocean Challenger* (former *New York*). The inspection request was part of the suit filed to overturn the grain deal. The Union has charged the ship is not suitable to carry grain. The inspection will take place before any loading will be allowed.

termine "fair and reasonable rates" for the award.

Even with that advantage, plus the cut-rate cost of a non-union crew, Belmont's bid was actually higher per ton than four other bidders. But the company said that if it was allowed to carry all the grain in one load, it would cut its costs to 2 percent under the lowest bid.

On top of that, estimates show that Belmont's freight revenue for the single voyage would be two-and-a-half times the purchase price of the ship.

The suit also contends that the ship is not suitable for the trade, that the former oil tanker is just not built for the carriage of grain, whereas many other U.S.-flag bulkers are.

Under the terms of the original bid, Pakistan did not want the entire shipment at once, but under reported pressure from AID, agreed to accept all the grain on one voyage, and Belmont got the contract.

But the former oil tanker is so big, it would have to be lightered to be unloaded and would tie up all of Pakistan's lightering services for months. On top of that, the country is not sure how it would store such huge amounts of grain. The shipments are usually spaced over several months.

The holds are so deep in the tanker, that current suction pumps may not be able to get the grain out of the five-story holds. Previously the biggest ships to haul grain were only about half the size of the former *New York*, and those ships had serious problems with the cargo.

The ship was scheduled to load by Nov. 22, if its holds are cleaned and ready. The SIU and OMI have asked the court to inspect the ship prior to loading.

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## A Challenge to the Bush Administration

As George Bush gets ready to take over the leadership of our nation as the 41st president of the United States, all Americans will want to wish him well and trust that he will set a course that will strengthen America across the board. This country has plenty of problems that need fixing.

Among the challenges to President-elect Bush is one that carries over from the previous administrations of presidents Reagan and Carter: how to make sure that the United States flag flies over a viable, balanced fleet of merchant vessels capable of carrying a substantial portion of our commerce in peacetime, and available to serve in any national emergency.

We would hope that the president-elect will be able to focus on a role for shipping that is consistent with the needs and responsibilities of a world power, much in the manner that the Soviet Union has given priority to its merchant shipping for economic, political and national security reasons.

### Not an Easy Task

Achieving that goal may not be the most simple of tasks, but it can be done. What is needed is the direct involvement of the White House and the Congress and, of course, the cooperation of the entire maritime industry—management and labor.

To make the task easier, it is essential that the industry concentrate, and agree, on uncomplicated proposals that will be of help to every segment of shipping so as to encourage support among members of Congress and the administration on what should clearly be a united objective.

The maritime industry cannot afford any longer to discourage action in the Congress or the Executive branch that could lead to its recovery because of an inability to unite in the interests of all. That inability appears to have been one of the impediments to our efforts over the past several years, according to every reliable authority. Even if only partially true, it is a factor we must deal with very positively, as we once again attempt in the coming year to seek a solution to the nation's maritime problem.

As a union of seamen concerned with the well-being of all of its members and as Americans concerned with the well-being of all the nation, we can do no less than strive for that solution with all our might. We will be in there pitching!

### The China Maritime Agreement

The current talks between representatives of the United States and China to arrive at a maritime agreement can be a big help to this nation's shipping industry or it can be a lost opportunity. From the standpoint of U.S. shipping, it all depends on how firm the negotiators are in demanding a cargo-sharing agreement that gives a fair share of the trade between the two nations to American-flag liner and bulk operations—at rates that will allow profitable operations for both.

In the previous agreements, now lapsed, with the Chinese in 1980 and the one with the Russians in 1978, sharing of cargo provided one-third for U.S. flag ships, one-third for the trading partner and one-third for third-flag vessels. In the case of the agreement with Russia, a way was found to enable U.S. bulk operators to operate profitably, although their participation was minimal because of greater opportunities in other trades.

### Difference in Approach

A significant difference in the approach to the current negotiations and that which the Nixon administration handled with the Soviet Union is that the U.S. negotiating team, led by then Assistant Secretary of Commerce Andrew Gibson, included American operators as advisers who were able to contribute to the talks. That is not the case at present, and we wonder if our cause would not have been better served by having the shipowners involved, including someone like Katherine Wei, chairman of the board of the companies that make up the Falcon Shipping Group, as an adviser to the U.S. team. Mrs. Wei's extensive knowledge of China and its language would have been a great asset. We can be sure that the Chinese team includes shipping people as well as those from the bureaucracy.

In any case it is our fervent hope that the negotiators will stick with it until a genuine cargo-sharing agreement is reached that will give all bulk and liner operators an opportunity to participate in the U.S.-China trade on a fair and equitable basis.

## Maritime Industry Needs High Priority, SIU Says to Bush

The "dire condition of U.S.-flag shipping" needs to be addressed by the incoming Bush administration, SIU President Mike Sacco said in a letter to the president-elect.

"The purpose of this message is simply to wish you well and to ensure you of our sincere support in all your efforts to increase the strength and well-being of our country and its people," Sacco said.

"We respectfully submit that the state of merchant shipping requires a high priority by your administration. The industry has tightened operations considerably over the past few years and we are increasingly more competitive," he said.

Sacco said the SIU is "available to assist in every way possible in the formulation of a long-needed program to give the United States a shipping capability consistent with its pre-eminent position as a world power."

The SIU did not support Bush because "we felt we had been misled by the Reagan administration, which in 1980 advanced an eight-point program intended to revitalize U.S. shipping (which) was not implemented in the years that followed," Sacco said.

### From a Presidential Commission:

## A Detailed Blueprint for Rebuilding U.S.-Flag Fleet

While the decline of the American-flag merchant marine poses a grave threat to this nation's military capability, it is not irreversible. The problem could be corrected by the adoption of a comprehensive maritime policy. The savings and benefits derived from implementing such a program would substantially exceed the costs to the government.

These are the conclusions reached by the President's Commission on Merchant Marine and Defense (COM-MAD), which released the third in a series of four reports on Sept. 30.

Without timely and decisive action on the part of government, however, the number of merchant ships and seamen will "be further reduced by one-half . . . by the year 2000," according to the study. Indeed, in the year that has expired since the Commission's first report was issued, "the decline has continued and the peril to our country has grown commensurately," said Jeremiah Denton, chairman of the Commission.

Referring to the recently ratified INF treaty between the United States and the Soviet Union, Denton said, "This very accomplishment and the burden that it places on our conventional forces make it even more important that our maritime capability be sufficient in terms both of ships and crews reliably available to the United States and of a shipbuilding base to sustain and expand the civilian as well as military fleets in time of need."

"Otherwise," he said, "our potential adversaries will know that the United States does not have the capacity to fight a prolonged and general conventional war, and deterrence will not exist against a series of possible Soviet aggressions deemed unlikely to provoke a nuclear response from the United States."

Present efforts to deal with the decline of this nation's sealift capability by increasing the number of inactive reserve ships "is an insufficient and inadequate response," said the Commission. Moreover, the problem has been exacerbated "by a similar decline in the size of the merchant fleets of some of our most important allies."

"Much of the challenge," said the Commission, "lies with management and labor. Tendencies for the various

segments of the industries to contend with one another rather than cooperate together are increasingly evident, deeply disturbing and an obstacle to effective action."

Still, said the Commission, "it is up to the government to provide an environment that will enable American shipping companies to prosper."

Noting that "Free Trade, in reality, does not exist today," the Commission said that "if the privately owned merchant fleet is to expand to the level required to carry out the national military strategy, operators must . . . have access to cargo on fair economic and commercial terms."

Were Congress and the next administration to implement the recommendations outlined in the Commission's first two reports, then Americans could expect the following economic and military benefits by the year 2000:

- 181 militarily useful ships, as well as 200 ships not militarily useful but suitable for economic support;
- 6,570 billets on oceangoing merchant ships, providing jobs for 13,140 merchant seamen;
- An annual average of 37,110 jobs for American workers constructing and repairing merchant ships in United States shipyards;
- An increase in the Gross National Product of over \$81 billion during the 11 year period, and
- Total gross costs to the federal government of \$16,765 million during the 11 year period, offset by total federal government revenues of \$13,318 million.

The Commission was established by Public Law 98-525 of Oct. 19, 1984. It wasn't until December 1986, however, that all the members of the Commission were picked.

The Commission was entrusted with coming up with a comprehensive maritime policy after thoroughly studying the following issues:

- The problems relating to the transportation of cargo and personnel for national defense purposes in time of war or national emergency;
- The capability of the United States merchant marine to meet the need for such transportation, and
- The adequacy of the shipbuilding mobilization base of the United States

(Continued on Page 9.)

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# Poll Shows Anti-Drug Testing Stance Privacy Question Concerns Seafarers

By an almost 4-1 margin, Seafarers oppose mandatory, random drug testing. But, almost two-thirds of those who responded to an informal Seafarers LOG survey said some sort of limited drug testing policy would be acceptable.

The survey, which was included in the September LOG, is an unscientific sampling, but the responses touched all sides of the controversial issue.

Last summer the Coast Guard proposed stringent rules which would re-

"I feel that mandatory drug testing is unconstitutional. If an employee is not performing his or her job as required, he or she should be dismissed. If alcohol or drug abuse is suspected, counseling should be recommended," another seafarer wrote.

If drug testing programs are implemented, and some have been in the maritime industry, 61 percent of the respondents said they believed it should be a matter between the unions and management, with no government intrusion.

**"... Drug testing is wrong, illegal and degrading to any person, union or not..."**

quire random and mandatory drug testing of all seagoing personnel. Maritime labor and management were overwhelmingly opposed to the proposals. But despite that heavy opposition, the Coast Guard is expected to implement the rules. Indications are that the issue eventually will be decided in the courts.

Seventy-eight percent of those who responded opposed mandatory random testing. Only 22 percent said they supported such testing.

"If you do not use drugs, you have nothing to fear from testing," one seafarer wrote.

The same number of people responded that drug testing should only be required if there is reasonable cause to suspect someone is using drugs while on duty.

While the vast majority oppose mandatory drug testing as called for under the Coast Guard's proposals, only 34 percent of those polled said there should be no drug testing at all.

"Drug testing is wrong, illegal and degrading to any person, union or not," said one member.

"Labor unions should be the leaders in guaranteeing a drug-free work force," wrote another seafarer who supports

mandatory testing.

Almost the same percentage, 23 percent, of those who support mandatory testing, believe drug abuse is a serious and widespread problem aboard ships. But 77 percent say drug abuse is not a serious problem.

Broken down, 14 percent said they strongly agreed that drug abuse was a problem; 9 percent agreed, while 36 percent disagreed and 41 percent strongly disagreed drug abuse was widespread.

Many of those who took the time to comment, said that drug use has actually declined in recent years.

"I might have agreed a few years ago. However, I have seen a change in attitude recently. Perhaps due to publicity about health issues," one member wrote.

"I've been an SIU member for 15 years. In the mid-'70s the use of marijuana was not uncommon on some ships I worked on. Today I rarely see this," another seafarer said.

## Government Orders Drug Tests, Long Court Battle Expected

More than 4 million transportation workers, including thousands of seafarers, will be forced to undergo random and mandatory drug testing if a Department of Transportation program survives an expected legal challenge.

The new regulations, which both unions and management have severely criticized, were issued by DOT as the LOG went to press. The drug tests would require workers in maritime, trucking, aviation, railroad, bus, mass transit and pipeline industries to be tested and removed from their jobs if tested positive.

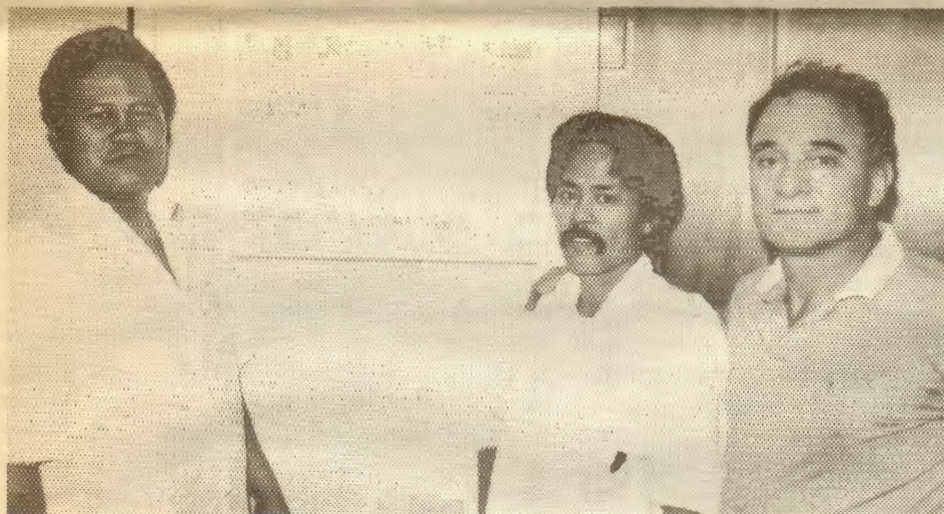
The SIU, along with other maritime unions and employers, testified against the proposal earlier this year. At presstime, the SIU was preparing its response to the new rules.

## Model of New SIU Brooklyn Hall Goes on Display for Members



Seafarers Medical Director Dr. Joseph San Filippo points to the model of the new SIU Hiring Hall and Clinic which will be built in Brooklyn to replace the aging facilities presently being used. Looking on with a group of Seafarers are, from left, Dr. San Filippo, Florence Penny (RN), SIU Vice President Jack Caffey, SIU Secretary-Treasurer Joe DiGiorgio and Joe Logue Jr., son of the late Dr. Joseph Logue, former medical director.

## SIU Stewards on APL's Polk



Onboard the *Polk*, the SIU steward department is (l. to r.) Chief Cook Luis Laupati, GSU Danny Guerrero and Steward Baker Alfonso Campanella.



SIU stewards crew the *President Polk*, one of the APL ships.

## Coast Guard Adds Vets Staff

Last Jan. 19, when merchant mariners who sailed between Dec. 7, 1941 and Aug. 15, 1945 were given veteran's benefits, the U.S. Coast Guard wasn't sure how many applications it would receive. About 900 applications now are arriving weekly. And since there is no deadline on applying, Coast Guard officials estimate the total eventually could exceed 70,000.

To help process the applications, Secretary of Transportation Jim Burnley has requested the Coast Guard to triple the number of people working on the project, which he hopes will help wipe out a backlog of 43,000 applications by mid-November.

Discharge papers (a discharge certificate and a document detailing the veteran's service) have been sent to nearly 12,000 applicants. The staff goal is to mail 6,000 completed applications every week. The document, known as DD Form 214, must be presented to a Veterans Administration office to obtain benefits.

Although the backlog has caused delays in processing many applications, the Coast Guard has given priority to those requiring immediate medical care and those requiring death benefits for surviving spouses.

If you qualify for veteran's benefits and have not yet applied, send a completed DD Form 2168 (available at Coast Guard and Veterans Administration offices) to Commandant, U.S. Coast Guard Headquarters (G-MVP-1), Washington, D.C. 20590-0001. Be sure to include copies of supporting documents such as awards received and discharge slips from qualifying voyages, if available.



