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SEAFARERS LOG

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May 1990

Subsidy-Swollen Grain Dealers Seek Shipping Monopoly Too

Getting Rid of Cargo Preference Would Enable Agribusiness to Use their Own Foreign-Flag Ships — Result: More and More Profits In Their Pockets at U.S. Expense

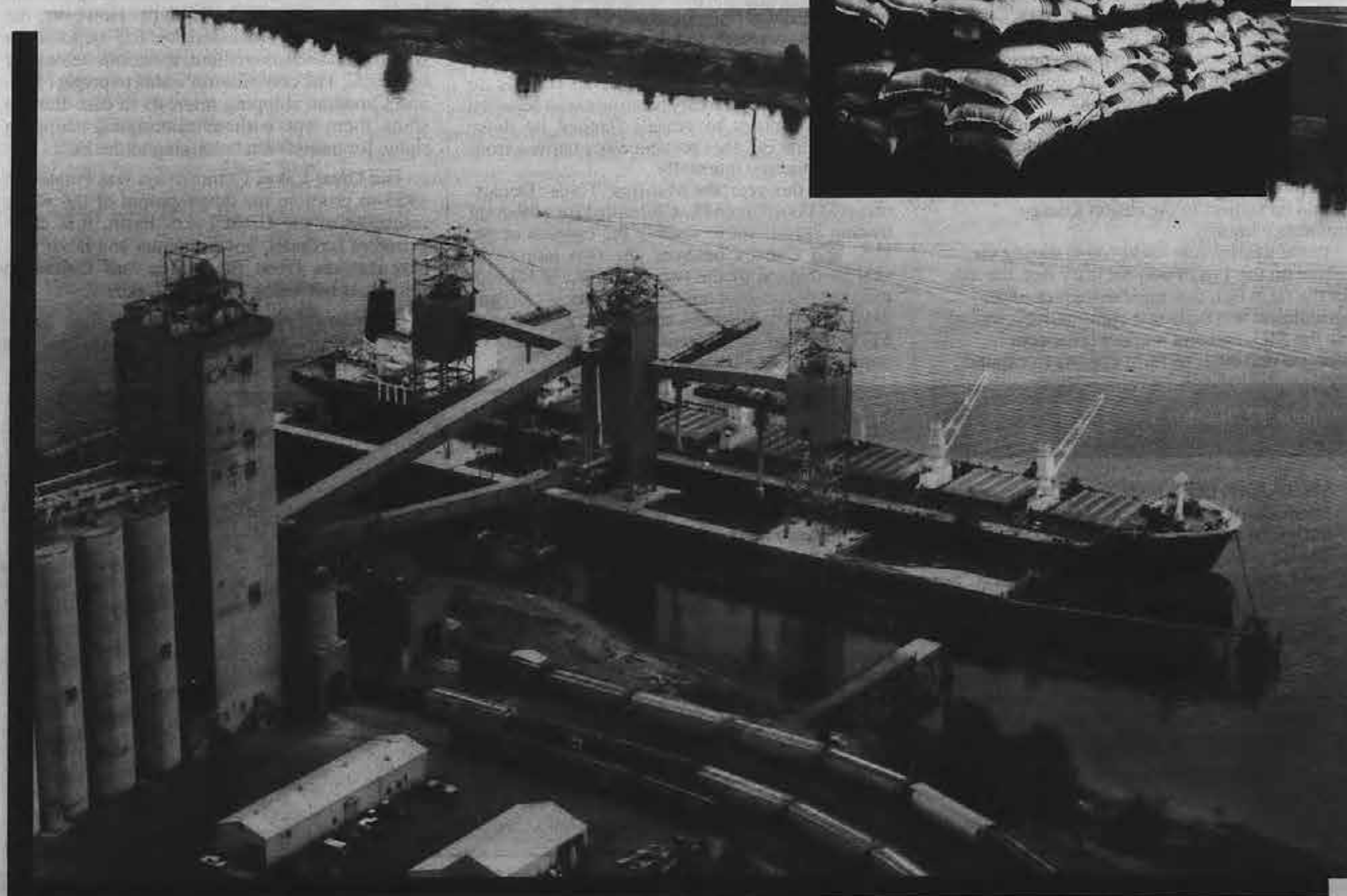
See Supplement, Center

Two of America's Vital Assets—Ships and Farms

If the grain merchants have their way, ships like the Liberty Wave (Liberty Maritime) pictured below, flying the American flag, will no longer be seen in the ports around the world delivering U.S. taxpayer supported aid. It is as important to show the American flag on the ship as it is to show "USA" on the donated food cargo, like the lentils pictured above in a Port of New Orleans warehouse.