# SIU AIDS Seminar Seeks An Industry Policy

**Q:** What do Atlantic City, N.J., Fayetteville, Ark., Concord, N.H. and Galveston, Texas have in common?

**A:** The population of each city is smaller than the number of Americans who have been officially diagnosed with AIDS.

The first case of Acquired Immune Deficiency Syndrome (AIDS) was diagnosed less than 10 years ago. As of August this year, more than 55,000 Americans were diagnosed as having this deadly disease.

By 1991, the Centers for Disease Control predicts that between five and 10 million Americans will have been

exposed to the AIDS virus. It is hard to overestimate the potential consequences.

Last month, the union hosted a day-long seminar on the disease for its contracted companies. The goal was to come up with an industry-wide policy.

AIDS confronts each American with difficult choices on many different levels: as an individual who is responsible for his or her own behavior, as a taxpayer, as a member of a community or family, and as a worker employed in a particular industry.

So far, the only effective tool in controlling the spread of this disease

has been education. The SIU has been in the forefront of unions trying to educate its members, officials, employees and contracted companies about this deadly disease.

During the seminar, Liz Reisman, R. N., D.N.Sc., discussed the disease itself—what it is, how it is spread, precautions against transmission, HIV antibody testing, occupational risk and prevention. Deborah Kleinberg, an attorney for the union, discussed the ramifications of the disease as they relate specifically to the employment policies for the maritime industry.

Reisman is a member of the St. Mary's County AIDS Task Force. She also sits on the national Institute of Health Confidentiality Committee. She went over much of the same material that she has discussed with nearly 1,000 SIU members over the past year and a half. Two of her articles have appeared in the LOG.

The operators discussed the eco-

nomical and legal consequences of the disease, and such things as testing, counseling and the possibility that foreign countries may require seamen to present an "AIDS" certificate before coming ashore (the Philippines recently discussed this idea, though it did not go through with its proposed program).

The important thing, said Kleinberg, is for everyone involved—management and labor—to come up with a comprehensive and humane policy on this issue. Over the past year and a half, she has met with representatives from other unions—the AFL-CIO, the Firefighters, the SEIU—which are grappling with this issue. The SIU is the first maritime union which is developing an industry-wide policy with its contracted companies.

A second meeting between the Union and its contracted companies was scheduled for early December at Piney Point.

## SIU Begins AIDS Education

In an effort to meet the health and safety needs of its membership, the SIU will begin an in-depth and comprehensive AIDS education program.

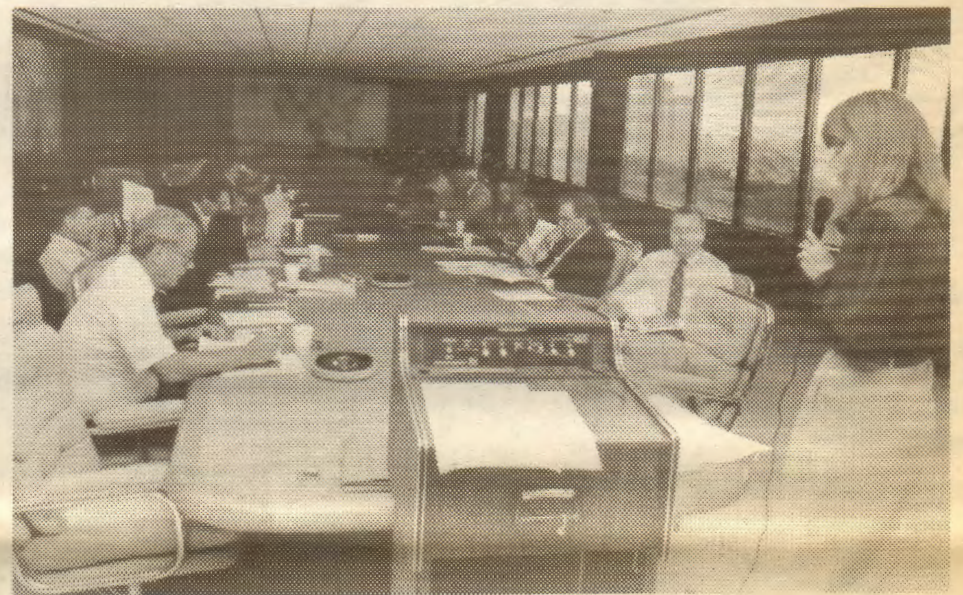
In addition to articles in the LOG, the union will be providing written information to its membership about how to prevent the spread of the AIDS virus. Videotapes and informational meetings with SIU safety directors at hiring halls and aboard vessels will be used to educate SIU members.

The SIU is working with its contracted companies to put together an effective education campaign. President Mike Sacco has said that education of the SIU membership about this deadly disease is a top priority for the union. He hopes all SIU members will learn as much as they can because with education comes protection.

Remember—you are in control. With common sense, you can prevent the spread of AIDS. Play it safe. Use condoms and DON'T use drugs.

If you have any questions about AIDS and your health or workplace safety, you can write to:

SAFE (Seafarers AIDS Forum for Education)  
Harry Lundeberg School of Seamanship  
Piney Point, MD. 20674



Liz Reisman addresses the AIDS seminar held at SIU headquarters.

## Jones Act Does Not Harm Alaska's Economy

The estimated cost of maintaining the Jones Act restrictions in the Alaskan trade have been greatly exaggerated, said a recently released report by the General Accounting Office.

The Jones Act should be retained, said the GAO, "because it helps maintain the nation's capability for military shipbuilding and sealift in time of war."

The two-year study of the Jones Act's impact on Alaskan trade concludes that of 74 U.S.-flag tankers carrying Alaska North Slope Oil, 56 have direct military utility, and the deep-draft dry cargo vessels in the trades are also important national defense assets. The remaining tankers and tug and barge fleet provide essential logistical support to sustain the U.S. economy in times of crisis.

The report was undertaken at the request of Sen. Ted Stevens (R-Alaska), who felt that Alaska was forced to bear an unfair part of the cost of the Jones Act.

Yet according to the GAO, estimating Alaska's share of the burden relative to the oil companies, the federal government and shippers in the lower 48 states "cannot be estimated."

"Analyzing who ultimately bears these Jones Act costs is complicated because there are plentiful opportu-

nities for passing these costs on to others," said report.

The GAO found that the economic impact of the Jones Act on the Alaska economy is likely to decline. The estimated additional cost of U.S. construction above foreign-built equivalents is \$163 million, representing about 2 percent of the total \$9.5 billion personal income of Alaskans. The dry cargo liner and tug and barge fleets which carry consumer products northbound represent only \$20.2 million in additional costs, or \$6.73 per ton on the 3 million tons shipped northbound annually; in other words, less than two cents per day per ton.

What can be measured, said the GAO, is the role that the Jones Act plays in securing this nation's sealift base.

The Jones Act fleet employed in the Alaskan trade represents 21 percent of the militarily useful U.S.-flag fleet and nearly 40 percent of the militarily useful U.S. tanker fleet.

Twenty-two percent of all jobs available to U.S. seamen are generated by the protected Jones Act trade in Alaska.

"This study confirms the national defense and economic positions we in the maritime industry have been maintaining all along," said Transportation

Institute President James L. Henry. "Preservation and enforcement of the Jones Act are essential to bolster America's defense."

The Jones Act tanker fleet has been judged critically important to national defense by many prestigious public and private study groups, including the Commission on Merchant Marine and Defense appointed by President Reagan. Sealift will carry 90 percent of all dry cargo and 95 percent of all petroleum products, which will outweigh all other cargoes combined. The GAO stated that the Alaska Jones Act tanker fleet is the source of 39 percent of militarily-useful tanker tonnage and 8 percent of the militarily-useful dry cargo capacity.

Additionally, the Jones Act fleet makes a substantial contribution to the seafaring manpower pool, which Navy and private sector studies have described as inadequate. The Alaska trades fleet provides 86 percent of the tanker billets and 17 percent of the dry cargo billets.

Rescinding the Jones Act would not lead to any immediate cost savings, because U.S. companies have already built their vessels in U.S. shipyards.

The GAO study was released just as the Jones Act was under attack.

Last month, two Senate bills were introduced which would have waived U.S.-flag requirements on coal shipments to Hawaii and on passenger service between U.S. ports and Alaska.

While supporters of the two bills said that these were special circumstances, industry officials were afraid that passage of the two bills would inevitably result in the whole-scale dismantling of the Jones Act. "After all, if this exception is granted, why not . . . anything else where cut-rate foreign flags can undercut the U.S. flag?" asked National MEBA representative Karl Landgrebe.

"The GAO report confirms a lot of things that the maritime industry has said over the years," said Henry.

No action is expected on the two Senate bills before the end of the session. "The GAO report will be a useful tool in fighting off attacks against the Jones Act in the next session of Congress," said SIU President Mike Sacco.

The departments of Defense and Transportation strongly concurred with the GAO analysis. The agency said that the Defense Department "supports the existing scope of the Jones Act and the importance of the tankers that operate in the Alaskan trade."



## Company Pleads Guilty to Sinking of Marine Electric

The U.S. attorney's office in Norfolk has closed its books on the tragic sinking of the *Marine Electric*.

Five years after 31 American seamen and licensed officers lost their lives in the cold waters of the Atlantic, Marine Transport Lines, the ship's operator, pleaded guilty to a single criminal misdemeanor charge.

Under the arrangement, the company admits that it violated the law by not reporting outstanding ship defects to the U.S. Coast Guard. As a result, it will have to pay the maximum fine of \$10,000, which *The Journal of Commerce* reports as the first criminal punishment of an American shipowner since the 1940s.

In addition to filing its guilty plea on the criminal charge, the company agreed to pay a \$10,000 civil fine to

the Coast Guard for operating the vessel without effecting adequate repairs.

The Coast Guard has announced that it will not pursue any further action against the company, or any of its officials or subsidiaries.

While some of the families of the dead seamen were bitter about the size of the fine, some safety experts said that the case marked an important precedent.

"It's a significant thing," said Paul Esbensen, a veteran maritime investigator for the National Transportation Safety Board. "For the first time I can remember a criminal action has been taken, a fine paid and it is clear that the company did something wrong."

The company failed to report repairs that had been made in the ship's hull 10 days before the vessel flooded and sank.

The hull of the ship had been punctured by a bulldozer at the dock in Brayton, Mass. The incident was never reported to the Coast Guard.

In a 1985 report on the accident, the Coast Guard concluded that the poorly repaired hull could not withstand the pounding from the seas. It caved in, allowing water to enter the hold and capsize the vessel.

Only three crewmembers onboard the 34-man vessel survived. Many survived the sinking only to die in the icy waters off the coast of Virginia.

The Coast Guard also noted that the patch-work repair done to the hull was just one of many defects.

As a result of the case, the Coast Guard beefed up its safety inspections of aging ships. The *Marine Electric* was 38 years old at the time of the incident, and in obviously poor repair.

In addition, rules were developed requiring American shipowners to provide cold water survival suits for seamen. Had they been onboard the vessel, many more crewmembers might have been able to survive.

## SIU Election Under Way



Balloting began November 1 for the election of SIU officers and a proposition. The voting period runs through December 31. Check with your port agent or see October's LOG for information about voting. Above (l. to r.) members Bob Fraizer, Frank Costango and M.T. St. George after they were the first to cast ballots at Piney Point.

## Federal Judge Upholds CDS Payback Rule

The Reagan administration's CDS payback plan suffered another setback last month when a federal judge ruled that any company operating in the protected Alaskan trades contrary to an April 29 ruling was doing so illegally.

U.S. District Court Judge Charles Richey refused a request from two companies—Atlantic Richfield and American Petrofina—to stay the April 29 decision on the grounds that neither would suffer any irreparable harm and that the public good would not be compromised.

There was a ready supply of alternative shipping available, said Judge Richey, onboard smaller tankers which stood to be displaced if three VLCC (Very Large Crude Carriers) tankers were allowed to compete in the domestic trades.

The ruling was the latest chapter in the SIU's five-year battle to prevent implementation of the administration's plan to allow subsidized operators to participate in the Alaskan trade in exchange for paying back monies received under the now-defunct Construction Differential Subsidy (CDS) program. At stake were up to 900 SIU jobs.

The judge reaffirmed his earlier decision by saying that the administration had tried to subvert the will of Congress as expressed in two pieces of legislation—the Merchant Marine Act of 1936 and Section 505 of the Supplemental Appropriations Act of 1987.

The purpose of Congress in both pieces of legislation was to foster a stronger merchant marine. The administration's CDS plan would have resulted in fewer jobs for American seamen and a fewer American-flag vessels, said Richey.

The counsel for Atlantic Richfield Company confirmed that the company had appealed Judge Richey's decision in the U.S. Court of Appeals.

## U.S. and China Near Bilateral Shipping Pact

The United States and the People's Republic of China (PRC) have made substantial progress towards negotiating a new maritime agreement, according to the Department of Transportation.

While James Burnley, Secretary of Transportation, said that the concessions won in negotiations so far represented "a very significant breakthrough," at least one American-flag bulk operator expressed strong reservations about the proposed agreement.

The new agreement, said Katherine Wei, chairman of the board of the Falcon Shipping Group, bestows only a "cosmetic benefit to the bulk carrying segment of the American fleet."

A U.S. delegation headed by John Gaughan, Maritime Administrator, met with its counterpart from the People's Republic of China in Washington, D.C. Oct. 18-20. Agreement was reached on a number of issues. According to Burnley, U.S. operators will now have the right to do the following things:

- ★ open business offices in China
- ★ operate feeder vessels to consolidate and transship cargoes
- ★ deal directly with the organizations that control cargo shipments

(Continued on Page 10.)

## Waterman Sold; Will Keep Sailing With SIU Crews

Long-time SIU-contracted Waterman Marine Corp. has been sold for \$34 million to International Shipholding Corp (ISC). But the six Waterman vessels now in service will continue to operate with SIU crews.

The sale is subject to approval by the Maritime Administration and the Department of Justice.

The deal, announced late last month, will make Waterman a subsidiary of International Shipholding. It will retain the name Waterman Marine.

The parent company is the owner of another subsidiary, Central Gulf Marine. With Waterman's six ships and eight U.S.-flag ships and 10 foreign-flag ships, ISC will operate a fleet of 24 vessels.

"The Waterman operation is going to continue as it is now. We plan to make no changes in that respect," said ISC Chairman Neils W. Johnson.

Waterman operates three LASH ships in Middle Eastern service and three RO/ROs under charter to the Military Sealift Command.

## On the West Coast



SIU Patrolman Gentry Moore (left) chats with the steward department's Joe Freeman on APL's *President Truman* in Oakland, Calif.



# Sealift's Inger Loads Up With Sugar



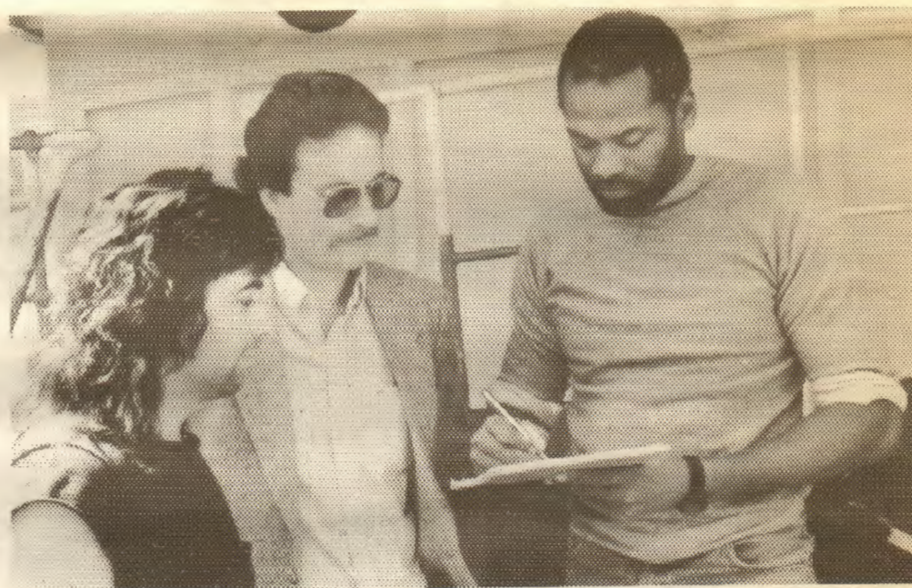
Jim Farley, 1st assistant engineer (left), and Charley Williams, DEU, aboard the S.S. *Inger* (Sealift Bulklers, Inc.) during a stopoff at C&H Sugar in Crockett, Calif.



Working on the hatch covers are ABs Rubin Fife (left) and Stan Menzies.



Stanley Giandora, bosun



Wilmington Port Agent Don Anderson, center, with ABs Dino Chappas, left, and Kenneth Simbler.



In 1985 Reynolds Metals Company owned and operated the SS *Inger*. But Reynolds was leaving the maritime industry due to the fact that bauxite and alumina pellets were being brought into the United States on foreign-flag vessels at rates cheaper than could be done aboard the *Inger*. The fate of the bulker was uncertain.

Reynolds had three options at that point: (1) make one more voyage and scrap the *Inger*, (2) convert it to an unmanned barge with a loss of 21 jobs, or (3) sell it to a buyer who would agree to keep the ship running.

With hard work and determination, the SIU was able to find a buyer, Sealift Bulklers, and the ship has been running ever since with an unlicensed crew of 17.

◀ With the nice California weather, part of the *Inger's* crew gathers on deck for a meeting alfresco.



# Seafarers Enjoy Their Off-Duty Hours

Text and Photographs  
by  
Leonard Earl Johnson



AB Al Lautermilch displays the catch he hooked while the *Button* was off Guam.

A ship is a floating place where Seafarers live and work. American Overseas Marine of Quincy, Mass. keeps four ships crewed by SIU people, chartered to the U.S. Marine Corps, positioned off Guam and Saipan.

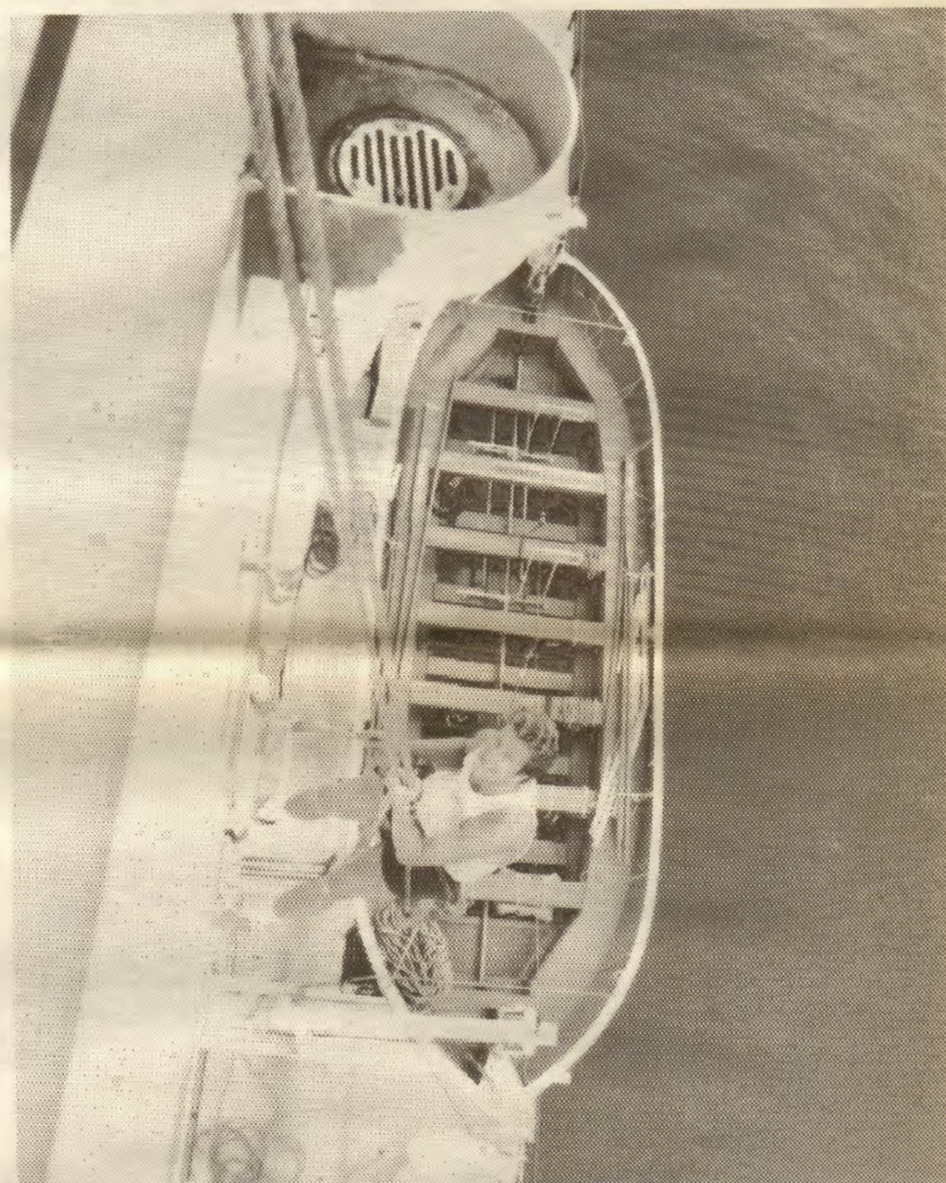
These photographs show the crew of the M/V *Sgt. William R. Button* working and relaxing just before departure for the shipyard in Norfolk. Layup in the shipyard! A bittersweet event for a seafarer, it means an early return home, but it also means an early end to your paycheck.

For Doren Molise and Al Lautermilch it meant ship's bell to wedding bells. They married in Hawaii. During layup.

**Editors note:** Leonard Earl Johnson lives in New Orleans and often contributes to the LOG. He is an award winning photographer whose series "The Sea" will be exhibited by the government of Guam's CAHA Gallery, Jan.-Feb. 1989.



Sunday barbecues are a highpoint for the SIU crew on the *Button*.



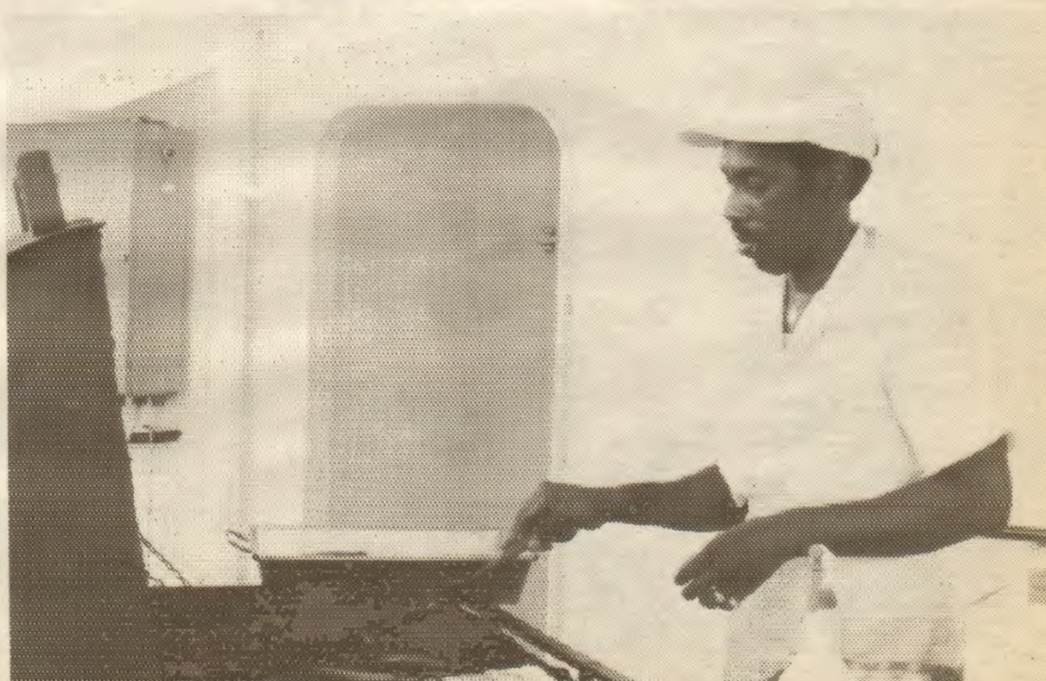
AB Tom Stagg paints down the house aboard the *Button*, anchored off Saipan.



Tying a different kind of knot, *Button* crewmembers Doren Molise and Al Lautermilch will get hitched while the *Button* is in layup. The couple met aboard ship.



Steward Assistant Santa Paturzo watches the sun rise.



Chief Cook Herb Hollings mans the grill during a cook-out.



# Tugs, Barges Help Keep Philly Busy

SIU members in Philadelphia find work on the dozens of tugs and barges under SIU contract in that busy port city. Maratrans operates about 30 tugs and barges, while Express Marine, Moran and Swann Oil run several dozen more pieces of inland equipment there.

These pictures were provided by former Philadelphia Patrolman Richie Wilson, who has been lured back to sea. He is waiting to ship out.



Boatmen aboard the Interstate Transport tug *Schuykill* head down river from the refinery.



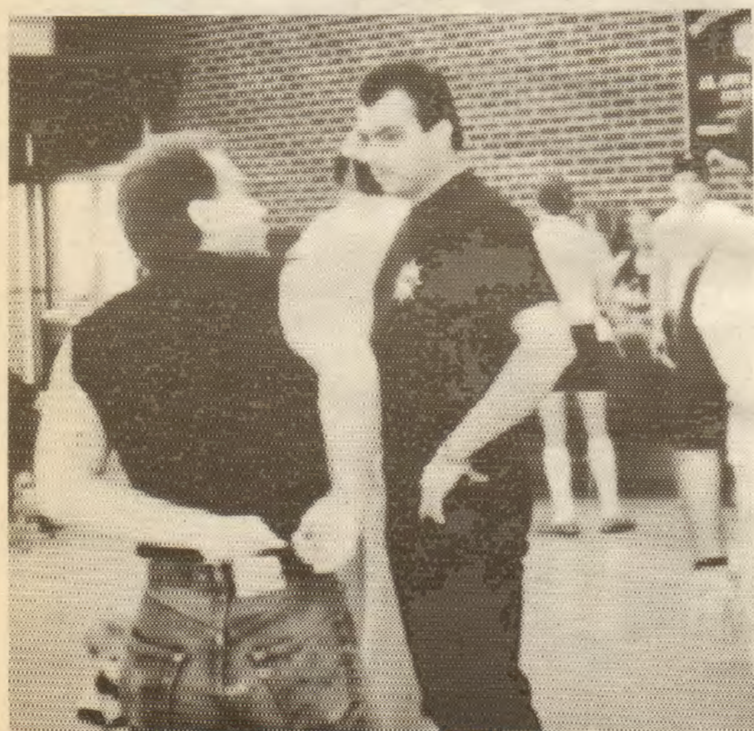
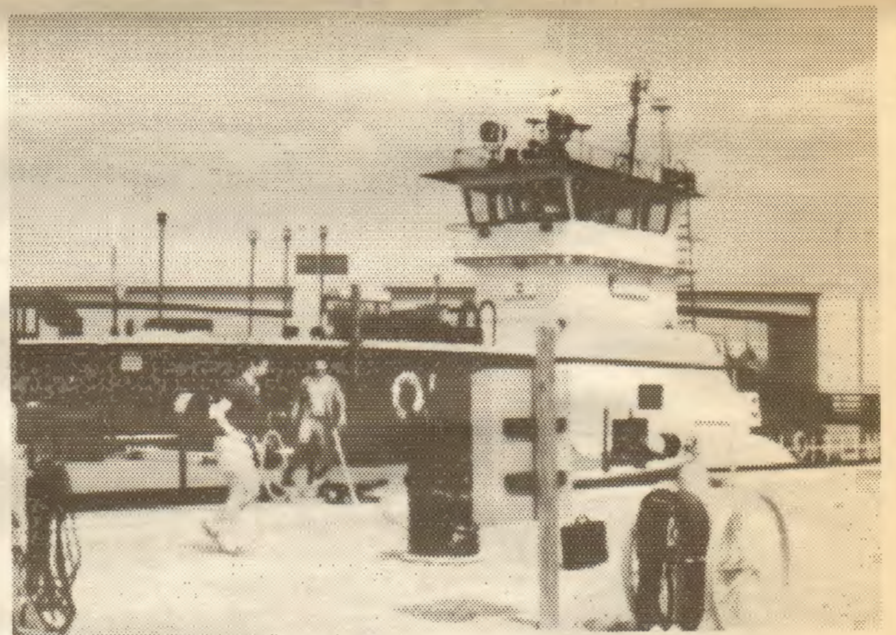
In the Philadelphia hall it's job dispatch time.



Pensioner Billy Smith (left) spins a few tales of the "old days" to younger seafarers Victor Harper (center) and David Diammond at the Philadelphia hall.



Onboard Maratrans tug *Enterprise* veteran Boatmen Robert Taylor (left) and Bill Delesline (right) talk about their upcoming retirements with SIU Rep. Richie Wilson.



Seafarer Lou Lolli (left) listens to Tom Gildersleeve explain the job situation.