Port of New Orleans Photo by Stanley Joyce



Ackroyd Photography, Portland, Oregon

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President's Report

A Fight that Didn't Have to Be

There is a major struggle going on in the Congress that pits two vital national assets against each other. Certain farm interests, mostly the giant grain dealers, are working overtime to scuttle the American-flag shipping fleet. The sad thing about this fight is that it



should not have happened and probably would not have if it weren't for the short-sighted, uncontrollable greed of the grain dealers.

For our part, we always have acknowledged the importance of farmers to our national well-being,

and we firmly believe that it is in the national interest for the government to provide them with the necessary support to work their farms successfully. Farmers, like seamen, must struggle against all kinds of elements that make their livelihoods uncertain, like destructive weather conditions and the competition of their foreign counterparts who often are aided by their governments' favorable policies. And both farmers and seamen need support from their own government in order to fulfill their role in the national economy and security.

To understand the current problem and get it in its right perspective, you have to separate the working farmer and his family — the producers who work the farms and constantly struggle to make a go of it — from the big grain merchants, the guys who take the farms' produce and pull off the big deals that net them millions and billions of dollars.

The current beef really had its origins in 1985 when the American agricultural community had a problem resulting from the massive decrease in the U.S. share of the world's commercial wheat and flour exports.

The nation's farm lobby then asked Congress for help in regaining their share of the world's export trade, pointing out that foreign governments made it a practice to subsidize their farm exports in one manner or another.

During that time, the Department of Agriculture had ignored the cargo preference requirement on one of its export programs, and the Transportation Institute sued to force the Department to observe the law. The U.S. district court upheld the Transportation Institute and ruled that all forms of government-generated aid cargoes, whether of an outright-donation nature or a quasi-commercial nature, should be subject to the nation's cargo preference laws.

It was against this background during the debate on the 1985 Food Security Act, the title for the farm bill, that representatives of the agricultural and maritime communities, including the SIU, met and worked out a compromise that enabled farm exports to expand

and provide increased cargoes for the U.S.-flag fleet. The agreement, incorporated in the farm bill, exempted certain government initiatives — like the Export Enhancement Program — designed to increase exports from cargo preference. In return for this concession to the farm groups, the carriage of other taxpayer-supported food aid cargoes on U.S.-flag ships was to be increased from 50 percent to 75 percent.

This pact proved that reasonable parties can come together and work out an arrangement that is not only in the best interests of the groups involved, but also of significant value to the national interest.

The benefits of the '85 compromise to American agriculture and U.S. shipping are now in jeopardy as the Congress debates the renewal of the farm bill because a few sharp shooters among the grain traders believe the farm export programs should continue full blast without the cargo preference requirement.

In attempting to wipe out cargo preference, the giant grain interests have argued that if they could avoid the cargo preference laws and ship on foreign-flag vessels they could save some money that could be used by the beneficiary nations to buy more grain. What

they didn't count on was the argument that if ships can be obtained on the foreign market, so can agricultural products. And that's what some members of Congress are calling for. Congressmen have argued if this country's aid dollars can go to cheap-labor, foreign-flag ships, we can likewise go out and buy grain at a lower cost from other nations.

(For the record, these grain giants in 1989 benefitted from a \$7.2 billion taxpayer subsidy for their agricultural export programs, compared to the \$336 million which the American shipping industry was supported with in the same time period.)

The Seafarers LOG has been digging into every aspect of the big taxpayer-supported grain deals, and it has come up with some shocking discoveries which appear elsewhere in this issue. Its findings reveal an amazing greed by some of the fattest cats in America and in the world.

As I said, this is a fight that didn't have to be. But the grain merchants have elected to try to replace the American flag on the high seas with the banner of Panama and other labor-exploiting, flag-of-convenience ships. They chose the course and we are going to fight them with every resource this union has.

Commission Studies U.S.-Canada Bilateral Trade on Great Lakes

The Great Lakes Commission will be monitoring the maritime actions of the European Community (EC) to determine if U.S. and Canadian-flag vessels will be locked out of the internal market when Europe's countries merge into a combined market in 1992.