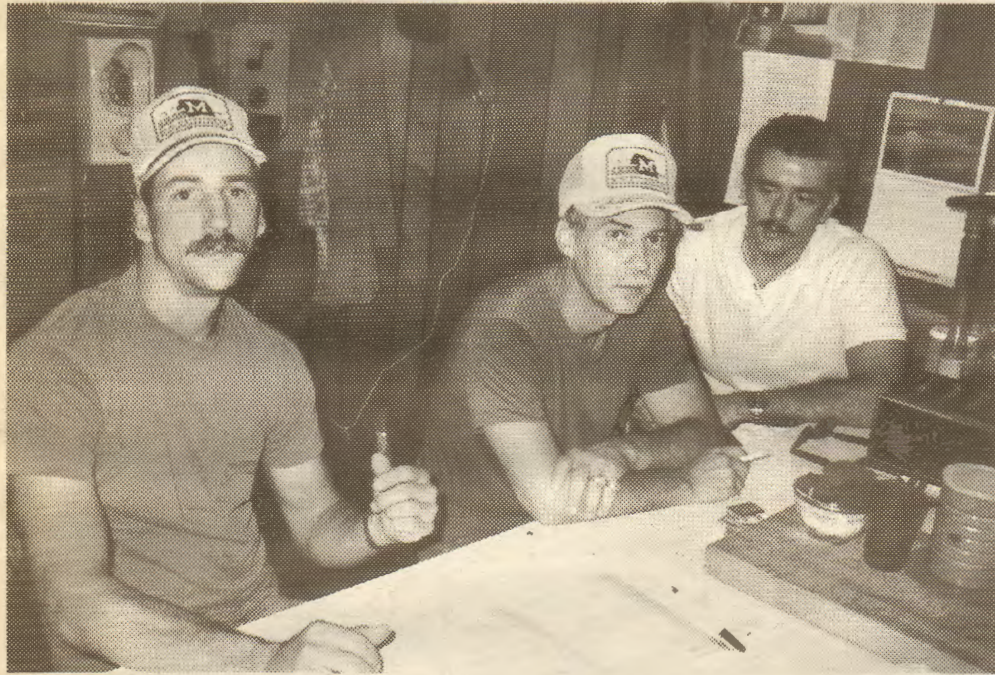


SIU Rep. Richie Wilson (left) and AB Tankerman George Tanner aboard Swann Barge #20.



# Lone Star Boatmen Visit Port Arthur

Tug and barge traffic along Texas' Gulf Coast provides hundreds of jobs for SIU Boatmen. Port Arthur is one of the many inland ports frequented by SIU crewed tugs. Below, Houston Port Agent Dean Corgey (right) meets with the *Mary Moran's* Chief Engineer Cliff Champagne (left) and Capt. Glenn Arnaud. The *Mary Moran* (right) ties up at Port Arthur.



## Defense Report—Time To Rebuild U.S. Fleet

(Continued from Page 2.)

to meet the needs of naval and merchant ship construction in time of war or national emergency.

The Commission previously presented seven major recommendations. They were as follows:

1. Promulgate a national policy statement that reaffirms the maritime policy contained in the Merchant Marine Acts of 1920 and 1936.

2. "Congress and the administration should act decisively and promptly . . . to complete ongoing efforts to develop and enact into law a meaningful Operating Differential Subsidy (ODS) reform package that ensures more flexible and competitive United States flag carrier service, remains within acceptable budgetary restraints, and functions to sustain and expand the contributions of the commercial merchant marine to the strategic sealift capability of the United States."

3. Implementation of a national program for merchant ship construction in United States shipyards.

4. Ensure greater access to international trade and cargo through trade promotion and reservation of United States government cargo.

5. Ensure preservation, enforcement and strengthening of the current cabotage laws.

6. Change major Department of Defense and Department of the Navy regulations, policies and practices. ("To that end, the Department of Defense and the Department of the Navy should review policies and practices that address procurement, contracting, and industrial base mobilization.")

7. Initiate and spearhead a public-private effort to improve business efficiency in the maritime industries.

## Dispatchers Report for Inland Waters

OCT. 1-31, 1988

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class B	Class C	All Groups	Class B	Class C	All Groups	Class B	Class C
	Class A			Class A			Class A		
<b>DECK DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	1	2	0	0	0	1	1	0
Baltimore	0	0	0	0	0	0	1	1	0
Norfolk	36	13	0	20	6	0	64	30	0
Mobile	1	0	0	1	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	2	1	5	4	0	2	3	2	19
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	2	10	7	2	26	58	29	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	2	3	0	3	3	2	3
Algonac	19	7	0	5	2	0	18	2	0
St. Louis	0	0	0	0	0	0	1	0	3
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>63</b>	<b>24</b>	<b>19</b>	<b>40</b>	<b>10</b>	<b>31</b>	<b>150</b>	<b>67</b>	<b>26</b>
<b>ENGINE DEPARTMENT</b>									
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	17	5	0	8	2	0	20	10	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	1	0
Jacksonville	0	0	0	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	27	6	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	11	3	0	7	0	0	9	2	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>2</b>
<b>STEWARD DEPARTMENT</b>									
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	10	3	0	7	3	0	16	8	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	1	0	0	8
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	3	1	0	0	34	17	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	0	0	0	1
Algonac	5	1	0	6	0	0	3	0	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>53</b>	<b>25</b>	<b>10</b>
<b>Totals All Departments</b>	<b>107</b>	<b>36</b>	<b>23</b>	<b>69</b>	<b>15</b>	<b>32</b>	<b>260</b>	<b>110</b>	<b>38</b>

\*\*\*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.



**DEEP SEA**

Floyd G. Allen, 65  
Philadelphia  
Harold L. Austin, 66  
Seattle  
Michael Bakos, 67  
Duluth



**Cosme R. Ballesteros**

Cosme R. Ballesteros, 59  
Houston  
Jerry W. Blan, 60  
Houston



**John T. Cherry**

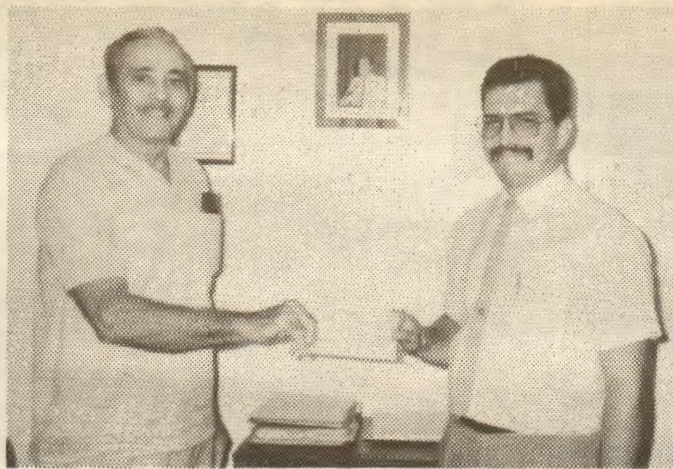
John T. Cherry, 67  
New Orleans  
James O. Chianese, 59  
New York  
Blewett Davis, 65  
Houston  
Julio D. Delgado, 62  
Santurce  
Antonio Diacci, 65  
Algonac  
Adrian G. Donnelly, 66  
New York  
William E. Foley, 69  
New York  
Donato Giangliordano, 65  
Philadelphia  
Stanley T. Grooms, 57  
Jacksonville  
Richard Heikus, 64  
Seattle  
Roy E. Jones, 65  
Baltimore  
John L. Lincoln, 65  
Norfolk  
Royal McClintock, 62  
Algonac  
Konrad E. Norbotten, 57  
Algonac  
Domingo A. Ortiz, 63  
Santurce  
Efthimios A. Pappas, 62  
New York



**Laureano C. Perez**

Laureano C. Perez, 55  
Baltimore

**New SIU Pensioners**



Luis F. Rivera, above, receives his first pension check from the port agent of Puerto Rico, Angel S. Hernandez. At right, Domingo Ortiz Almodovar is given his first pension check.



Robert E. Pickett, 54  
Houston  
Claudie B. Pickle, 61  
Mobile  
Luis F. Rivera, 60  
Santurce



**Jose L. Romero**

Jose Luz Romero, 59  
Houston  
Thomas J. Smith, 62  
Algonac  
Thomas Snead, 58  
New Orleans  
Frederick R. Sullivan, 61  
New Orleans  
Rudy Tjong, 64  
San Francisco  
Ronald E. Voss, 65  
Houston  
Stephen Wagerik, 61  
Philadelphia  
Hugh F. Wells, 62  
Houston  
Malcolm B. Woods, 63  
San Francisco

**INLAND**

Joseph F. Bachmann, 62  
Philadelphia  
Edward Balajewski, 62  
Philadelphia  
Charles L. Bazemore, 45  
Norfolk  
Thomas L. Dunton, 65  
Baltimore  
Edward Kaszubinski, 62  
Algonac  
James E.W. Pritchard, 65  
Jacksonville  
Charles H. Rogers, 54  
Baltimore  
Grover C. Rowell, 62  
Mobile  
Joseph S. Simone, 63  
Philadelphia  
Earl E. Talbott, 62  
Houston  
John Weiner, 59  
Philadelphia



**Cecil T. Terry, Jr.**

Cecil T. Terry Jr., 59  
Norfolk  
Henry P. White, 51  
Norfolk

**GREAT LAKES**

Paul Greco, 62  
Duluth  
Rudolph J. Jadrich, 62  
Algonac

Joseph R. Turner, 61  
Algonac

**RAILWAY MARINE REGION**

John Calby, 63  
Wilmington



Howard G. Hudgins  
Howard G. Hudgins, 59  
Norfolk  
Joseph N. Lewis, 59  
Norfolk

**U.S./China Maritime**

(Continued from Page 5.)

- ★ employ U.S. citizens and local nationals
- ★ import and own vehicles and office equipment essential to their operation

"A one-third cargo reservation to the liner segment of the American merchant marine may well promote their interests," said Katherine Wei, "because liner cargo in the trans-Pacific trades, including the liner trade between the United States and the People's Republic of China, traditionally moves under conference rates which are set high enough for the highest cost operator to make a profit.

"Such is not the case with respect to bulk cargo operations, where rates are determined by free and open competition, which has caused bulk cargo rates to be seriously depressed for the past decade.

"If the one-third reservation to our bulk carriers is predicated on world rates, not a single pound will move U.S. bulk vessels," Wei said.

"The proposed maritime agreement with the PRC will provide significant

economic and political benefits to that country. The PRC should be required to reciprocate and provide a benefit to our bulk operators by paying a reasonable rate premium on the bulk cargo moving between our two countries as was done in the 1970s when a similar arrangement was contained in the U.S./USSR maritime agreement," she said.

The previous bilateral trade agreement between the two countries, which was reached in 1980, elapsed in 1983. Disagreement over these and other issues prevented ratification of a new agreement. U.S. operators contended they couldn't make money due to PRC restrictions and because of a decline in trade between the two countries.

Both sides agreed that ocean freight rates should be negotiated by shippers and carriers. Cargo sharing and the opening of specific ports in both countries for normal entry remain to be solved.

The 1980 agreement between the two agreements gave U.S.-flag carriers one-third of the cargo, the People's Republic of China one-third, and the remaining one-third remaining to third-flag vessels.

**Support SPAD**



## Hundreds Gather at Piney Point

# SIU Celebrates 50th Anniversary in the Ports



In Philadelphia the ritual cutting of the anniversary cake included (l. to r.) charter member Al Pietrowski, Guy Pagano, William Smith, Secretary Jerri-Dee Falk, and Harry Smith, with Vince Lanza watching from behind.



Toasting the long and proud history of their union at the San Francisco hall are, from left, Al Finocchio, Carmelo Aste, Sam Young, Joe Favilli and Dolly Talaga. Al, who sailed as barber, Carmelo as a cook, Sam as photographer and Joe as a baker are all retired from the old SIU-contracted Pacific Far East Lines. Dolly is still sailing as waitress.



In New Bedford, home to hundreds of SIU fishermen and their families, many gathered at the SIU hall there for an afternoon party. Above, Port Agent Henri Francois, holding the cake, and Patrolman Eugenio A. DeSousa (left).

On October 15, Seafarers around the country flocked to their union halls to celebrate the 50th anniversary of the SIU.

Old-timers who could trace their union roots back five decades mixed and mingled with younger members who are banking on another 50 years of SIU security and progress.

Like family reunions everywhere, stories of the old times filled air. Tales of early organizing drives that helped put this union on the map were told.

Oct. 15 marked a dual anniversary. Fifty years ago on that date, at a convention in Houston, Texas, the American Federation of Labor presented SUP head Harry Lundeberg with a charter to form a new international seamen's union, the Seafarers International Union of North America.

The SIU traces its beginning to that date as well.

Speaking at the Brooklyn hall, SIU President Mike Sacco talked about the union's many accomplishments and thanked the people who had built this union with their "blood, sweat and tears."

It was not just a celebration of the union's past, he said, but a reaffirmation of its future.

"It is a time of building and of new beginnings," said Sacco. "This union has an educated and informed membership, and that is our strength."

"Together we can forge new programs to meet new challenges. There is no limit to what we can do. Education will be the key to developing the new ideas we will need to insure the future of our membership, and our unity will make them possible."

(Continued on Page 14.)



What's a birthday without cake? Mark Frederickson (right) and friend chow down in Brooklyn. Mark is the son of Seafarer Eric Frederickson.

Lindsey Williams cuts the ribbon to formally open the Lindsey J. Williams Ship Simulator Building. Giving him a helping hand is his wife Cordelia Williams as SIU President Mike Sacco smiles his approval.







PHILADELPHIA—Capt. Thomas Doherty (left), Chief Engineer Joe Reeder and Deckhand Bobby Van Blunk mix it up at the 50th anniversary celebration.



PHILADELPHIA—Chef Hollywood and the star of the buffet, "Porky Pig."



HOUSTON—The daughter of a guest joins in the festivities.



WILMINGTON—The California sun was evident at the SIU hall where they celebrated the 50th anniversary with a cookout. SIU Patrolman Trevor Robertson (left) chats with SUP Branch Agent Bill Berger; SIU Chief Cook Ron Fluker turns the ribs.



NORFOLK—Pensioners Flavius Clasz and Fred Hicks help themselves to the fine food.



BALTIMORE—Headquarters Rep Bob Pomerlanc (left) and Port Agent Al Raymond start the food preparations for the 50th anniversary party.



HONOLULU—Seafarer Edd Harris and his family enjoy the festivities.



SANTURCE, P.R.—Brother Julio Matos enjoyed the day with his family.



SANTURCE, P.R.—Members and SIU officials celebrate the union's 50th anniversary. From left are Osman Bin Malip, Ruperto Rivera, Abraham Aragon, Bill Doak, Roberto Escobar and Angel Hernandez.

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JACKSON  
wife help

BROOKLYN  
Friend





SAN FRANCISCO—Enjoying the good food and companionship are, from left, Chief Cook Eddy Nicholas, Assistant Cook Gilbert Rodriguez and GSU John Bernard.



SAN FRANCISCO—Chief Steward Sammy Smith ("Smitty"), at right, supervises the sumptuous buffet line. Hundreds attended the festive celebration.



SAN FRANCISCO—Old-timers had a lot of memories to share at the celebration. Two of them are Chief Cooks Johnnie McCree, left, and Alvin Westbrook.



JACKSONVILLE—Pensioner Clarence Brock enjoyed the fine buffet.



JACKSONVILLE—QMED William Dillon, left, Steward Jack Morgan, center, and retired SIU member Jose Descamto enjoyed the day at the Jacksonville hall.



JACKSONVILLE—Chief Cook Peter Mazatelli and his lovely wife enjoyed to make the celebration the happy occasion it was.



BROOKLYN—Seafarer Robert Hurk fills his plate at the buffet. His wife, Myllis and young Dinette look on.



BROOKLYN—Two very well-known former officials were on hand for the festivities. Former SIU Vice President Leon Hall (left) and former long-time patrolman Teddy Babbowski prepare to cut the birthday cake.



BROOKLYN—The tall and the short of it . . . SIU President Mike Sacco and Mark Frederickson, son of Seafarer Eric Frederickson, enjoy the celebration.

of Charles Se-

reds of Seafarers  
and the country  
red at their local  
s to help the SIU  
celebrate its 50th  
rsary. Pictured on  
e two pages are  
of the festivities  
at took place.



# 50 Years of SIU Progress Toasted

(Continued from Page 11.)

A celebration honoring the 50th anniversary of the SIUNA was held at the Harry Lundeberg School of Seamanship in Piney Point, Md. on Oct. 29. Representatives from the 18 autonomous unions affiliated with the SIUNA were there including Gunnar

Lundeberg, son of the late Harry Lundeberg, as was Lane Kirkland, president of the AFL-CIO.

Many officers from the dozens of SIU-contracted companies attended. Herbert Brand, chairman of the board of the Transportation Institute and former editor of the Seafarers LOG,

served as master of ceremonies.

To underscore the connection between the union's past and its future, the union's Shiphandling Simulator Building was dedicated to former SIU Vice President Lindsey Williams, who played an instrumental role in making the union what it is today.

Williams talked about the early years and of the people he had worked with to make the union strong. Looking out at the audience, he singled out Rose Hall, Paul Hall's widow, and thanked her for her friendship and support.

"Few people know what this woman did to help the union," he said. "During the Isthmian and Cities Service beefs she put herself on the line and paid off ships."

Williams' wife Cordelia stood alongside him, with their two children—Estelle and Lynn.

The road leading to the simulator and recreation center was named after the late Frank Mongelli, former vice president of the Harry Lundeberg School. Mongelli's widow Liz cut the ribbon.

"Frank Mongelli was the embodiment of the SIU's commitment to education and training," said Sacco. "When the SIU built the Harry Lundeberg School, it was Frank Mongelli who was called on to turn that dream into reality."

Speaking at a short ceremony before the dedication, AFL-CIO President Lane Kirkland, a former officer in the merchant marine, made the following observation:

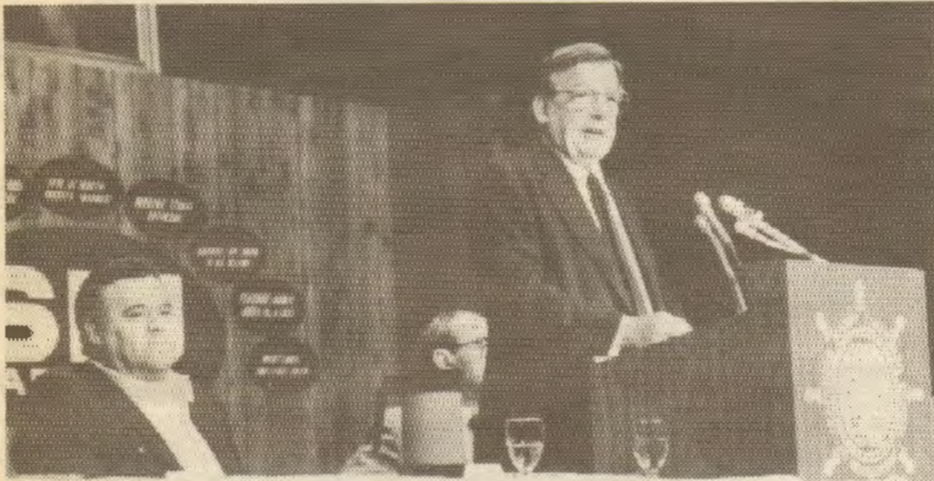
"I'm delighted to be here at this celebration of your 50th anniversary . . . My heritage, like yours, springs from the sea. It was there, in that close-knit society, that I learned the principle of solidarity that is at the heart of American trade unionism."

"The Seafarers have always been willing to help out sister unions when they were outnumbered and out-financed in struggles that threatened their livelihoods. Be they shipyard

workers, airline pilots, health care workers, insurance agents, or members of any other union fighting for justice, you have never asked the color of another worker's collar. You simply turned to whenever you heard a call for help."

Also speaking at the ceremony were two long-time SIU friends, Ray McKay, president of District 2-MEBA, and William F. Zenger, vice president of the Maritime Trades Department and business agent for Local 825 of the Operating Engineers.

McKay talked about the close personal relationship he had with many SIU officials—Cal Tanner, Paul Hall, Al Kerr, Frank Drozak, Joe DiGiorgio and Michael Sacco—and of the tremendous gains made by seamen during the past 50 years. He then presented the union with a crystal globe shaped like the one which stands in front of



AFL-CIO President Lane Kirkland recounted proud moments in the SIU's long history when he spoke at Piney Point.



Here's a lineup of who's who among the SIU old-timers who attended the celebration in the port of Piney Point. From left is SIU Vice President Angus "Red" Campbell, and retired SIU officials Leon Hall, Tony Kastina, Pat Marinelli and Scotty Aubusson.



Headquarters Representative George Ripoll and Port Representative Anthony McQuay pose with the cake celebrating the SIU's 50th anniversary in the port of Jacksonville. From left are Monica McQuay; Ripoll; Joe Frazier; Pastor Paul Fowler, Bible Baptist Church; McQuay, and Mrs. Chris Ripoll.



The SIU was honored by a proclamation from New York Gov. Mario Cuomo. Ben Wacksman (center), Cuomo's special regional representative, presents the proclamation to SIU Vice President Jack Caffey (left) and New York Port Agent Kermet Mangram.



Norfolk Port Agent Jim Martin and his wife show off the fancy cake honoring the SIU.

the SIU headquarters building.

Zenga praised the SIU for the strong leadership it has exerted over the years, and said that he felt honored to be associated with such a union. He reminisced about his mentor, Steve Leslie, who had worked closely with the SIU in many of its toughest beefs, and presented the union with a clock.



Retired SIU Executive Vice President Ed Turner, left, joins with Bosun Joe Touart and SIU Vice President George McCartney in a toast to the continued success of their union.



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

# Lindsey Williams, Frank Mongelli Honored at Anniversary Memorial

**O**n Oct. 29, 1988, the SIUNA held a grand celebration of its Golden Anniversary here at the Seafarers Harry Lundeberg School of Seamanship. Throughout the years, the union has recognized the contributions of its most outstanding leaders through numerous dedications and memorials. This 50th anniversary celebration was no exception. This time, the SIUNA honored Lindsey Williams and Frank Mongelli.

In the tradition of Paul Hall, Charlie Logan, Al Kerr, and Paul Drozak, Lindsey Williams and Frank Mongelli dedicated their lives to the cause of unionism in the turbulent organizing years after World War II.

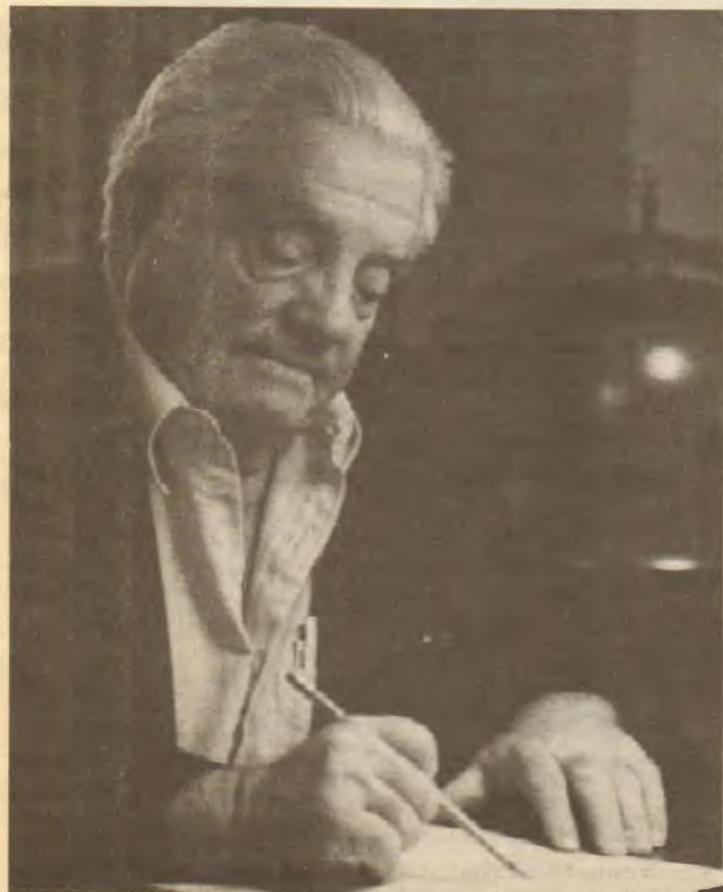
For many years Lindsey Williams was the SIU's right arm in the Gulf. A pioneer in organizing inland boatmen and deepsea sailors, he forged the boatmen and sailors of the Gulf into a potent political force. Lindsey began working on towboats on the Mississippi in 1935, and very soon after, he began organizing river tug

and towboat men. He went to sea during World War II, and sailed in virtually every combat zone. After the war, he was involved in every major organizing beef, including the Isthmian organizing campaign, the El Mundo beef in Puerto Rico, the organizing drives of the SIU of Canada, and the Cities Service organizing drive, among others.

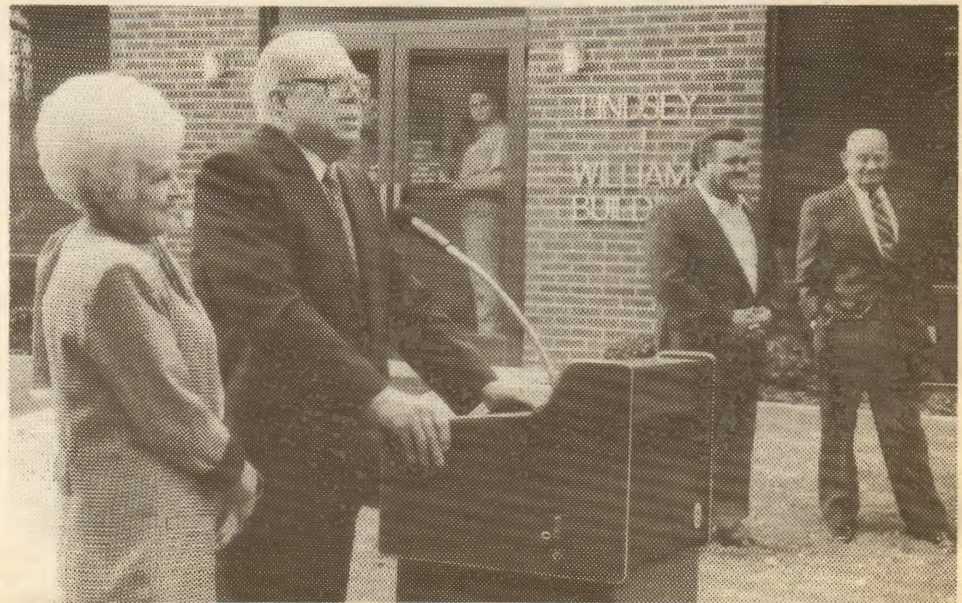
Until he retired in 1979, Lindsey was a vice president of the SIU, president of the Greater New Orleans AFL-CIO Central Body, and president of the New Orleans AFL-CIO Maritime Trades Council. During his long and honorable career Lindsey Williams won many awards and honors. In 1968 he received the Greater New Orleans AFL-CIO Community Service Award, and in 1978 he received the A. Philip Randolph Institute Award.

The dedication of the SHLSS Shiphhandling Simulator Building in his name is in recognition of Lindsey Williams' belief in education and his long and active support of the Seafarers Harry Lundeberg School of Seamanship.

### Mongelli Memorialized at Piney Point



Also dedicated was the main road on campus, Frank Mongelli Memorial Drive, in memory of the late Frank Mongelli, former SHLSS vice president. Pictured accepting the honor and a dozen yellow roses is his widow, Mrs. Liz Mongelli. At left is Ken Conklin, SHLSS vice president. Mike Sacco, SIU president, is at podium.



Accepting the dedication honor at the podium is Lindsey Williams with his proud wife Cordelia at his side. Background standing—Mike Sacco, SIU president; Ken Conklin, SHLSS vice president.

The Shiphhandling/Radar Simulator at the SHLSS represents the latest state-of-the-art technology in ship type computer driven simulators.

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Dedication of the Frank Mongelli Memorial Drive on the campus of the Seafarers Harry Lundeberg School of Seamanship recognizes his commitment to the education and training of Seafarers. Frank came into the SIU in the early 1940s and from the beginning worked closely with Paul Hall in organizing and building the Union.

With Hall, he began the first seamen's training program in Brooklyn. When the SHLSS facility in Piney Point began to take shape in 1968, Frank Mongelli was called upon to build a training school for Seafarers that would be the best in the world.

With pick and shovel, and with dedication and a belief in potential of our membership, Frank Mongelli literally built SHLSS from the ground up, and rose to become vice president of the school and to develop and direct its many educational programs.



The Sailors Union of the Pacific and the Marine Firemen were represented at the SIU's 50th anniversary celebration by Gunnar Lundeberg, right, SUP business agent, and "Whitey" Disley, president of the MFO.



# SHLSS Course Graduates



**BOSUN RECERTIFICATION, 10/19/88**—First row left to right: Jim Hassan, Pedro Sanchez, Winston Shanks. Second row: Andy Anderson, Eugene Grantham, George Costango, Richard Bynum, John R. Neff, Clay Lisenby. Third row: Ron Wolf, Chris Broerman, Michael Whitsitt.



**ABLE SEAMAN, 8/30/88**—First row left to right: Ali Mosad, Quinton Caruthers, Richard Paturel, Marc Cella, James W. Donahue III. Second row: Mike Shinpoch, Timothy Brandt, Eric J. Perez, David Gray, Neal Doucet, Donald Peterson, Steve Ahrens. Third row: Lee Collins, Raymond J. Nowak, John Lee Davis, Stephen Barry, Royce C. Brown. Not shown: Tony Bennett, Derrick Robrecht.



**QMED, 9/26/88**—First row left to right: James H. Bloodworth III, Leroy Williams, Richard Grosso, Frank Jaworski, Melvin F. Brumfield, Mike Scardina. Second row: W.B. McCants, Alberto Matos, Riley Donahue, Luong Ngo, John J. Phillips. Third row: S. Hacker, R. Doody, Frank Coburn, Mike LasDulce, Roy Matteson, Ed Hantsche.



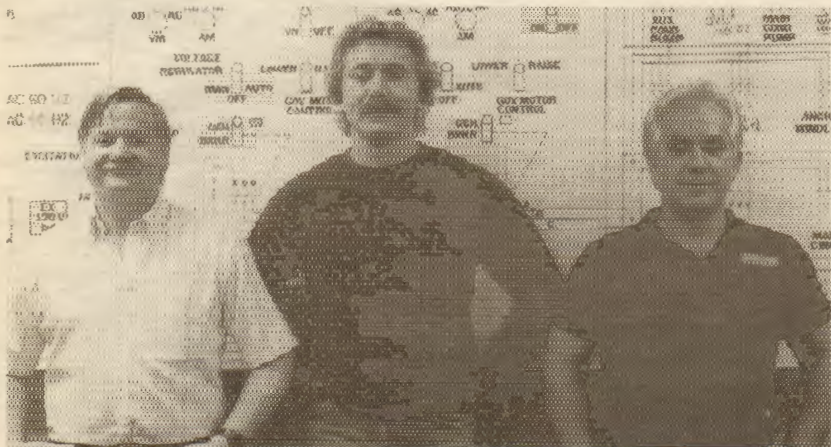
**FOWT, 9/26/88**—First row left to right: C. Banga, Dennis Jones, Jim Beland, Mel Sison, Bobby "Pit Bull" Milan. Second row: Bill Foley (Instructor), S. Baclayon Jr., Andy Ditullio, Bob Powers, Craig A. Luoto, Preston Lauffer, Leonardo P. Papa. Third row: Kevin Rice, Alan King, G. Matthews, T. Branconi, James Stowell, Christopher J. Derra, Charlie Betz.



**PUMPROOM MAINTENANCE & OPERATIONS, 9/7/88**—Left to right: Coy Herrington, B. Hutching, John Orr, George B. Veldkamp, Jim Shaffer (Instructor).



**RADAR, 9/21/88**—First row left to right: Richard Baker, Phil Maquire, Peter Popour, Cheryl Burgess (Simulator Computer Operator). Second row: Julian Saunders, Wallace Cumbest, Paul Grepo, Tom Warner, Jim Brown (Inst.)



**VARIABLE SPEED D.C. DRIVE, 10/31/88**—Left to right: Tom Ball, David B. Veldkamp, Mike Scardina.



◀ **COOK AND BAKER—Lori Fencel.**



# SHLSS Course Graduates

CONTINUED



**CANADIAN COOKS, 10/7/88**—Left to right: Linda Aaqish (Chief Cook), Alvin Patrick (Chief Cook), Bill Eglinton (Vocational Director), Catherine MacDonald (Chief Cook), Winnifred Butts (Asst. Cook), Ken Conklin (Vice Pres. SHLSS), Tracey Brown (Asst. Cook), Zohara Mosih (Asst. Cook), Bill Sidenstricker (SHLSS Steward Inst.), Angela Freeman (Asst. Cook), John Smith (CPR Inst.), Leonore Doucette (Asst. Cook), Lewis Madol (Asst. Cook), Stephane Durocher (Asst. Cook).



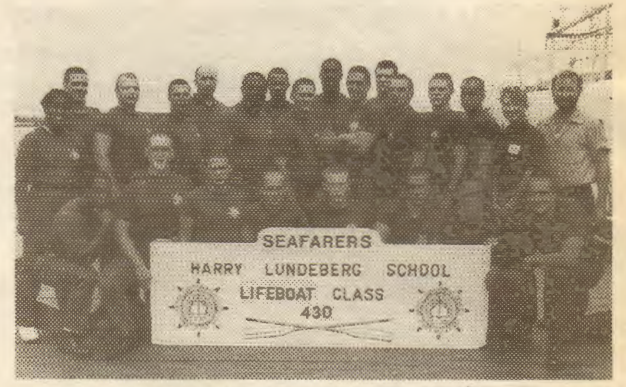
**CANADIAN CHIEF COOKS, 9/9/88**—First row left to right: Clida Arrieta, Sandra Parent, Hubert Griffith, Second row: Bobby Clinton (Asst. Vice Pres. of SHLSS), Bill Eglinton (Vocational Director), Jean Sawvagean, John Maynard, Bill Ross (VIP Canada).



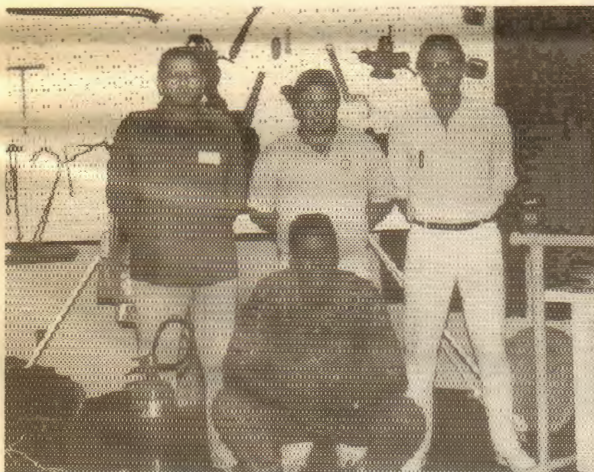
**LIFEBOAT, 8/30/88**—First row left to right: Steve Sylvia, Steve Roberts, Jeff Ward, Mike Northrup, Cecil Edwards. Second row: Thomas Earl Davis, Theron Williams, Harry Toadvine, Jerry Beaubien, Daniel Pickelheimer, Ahmed M. Hussain, Ben Cusic (Inst.).



**LIFEBOAT, 9/27/88**—First row left to right: B.J. Clemons, Anthony Bryant, David Gray, Elisa Schein, Jack R. Smith, Quinton Caruthers. Second row: Ben Cusic (Inst.), Jerry Galletta, Carl Crigger, Steve A. Soofi, Donald Larsen, Tony Bennett, John Lee Davis. Third row: Royce Brown, Steve Ahrens, Carlton Griffin, Lee Collins, Michael Pooler, James W. Donahue III.



**TRAINEE LIFEBOAT CLASS #430, 8/30/88**—First row kneeling, left to right: Leo Battiste, Joseph Robinson, Asher Liss, Steve Bennett, Jared Parker, Brad Dexter, Geroy Williams, Theodore A. Stack, Second row: Doris Feliceano, Cox Owen, Tim Kosturko, Miguel Rodrigues, David B. Kinard, Matt Holley, Michael Underwood, Matt Ryan, Tim Adams, Brendon Gannon, Kathleen Moxey, Ben Cusic (Inst.), Third row: John E. Copeland Jr., Joseph Letang, Joseph Campbell, John A. Moore.



**SEALIFT OPERATIONS & MAINTENANCE, 8/31/88**—Front left to right: Michael L. Baker, Second row: Leonte R. Cordova, William S. Rose, Kevin Bertel.



**SEALIFT OPERATIONS & MAINTENANCE, 9/15/88**—First row left to right: Steve Roberts, Jerry Beaubien, Eric J. Perez, Wally Lau, Anthony Bryant, Thomas Murphy. Second row: Steve Sylvia, Michael Pooler, Harry Alongi (Inst.) S. Hacker, R.A. Butler, B.J. Clemons, Paul Limback, David Lee Sundling, Jack R. Smith.



**SEALIFT OPERATIONS & MAINTENANCE, 9/19/88**—Front left to right: Marc Cella, Darci Williams. Second row: William Ford, Donald Peterson, Daniel Keao, Harry Alongi (Inst.).



**SEALIFT OPERATIONS & MAINTENANCE, 10/15/88**—First row left to right: Billie J. Peoples, William Ford, Darci Williams, Harry Alongi (Inst.), Elisa Schein, John J. Phillips, Second row: James Harper, Christopher Derra, Alan King, T. Branconi, Mel Sison, Luong Ngo, David Niau. Third row: W.B. McCants, Kevin Smith, G. Matthew, Laurence Gilley, Cari Crigger.



**SEALIFT OPERATIONS & MAINTENANCE, 10/5/88**—First row left to right: C. Banga, L. Papa, D. Jones, Harry Alongi (Inst.), J.A. Galletta, M.F. Brumfield. Second row: J. Scanlon, Eddy Usmany, Michael Pooler, Larry Pittman, T. Townsend, Preston Lauffer, John Blasquez, Steve Soofi, Johnny August.





# 1989 Upgrading Course Schedule



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

The following is the current course schedule for January — June 1989 at the Seafarers Harry Lundeberg School of Seamanship.

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

### Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	January 9 April 17	March 31 July 7
Marine Electrical Maint.	January 9	March 3
Refrigeration Systems Maint. & Op.	April 3	May 12
Refrigerated Containers—Advanced Maint.	June 12	July 7
Pumproom Maint. & Operations	April 3	May 12
Variable Speed DC Drives	March 20	April 28
Welding	February 6 May 1	March 3 May 26
Diesel Engine Technology	February 6	March 3
Electro-Hydraulic Systems	May 15	June 23
Hydraulics	March 20	April 14
FOWT	February 6 June 12	March 17 July 21
Automation	June 26	July 21

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

### Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook	Open-ended (Contact Admissions Office for starting date)*	
Cook and Baker	Open-ended (Contact Admissions Office for starting date)*	
Chief Cook	Open-ended (Contact Admissions Office for starting date)*	
Chief Steward	Open-ended (Contact Admissions Office for starting date)*	

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

### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	January 23 March 20 May 15	March 3 April 28 June 23
First Class Pilot (Organized self study)	Open-ended (Contact Admissions Office for starting date)	
Radar	April 17	April 28

\*Minimum number of students required for radar class to be held is four (4).

Radar Refresher/Renewal

Open-ended, 3 days (Contact Admissions Office for starting date.)

Radar Recertification

Open-ended, 1 day (Contact Admissions Office for starting date)

Celestial Navigation

February 29  
June 27

April 1  
July 29

\*Minimum number of students required for Celestial Navigation class to be held is five (5).

Third Mate

January 16

April 14

Lifeboat

January 9  
February 6  
March 6  
April 3  
May 1  
May 29  
June 26

January 20  
February 17  
March 17  
April 14  
May 12  
June 9  
July 7

Tankerman

May 15

June 9

LNG — Self Study Safety Course

(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)

\* Upon completion of course, must take a four-week Sealift Operations & Maintenance Course.

### Recertification Programs

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

### Adult Education Courses

Course	Check-In Date	Completion Date
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For students who wish to apply for the GED, ESL, or ABE classes in 1989, the courses will be six weeks in length and offered on the following dates:

High School Equivalency (GED)	January 3 April 3 July 3 September 4 October 30	February 13 May 13 August 14 October 16 December 11
Adult Basic Education (ABE)	January 3 April 3 July 3 September 4 October 30	February 11 May 13 August 12 October 14 December 9
English as a Second Language (ESL)	January 3 April 3 July 3 September 4 October 30	February 11 May 13 August 12 October 14 December 9

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

Developmental Studies (DVS)	January 30 June 5 April 10	February 3 June 9 April 14
ABE/ESL Lifeboat Preparation Course	February 13 March 13 April 10	March 3 March 31 April 28

This three-week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.



# Digest of Ships Meetings

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

**LNG AQUARIUS** (Energy Transportation Corp.), September 18—Chairman Robert Schwarz, Secretary Doyle Cornelius, Educational Director Steve Miglira, Deck Delegate Leon Pierce, Engine Delegate Patrick Coppola, Steward Delegate Joe Frantini. No beefs or disputed OT. There is \$1,616 in the ship's treasury and movie fund. The bosun expressed his opinion that the members of all SIU-crewed ships should be flown out on American carriers instead of on foreign airlines—in the spirit of union solidarity. A vote of thanks was given to the steward department for a job well done. "Everybody really enjoys the pool parties." Next port: Arun, Indonesia.

**ITB BALTIMORE** (Apex Marine), September 29—Chairman Allan Rogers, Secretary Rudy De Boissiere, Educational Director S. Perdakis, Deck Delegate M. Romero, Steward Delegate Franklyn Cordero. No beefs or disputed OT reported. The chairman asked that headquarters pay attention to the fact that some members who take relief jobs are not completing the full time, forcing the permanent man to return to the ship before his proper vacation is complete. The educational director stressed the importance of taking advantage of the upgrading courses available at Piney Point in order to move up the ladder. "The money is there, so why throw it away." He also discussed SPAD and the need to contribute to that fund. This is an election year "where the issues and the future of the maritime and your jobs" are at stake. Members were urged to call or write their senators and representatives in Washington to let them know that they "are in for a real fight when it comes to the maritime ships and jobs." A special vote of thanks was given to Bosun Allan Rogers, "the best in the SIU." And a special vote of thanks also was given to Chief Steward Rudy De Boissiere and Chief Cook Frank Cordero "for five-star feeding these three months." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Staten Island, N.Y.

**COVE LIBERTY** (Cove Shipping), October 2—Chairman John Stout, Secretary Floyd Mitchell Jr., Educational Director William Beatty, Deck Delegate Mark Pesola, Engine Delegate Edward Ezra, Steward Delegate Armanda F. Suncin. The steward department sailed short one man, but there were no reports of beefs or disputed OT in any of the departments. The chairman stated that the ship will pay off in Long Beach, Calif. this trip. He relayed a message from the captain that members must have receipts in order to collect transportation. Any problems with that will have to be taken up by the patrolman. The educational director reminded all members that they have the privilege of voting and that they should be sure and do so. They were also advised that with winter approaching, the seas get very rough in the Alaska trade route, "so, if you have a leaking port hole, don't wait 'til your room is full of water to report it." It was noted that a couple of members were not present at the meeting. They were reminded that no beefs are to be brought to the patrolman's attention that weren't presented at the meeting. Next port: Long Beach, Calif.

**FALCON CHAMPION** (Seahawk Management), September 25—Chairman George Cruz, Secretary R. Hicks, Educational Director H. Green. Some disputed OT was reported in the deck department regarding a delay in sailing. A motion was made and seconded to have the union lobby against any change in the CFRs that would require unlicensed seamen to work a mandatory 84-hour work week. It was suggested that all deck showers be painted. The crew appreciates the captain taking the steward's VCR and returning it to the

crew. In its report to the Seafarers LOG, *Falcon Champion* members thank the "Seafarers LOG for its interesting format." A vote of thanks was given to the steward department—and a special thanks went to Chief Cook Hazel Johnson for a job well done.

**H.H. HESS** (TAGS-38) (LSC Marine), September 18—Chairman James Hoban, Secretary K. Erkenbrack, Educational Director B. Young III, Deck Delegate Richard Young, Engine Delegate Richard Ramirez, Steward Delegate Gregory Lee. Some disputed OT was reported in the deck department concerning penalty rates vs. regular OT rates. The steward department also had numerous beefs concerning proper checking of submitted OT. This has been brought to the attention of the department head and the master. The chairman encouraged the membership to become more involved in the union process and to follow proper grievance procedures. He also stressed the importance of upgrading. The educational director reminded everyone that NAVO has now opened its PACE courses to LSC crew. There is \$95 in the ship's fund. Since the purser is not a union member, the secretary will hold and administer this fund. There is to be no smoking during meetings, and crewmembers were asked to be more considerate about picking up after themselves in the common areas of the vessel. The short wave radio for the crew is still unresolved and the drinking fountains on deck are still non-existent. Of special note is that the month of September saw the promotion of S.A. Terry Royal to 2nd cook and baker. Congratulations! One minute of silence was observed in memory of our departed brothers and sisters. Next port: Rio de Janeiro.

**LAWRENCE H. GIANELLA** (Ocean Ships), September 14—Chairman Pete Hulsebosch Jr., Secretary D.E. Edwards, Educational Director Douglas Turner. No beefs or disputed OT. There is presently no money in the ship's fund, but the steward has volunteered to start an arrival pool to generate funds. The repair list which was posted after the last meeting was given to the captain. The crew toaster and GSU sink have been repaired. No action has yet been taken on the galley pressure cooker. The chairman reports that there are two Filipino crewmembers onboard the *Gianella*, one who relieved a QMED after he was not able to get a relief after trying for two months; the other who relieved an AB who was called home on a family emergency. Neither man is an SIU member. The educational director informed everyone that all deck and engine upgraders will be cross-trained in both departments while at Piney Point. He further said that "it looks like cross-utilization of crews will be the way of the future." A motion was made and seconded to increase the dental benefits on essential work (not cosmetic work) and increase benefits for eye examinations and glasses.

**OMI DYNACHEM** (OMI Corp.), September 25—Chairman Lawrence L. Kunc, Secretary Donnie W. Collins, Educational Director Edward Smith, Deck Delegate Tommie E. Howell, Engine Delegate Karl Benes, Steward Delegate Francis B. Howard. The only beef brought forward is with the QMED being put on day work. This will be brought to the attention of the boarding patrolman at payoff in Houston. There is \$168 in the ship's video fund. The secretary noted that "we are all, or most of us, are ready to move ahead with our new leadership," and offer "nothing but good sailing to the president and executive vice president on their new and hard tasks ahead." A hearty vote of thanks was given to the steward department and a big welcome to the steward/baker upon his return to the ship. Next port: Houston, Texas.

**SEA-LAND ACHIEVER** (Sea-Land), October 9—Chairman Carlton Hall, Secretary R. Gary Griswold, Educational Director K. Linah, Deck Delegate M. Rodriguez, Engine Delegate J. Negron, Steward Delegate Stanley J. Krystosiak. No beefs or disputed OT. It was agreed a ship's fund needs to be started so there will be some money with which to purchase movies. Many crewmembers will be getting off this trip and were reminded to leave their rooms clean for the next person. The importance of attending Piney Point was stressed. Upgrading is a way to help both the union and the individual. A motion was made to return to six-month shipping and to allow permanent positions to request relief after 60 days or two roundtrips. In its report to the Seafarers LOG, the *Sea-Land Achiever* notes that as part of its cargo, they carried an elephant and his caretaker from Livorno, Italy to Elizabeth, N.J. A vote of thanks was given to the steward department for a job well done. Next ports: Elizabeth, N.J. and Norfolk, Va.

**SEA-LAND ANCHORAGE** (Sea-Land), September 7—Chairman Ernest Duhon, Secretary James Wright, Educational Director M.L. Frizzell, Deck Delegate G. Christianson, Engine Delegate J.T. Trauth, Steward Delegate R.L. Maddox. In the engine department there is a discrepancy between the QMED and the bosun concerning duties before and after docking and undocking. Traditional SIU overtime is still being performed by shoreside personnel. This will be taken up with the boarding patrolman at payoff. The bosun reminded all hands to check with the patrolman before leaving the vessel. Crewmembers were reminded that the elections are fast approaching and that anyone who hasn't registered to vote should do so in order "to put people in office who will lend an ear to the maritime industry." A vote of thanks was given to the steward department for a job well done. Next port: Tacoma, Wash.

**SEA-LAND ENTERPRISE** (Sea-Land), September 28—Chairman Alex Cary, Secretary Norman Johnson, Educational Director Frank Hall, Engine Delegate Michael A. Hartung. No beefs or disputed OT reported. The bosun stressed the importance of registering to vote in the upcoming elections. The *Enterprise* will pay off in Oakland Oct. 5. All eligible members were encouraged to attend upgrading classes at Piney Point, especially for an AB rating. The crew of the *Enterprise* would like to know what the union is doing to provide catastrophic medical insurance, mentioned some time back. "We have heard nothing on this matter and would like to see some form of this insurance for the membership."

New lounge furniture is to be delivered this trip in Oakland. This vessel usually ties up at 0100 hours and does not pay off until 0700. A suggestion was made to pay off on arrival "so we can get home. As it is, if you go home at 0100 hours, you must return at 0700 for payoff."

**LNG TAURUS** (Energy Transportation Corp.), September 11—Chairman Robert J. Callahan, Secretary Robert H. Forshee, Deck Delegate Peter C. Pinkerton, Engine Delegate Daniel A. Brass, Steward Delegate Francis E. Ostendarp. No beefs or disputed OT. There is \$1,253 in the ship's fund. A discussion was held on the drug problem aboard ships, and the action being taken by the Coast Guard. The bosun emphasized the importance of taking advantage of the various upgrading courses at Piney Point and stressed the need to continue to support SPAD. The bosun mentioned that he is checking into the possibility of obtaining small refrigerators for all unlicensed members. He and the captain will go ashore at the next port and see what's available. The members feel that transportation to and from the vessel should be via an American carrier (for safety's sake and to avoid a language barrier in case of emergency). All departments were given a vote of appreciation. Next ports: Arun, Indonesia and Nagoya, Japan.

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

- BROOKS RANGE
- GALVESTON BAY
- GOLDEN ENDEAVOR
- GROTON
- INGER
- LIBERTY SUN
- OMI WABASH
- OVERSEAS ALASKA
- OVERSEAS BOSTON
- OVERSEAS NEW YORK
- PHILADELPHIA
- PONCE
- PRESIDENT TAYLOR
- PFC JAMES ANDERSON
- SEA-LAND CHALLENGER
- SEA-LAND COMMITMENT
- SEA-LAND CRUSADER
- SEA-LAND EXPEDITION
- SEA-LAND EXPRESS
- SEA-LAND INDEPENDENCE
- SEA-LAND INTEGRITY
- SEA-LAND NAVIGATOR
- SEA-LAND PATRIOT
- SEA-LAND PERFORMANCE
- SEA-LAND TRADER
- SEA-LAND VALUE
- SENATOR
- SGT. MATEJ KOCAK
- STONEWALL JACKSON
- STUYVESANT
- SUGAR ISLANDER
- LNG VIRGO

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, December 5	10:30 a.m.
New York	Tuesday, December 6	10:30 a.m.
Philadelphia	Wednesday, December 7	10:30 a.m.
Baltimore	Thursday, December 8	10:30 a.m.
Norfolk	Thursday, December 8	10:30 a.m.
Jacksonville	Thursday, December 8	10:30 a.m.
Algonac	Friday, December 9	10:30 a.m.
Houston	Monday, December 12	10:30 a.m.
New Orleans	Tuesday, December 13	10:30 a.m.
Mobile	Wednesday, December 14	10:30 a.m.
San Francisco	Thursday, December 15	10:30 a.m.
Wilmington	Monday, December 19	10:30 a.m.
Seattle	Friday, December 23	10:30 a.m.
San Juan	Thursday, December 8	10:30 a.m.
St. Louis	Friday, December 16	10:30 a.m.
Honolulu	Friday, December 16	10:30 a.m.
Duluth	Wednesday, December 14	10:30 a.m.
Jersey City	Wednesday, December 21	10:30 a.m.
New Bedford	Tuesday, December 20	10:30 a.m.



# The Cold Facts About Colds

By Phillip L. Polakoff, M.D.  
Director, Western Institute for  
Occupational/Environmental Sciences

Sorry to say, but there's still only cold comfort in the cold facts about the common cold.

Chilliest fact of all, perhaps, is that medicine—for all its brilliant breakthroughs in many other areas of disease—still can't cure the common cold.

Warmest fact, relatively speaking, is that medical science is rapidly piling up information about the hordes of viruses that cause colds, and how to blunt their effects—someday, maybe, even defeat them.

Meanwhile, America will continue to suffer a billion colds a year. That's more than three apiece for every individual, give or take a few hundred thousand. Children, on the average, get more than their share—about six colds a year per child.

And the cost, if you'll pardon the expression, is nothing to sneeze at: \$5 billion a year in medical expenses plus sick days off work.

Colds are caused by viruses which come in some 200 or more varieties. A single family of contagions called rhinoviruses accounts for about 40 percent of all colds. The other 60 percent are caused by a wide variety of other viruses, including the flu bug.

That's what dims the prospects for a single vaccine to combat colds. Those viruses are coming at us in such numbers and in so many disguises.

The usual route cold-causing viruses travel is from the nose to the hands, from hands to surfaces, and from those

surfaces to other noses or eyes, and so on and on.

Winter helps the spread of colds, although it's not exposure generally that's to blame, researchers have found. Cold weather makes even healthy noses run more. That can lead to more nose wiping and more chance of spreading cold viruses. Also, in bad weather people tend to congregate more closely inside, increasing the opportunity for contact with cold sufferers.

A single sneeze releases between 10,000 and 20,000 virus particles into the air.

So, if medical miracles aren't coming to your rescue any time soon, what can you do when you catch a cold?

The old advice is still the best so far: Rest, aspirin (or other relatively mild medication), and lots of fluids.

Vitamin C in large amounts—a gram or more a day—has been highly touted and a lot of people swear by it. But most studies fail to show any consistent effects.

Chicken soup? Don't laugh! A study published in 1978 by a medical research team from Mount Sinai Medical Center in Miami Beach concluded that sipping hot fluids speeds the clearing of mucous from the nasal passages. Furthermore, hot chicken soup seems to work a little better than plain hot water. Score one for Mom!

Some things won't work, so save your money. Antibiotics are no help against a virus. Antihistamines work well against the runny noses and watery eyes of allergies, but seldom help much with a cold.

"One thing I would steer clear of are the so-called shotgun remedies with five or six ingredients," says Dr. Ron Finley, an assistant clinical pro-

fessor of pharmacy at the University of California at San Francisco Medical Center. "These really are all drugs, and they all have an effect, so don't subject your body to them unless they will really help."

A dose of philosophical acceptance may help, too. After all, if doctors could cure all diseases in a week or so, that would be considered a miracle. So remember, most colds go away that fast all by themselves.

## SIU on Sabine's Titan



Sabine Towing Co. operates a fleet of tugs and barges with SIU crews in the Texas Gulf area. Pictured above are SIU Boatmen working on the tug *Titan*. From the left are Chief Engineer Alan Burnet, Captain Joe Courville, Houston Port Agent Dean Cergey and Deckhand Curtis Abshire.

## KNOW YOUR RIGHTS

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell  
Chairman, Seafarers Appeals Board  
5201 Auth Way and Britannia Way  
Prince Georges County  
Camp Springs, Md. 20746

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

**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

## KNOW YOUR RIGHTS



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.

## KNOW YOUR RIGHTS

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



# Sen. Hollings and Tom Crowley Honored

Sen. Ernest F. Hollings (D-S.C.) and Thomas B. Crowley, chairman of the Crowley Maritime Corp., were presented with Admiral of the Ocean Sea (AOTOS) awards last month.

Also, the SIU crew of the *Overseas Vivian* (Maritime Overseas Corp.) were honored for their rescue of seven people during a Pacific typhoon in 1987.

The crew and captain of the *Vivian* were cited for rescuing seven people who were clinging to bamboo poles in the South China Sea following Typhoon Betty.

They battled Force 6 winds and six-foot waves as several crewmembers took to a lifeboat to pluck the victims

from the water. The visibility was so poor the captain had to communicate with the lifeboat via radio.

The award said the crew and captain "displayed remarkable seamanship and resourcefulness."

"We all know the American merchant marine has been declining at a rapid rate, but today we are starting to see a new era develop with cooperation of labor, management and the customer," Crowley told the 600 guests at the New York City event.

port a much greater portion of imports and exports of this country, of which American-flag ships are only handling 1/25 of the business today."

Crowley was recognized for his leadership of Crowley Maritime, a privately owned marine transportation company which was founded by his father at the turn of the century. The company presently has 42 operating divisions engaged in tug and barge work, marine contract transportation, ferry and tour boat services, vessel repair, marine salvage and offshore oil field support, common carrier liner and roll-on/roll-off services.

Recently the company has expanded into transatlantic and transpacific liner services, in addition to adding to its overseas services in the Caribbean. The company presently has more than 4,000 men and women employees and offices and agents in some 100 major ports and cities worldwide.

Hollings told the dinner guests, "History has demonstrated time and again that a nation's commercial maritime fleet is a critical strategic asset in time of war. Even more important today, however, the U.S.-flag maritime fleet is in the front line of America's fight to compete in world markets. We neglect that fleet at our peril."

Hollings has served on a number of Senate committees and is chairman of the Commerce, Science and Transportation Committee. He is recognized in the Senate as a person who can "make things happen." He has had more major pieces of legislation enacted into law than any other sitting senator and serves on budget and appropriations committees as well as the Commerce Committee.

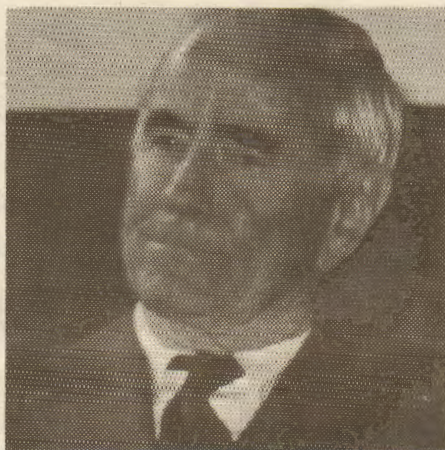
His work as committee chairman includes the responsibility for guiding the committee through legislation which serves to strengthen the American maritime fleet and its worldwide presence and in steering such legislation into law.

Similar citations were made to several other ships' crews for their heroism and other acts of bravery at sea.

The Admiral of the Ocean Sea award is presented each year following a national poll of maritime industry, labor and government leaders, many of whom served on the National Committee for the event. The United Seamen's Service (USS) has presented the award annually since 1970. Proceeds benefit USS's community services abroad for the U.S. merchant marine, the military and seafarers of the world.



Sen. Ernest Hollings



Thomas Crowley

He said there was need for new legislation to "update the carrying out of the policy of our country to trans-

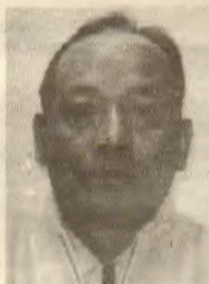
## Final Departures



Guenther Bischoff, 63  
Willingboro, N.J.  
Joined Union 1945



Richard Comstock, 70  
Coventry, R.I.  
Joined Union 1944



Julian Henson, 85  
New York City  
Joined Union 1941



Daniel James, 31,  
Baltimore, Md.  
Joined Union 1977



Royal McClintock, 61  
Alpena, Mich.  
Joined Union 1949



Charles Miller, 83  
Cleveland, Ohio  
Joined Union 1958



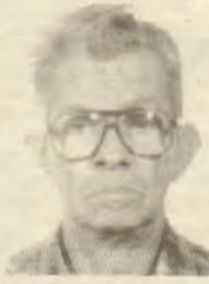
John Tilley, 67  
San Francisco, Calif.  
Joined Union 1943



Robert Broadus, 64  
Mobile, Ala.



Kermit Green, 71  
Jacksonville, Fla.



Marshall Hawton, 50  
Houston, Texas  
Joined Union 1945



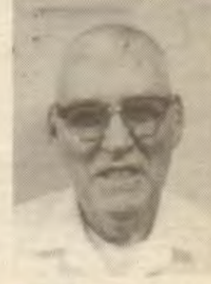
Henry Jankoski, 44  
Galveston, Texas  
Joined Union 1965



Adan Martinez, 44  
Metairie, La.  
Joined Union 1978



Jesse Parrish, 57  
Houston, Texas  
Joined Union 1958



John Turner, 71  
Chester, Ill.  
Joined Union 1964



Frank Camara, 65  
San Francisco, Calif.  
Joined Union 1961



William Hart 84,  
Wilmington, Del.  
Joined Union 1960



Brian Hubbell, 38  
New Orleans, La.  
Joined Union 1971



Robert Lawrence, 40  
Portsmouth, Va.  
Joined Union 1973



George Mattair, 78  
Joplin, Mo.  
Joined Union 1942



Homer Ringo, 78  
Gulfport, Miss.  
Joined Union 1945





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

### Dispatchers Report for Great Lakes

OCTOBER 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	10	8	0	33	14	0	19	10
<b>ENGINE DEPARTMENT</b>									
Algonac	0	9	8	0	19	6	0	9	4
<b>STEWARD DEPARTMENT</b>									
Algonac	0	4	6	0	7	1	0	6	7
<b>ENTRY DEPARTMENT</b>									
Algonac	0	18	10	0	0	0	0	25	34
<b>Totals All Departments</b>	<b>0</b>	<b>41</b>	<b>32</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>0</b>	<b>59</b>	<b>55</b>

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

### Seafarers International Union Directory

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

#### HEADQUARTERS

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

#### ALGONAC, Mich.

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

#### BALTIMORE, Md.

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

#### DULUTH, Minn.

705 Medical Arts Building 55802  
(218) 722-4110

#### HONOLULU, Hawaii

636 Cooke St. 96813  
(808) 523-5434

#### HOUSTON, Tex.

1221 Pierce St. 77002  
(713) 659-5152

#### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
(904) 353-0987

#### JERSEY CITY, N.J.

99 Montgomery St. 07302  
(201) 435-9424

#### MOBILE, Ala.

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

#### NEW BEDFORD, Mass.

50 Union St. 02740  
(508) 997-5404

#### NEW ORLEANS, La.

630 Jackson Ave. 70130  
(504) 529-7546

#### NEW YORK, N.Y.

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

#### NORFOLK, Va.

115 Third St. 23510  
(804) 622-1892

#### PHILADELPHIA, Pa.

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

#### PINEY POINT, Md.

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

#### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
(415) 543-5855

#### SANTURCE, P.R.

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

#### SEATTLE, Wash.

2505 1 Ave. 98121  
(206) 441-1960

#### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
(314) 752-6500

#### WILMINGTON, Calif.

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

### Dispatchers Report for Deep Sea

OCTOBER 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	45	8	6	43	8	4	8	89	18	7
Philadelphia	1	5	0	1	1	0	0	2	8	2
Baltimore	8	8	0	2	4	0	0	16	8	0
Norfolk	14	6	5	11	5	4	1	22	7	4
Mobile	13	4	5	9	6	2	3	15	6	5
New Orleans	34	11	13	22	3	7	6	55	12	13
Jacksonville	29	11	4	24	13	2	2	46	12	4
San Francisco	38	11	8	22	8	2	7	63	15	13
Wilmington	24	11	3	14	6	3	3	29	9	5
Seattle	50	7	3	31	7	4	9	68	4	6
Puerto Rico	9	3	1	16	1	1	2	17	3	0
Honolulu	7	7	4	12	8	7	7	6	8	4
Houston	27	5	3	31	8	3	3	53	7	9
St. Louis	0	2	5	0	0	3	0	0	2	2
Piney Point	2	3	5	2	2	5	1	4	2	0
<b>Totals</b>	<b>301</b>	<b>102</b>	<b>65</b>	<b>240</b>	<b>80</b>	<b>47</b>	<b>52</b>	<b>485</b>	<b>121</b>	<b>74</b>
<b>ENGINE DEPARTMENT</b>										
New York	27	6	2	14	6	1	5	54	8	2
Philadelphia	1	1	2	0	0	2	1	4	1	1
Baltimore	5	0	0	3	4	0	0	11	1	0
Norfolk	7	6	1	3	3	2	1	14	7	1
Mobile	6	4	0	4	3	1	0	11	3	0
New Orleans	25	5	4	15	3	3	0	36	9	3
Jacksonville	16	4	1	23	3	1	9	27	5	3
San Francisco	23	6	4	13	3	5	3	44	11	5
Wilmington	10	1	1	8	3	1	4	19	2	0
Seattle	15	6	1	17	0	0	3	31	11	1
Puerto Rico	5	1	0	8	1	0	0	7	0	0
Honolulu	4	10	9	7	8	12	4	4	10	4
Houston	23	2	0	17	4	0	1	31	5	2
St. Louis	0	0	2	0	1	1	0	0	0	1
Piney Point	4	7	3	3	4	3	0	1	9	2
<b>Totals</b>	<b>171</b>	<b>59</b>	<b>30</b>	<b>135</b>	<b>46</b>	<b>32</b>	<b>31</b>	<b>294</b>	<b>82</b>	<b>25</b>
<b>STEWARD DEPARTMENT</b>										
New York	19	9	0	13	4	1	6	31	8	0
Philadelphia	1	2	0	1	1	0	1	2	3	0
Baltimore	2	1	0	0	1	0	0	4	4	0
Norfolk	7	1	1	5	0	0	0	8	1	2
Mobile	8	1	1	6	1	1	0	7	0	1
New Orleans	21	2	0	8	4	0	2	34	5	2
Jacksonville	4	5	1	11	4	1	2	11	4	2
San Francisco	38	8	2	27	3	1	5	76	11	8
Wilmington	13	3	3	8	3	1	2	18	3	2
Seattle	16	3	0	11	3	0	2	27	9	1
Puerto Rico	6	0	0	6	0	0	0	6	0	0
Honolulu	7	32	15	4	31	28	65	8	40	13
Houston	11	1	0	12	1	0	1	25	2	2
St. Louis	0	0	0	0	0	0	0	0	0	1
Piney Point	3	9	1	0	5	2	0	4	12	0
<b>Totals</b>	<b>156</b>	<b>77</b>	<b>24</b>	<b>112</b>	<b>61</b>	<b>35</b>	<b>86</b>	<b>261</b>	<b>102</b>	<b>34</b>
<b>ENTRY DEPARTMENT</b>										
New York	16	16	3	12	13	3	0	35	21	8
Philadelphia	1	1	1	2	0	0	0	1	5	3
Baltimore	1	4	0	1	2	0	0	4	9	0
Norfolk	6	3	5	2	7	4	0	9	6	10
Mobile	1	3	0	1	4	1	0	1	4	1
New Orleans	14	9	11	6	2	7	0	22	21	21
Jacksonville	7	9	6	8	8	6	0	5	9	14
San Francisco	19	15	18	12	4	9	0	44	24	28
Wilmington	9	11	6	6	4	1	0	15	18	10
Seattle	24	13	5	16	5	1	0	34	18	10
Puerto Rico	12	9	2	7	4	0	0	18	11	3
Honolulu	4	81	161	3	84	169	0	7	75	161
Houston	9	4	3	7	5	0	0	12	12	12
St. Louis	0	0	1	0	1	1	0	0	1	0
Piney Point	1	4	2	0	2	2	0	1	8	1
<b>Totals</b>	<b>124</b>	<b>182</b>	<b>224</b>	<b>83</b>	<b>143</b>	<b>204</b>	<b>0</b>	<b>208</b>	<b>242</b>	<b>282</b>
<b>Totals All Departments</b>	<b>752</b>	<b>420</b>	<b>343</b>	<b>570</b>	<b>234</b>	<b>318</b>	<b>169</b>	<b>1,248</b>	<b>547</b>	<b>415</b>

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

Shipping in the month of October was down from the month of September. A total of 1,291 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,291 jobs shipped, 570 jobs or about 44 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 169 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 8,685 jobs have been shipped.



# Letters To The Editor



## 'Winning the Long Battle . . .'

I was very glad some months ago to learn through the LOG that WWII merchant seamen were now considered veterans and would be awarded our honorable discharges upon completing the proper documents. This I have done, and am now in possession of my discharge. I am aware of the efforts of all people involved in winning this long battle, and they can't be thanked enough.

Like many other former seamen, I am now 63 years old, mostly retired and taking life a bit easier.

When I retired my book as an AB in 1946, I asked to be put on the mailing list for the Seafarers LOG. I doubt if I missed reading a single edition since that time, and each time my urge to ship out seems to come right back.

Most certainly, I extend my very best wishes for the SIU in the future.

Sincerely,  
Richard T. Harrison  
Bloomsbury, N.J.

## 'A Real Veteran . . . .'

Hooray! I'm finally a veteran. I filled out the form I got from the SIU, sent it to Washington, D.C. last February, got my discharge the other day.

Retired from the SIU in Aug. 1976 with 29 years sea-time in the SIU.

Went all through World War II (made two trips to Murmansk, Russia).

Shuttled for 7 months in northern China in 1946 and 1947 while the Communist Chinese were taking over China.

A number of trips to Korea during that war, carrying ammunition, etc. Carried ammunition and trucks to Saigon.

Carried grain and planes to Israel during three of Israel's wars.

I already knew I was a veteran.

Thanks for all the SIU has done for me.

Smooth sailing,  
Edward J. Rogg  
Dayton, Ky.

## Algol, Altair, Denebola Win Praise . . .

As you make your final voyage in support of the major exercise Reforger 88, you can be proud of your superior performance. You have brought credit to the MSC and the U.S. Navy and enhanced the reputation of the Fast Sealift Squadron and the merchant marines who so ably sail the TAKRs.

Well done.

Capt. E.L. Giboson  
Fast Sealift Squadron  
New Orleans, La.

## 'Letter of Commendation . . .'

Recently the M/V Paul Buck was engaged in "Teamwork '88," a naval exercise in the North Sea. During inclement weather and rough seas, the officers and crew of the M/V Paul Buck participated in several successful refueling at sea operations.

We enclose a copy of a letter of commendation from the Master to the entire crew, noting the key roles of Bosun Alejandro Ruiz-Tirado, AB Joel Lechel, QMED/Pumpman Fred Harris, QMED Richard Parrish and QMED Kelly Mayo [see following letter].

It is our pleasure to also recognize these individuals for a job well done.

Very truly yours,  
M. Anne Kane  
Manager, Marine Personnel  
Houston, Texas

TO: OSI/OPS  
FM: MASTER, M/V PAUL BUCK  
ATTN: PERSONNEL  
SUBJ: LETTER OF MERIT

The successful completion of "Teamwork '88" without serious injury or damage was a combined effort of the entire crew. However, the attitude, keen seamanship, and just plain heads up work by seven key individuals formed the nucleus that allowed the operation to be successful.

These men were:	Louis Hartmann	C/M
	Patrick Phillips	3/M
	A. Ruiz-Tirado	Bosun
	J. Lechel	AB
	F. Harris	Pumpman
	R. Parrish	QMED
	K. Mayo	QMED

I would be negligent if I did not acknowledge their efforts and leadership. Please note the same on their files.

Regards,  
D. M. Hockenberry  
Master  
M/V Paul Buck

## Personals

Andrew Julius Batill

Anyone having information on Andrew Batill's whereabouts, please contact Ms. Linda Estrada at either of the following addresses:

1700 Cerrillos Road  
Santa Fe, New Mexico  
or

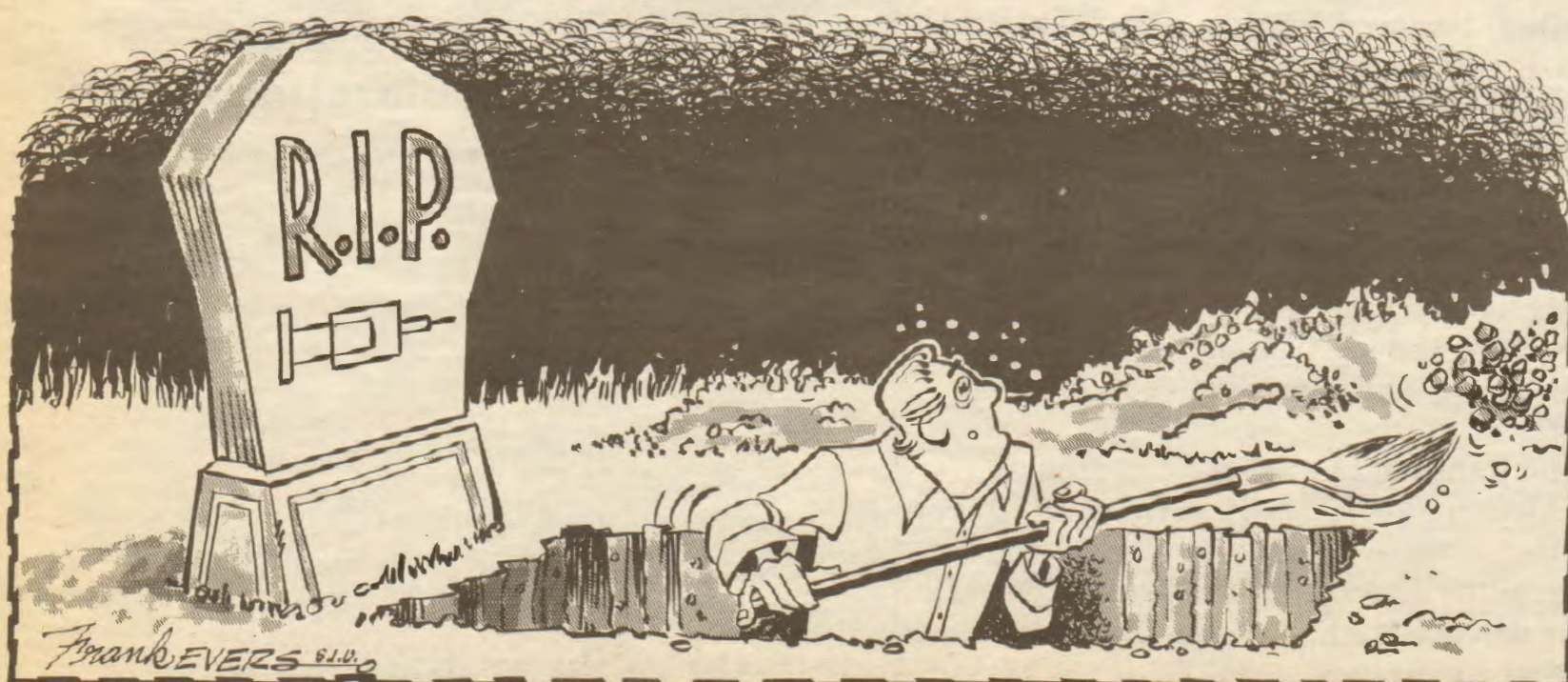
Chamita Apt. 10  
La Joya Apartments  
Española, New Mexico 87532

Alfred William Franklin

Please contact your sister, Eleanor Franklin Likmess, at (206) 441-0801.

## Correction

In the special 50th Anniversary supplement of the October 1988 *Seafarers Log*, Bill Eglinton was incorrectly identified as a counselor at the Addictions Rehabilitation Center in Piney Point. Bill Eglinton is Dean of Vocational Education at the Seafarers Harry Lundeberg School of Seamanship, and has no connection with the ARC. The counselor should have been identified as Bill Eckles. We regret any inconvenience.



DON'T  
DIG  
YOUR  
OWN  
GRAVE

NARCOTICS  
RUIN YOUR  
LIFE, AND  
CAN END  
YOUR  
SEAFARING  
CAREER



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



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

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

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

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

**Addictions Rehabilitation Center**

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

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

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

Telephone No. ....

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

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