The commission decided to watch what happens in Europe rather than take any action during its biennial meeting in Montreal last month. Discussion of a possible bilateral trade agreement was part of an agenda that included action against an invasion of zebra mussels on the Great Lakes and various research and development grants.

The U.S.-based group wants to be prepared to lobby American and Canadian officials to negotiate a bilateral treaty limiting cargo between the two countries to vessels flagged by those nations if the EC does prevent other nations from moving its cargo internally.

Earlier this year, the Maritime Trades Department (MTD) of the AFL-CIO called for a bilateral trading agreement to reserve the cargoes of the U.S. and Canada between the two nations to vessels flagged by the two countries. MTD representatives pointed out such agreements already exist between Australia and New Zealand. The MTD consists of 42 national and international maritime-related labor unions.

Commission member Byron Kelley noted the commission has "to be poised to act if our fleets become threatened by the standardization of the EC cabotage policy." Kelley, SIU assistant vice president for the Great Lakes and inland waters, said such a proposal to limit the U.S.-Canadian trade across the Great Lakes would be used only as a last resort.

At this time, cargo transportation between EC nations is considered international trade and can be moved by any nation's ships. However, the proposal being discussed by EC negotiators would limit such movements to nations belonging to the EC. The commission wants to protect U.S. and Canadian shipping interests in case Europe shuts them out without eliminating shipping rights for nations not belonging to the EC.

The Great Lakes Commission was created in 1955 to promote the development of the water resources of the Great Lakes basin. It is comprised of business, governmental and labor representatives from the states and Canadian provinces bordering the Great Lakes.

There has been a great deal of talk about forming a single European-flag registry but that has not been finalized.

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SIU-Manned Bay Ship Co. Wins MSC Bid

The Military Sealift Command (MSC) has awarded a five year operating and maintenance contract to Bay Ship Management for all of the military agency's fast sealift ships. The SIU-contracted company won the award after a bidding procedure outlined by MSC.

In the past three years, Bay Ship Management held the contract to manage four of the vessels, while International Marine Carriers (IMC)—also an SIU-contracted company—operated the other four.

The award means that SIU unlicensed crews can continue to work onboard the eight fast sealift ships, despite the transfer of four of the vessels from the operations of one company to another.

Bay Ship Management currently operates the USNS Altair, USNS Denebola, USNS Pollux and USNS Regulus. IMC, from 1987 until this coming August, manages the USNS Algol, USNS Antares, USNS Bellatrix and USNS Capella. SIU Vice President of Collective Bargaining Angus "Red" Campbell said the switch from IMC to Bay Ship Management for the latter four vessels should begin some time in August.

Campbell also noted SIU crewmembers aboard the IMC fast sealift ships do not have to get off when the management transfer occurs.

One change in the contract governing the working conditions on all eight fast sealift ships concerns the number of SIU members that will be onboard when the vessels are in reserve operational status, known as ROS.

In the future, an unlicensed crew of 11, rather than the four called for now, will be aboard during ROS status. A contingent of 26 SIU members will crew the vessels when they are involved in Naval operations.

The fast sealift ships are the largest and fastest vessels in the MSC Strategic Sealift Forces. They were purchased by the government from Sea-Land in the 1980s and converted with special features to make them suitable for rapid deployment and discharge of military equipment.

Their primary mission is to provide rapid lift capacity for unit equipment to support any military deployment. The eight ships are 946 feet long and capable of speeds in excess of 30 knots. They are able to load and unload cargo in places lacking normal port facilities.

When not in operation, the vessels are docked in Violet, La.; Galveston, Texas; Jacksonville, Fla.; Norfolk, Va. and Bayonne, N.J.

The ships, originally out of the yards and employed by Sea-Land in 1973, are now named after some of the brightest stars in the galaxy.

Farm Bill Debate Heats Up in the House

Grain Lobby Seeks to End Use of U.S. Ships in Food Aid Program

Farm belt legislators opposed to cargo preference are rearing their heads in the U.S. House of Representatives in an attempt to exclude the provision from the 1990 farm bill making its way through the Congress. Despite being stymied during committee deliberations, members in both the House and Senate plan to challenge new legislation on their respective floors.

Already sniping has begun in subcommittee hearings but no amendments to eliminate or cripple the law that calls for carriage of 75 percent of U.S. government-generated agricultural cargoes be shipped on American-flag bottoms have been passed.

Chairman Blocks Amendments

Opponents to the provision were prepared to offer amendments to lower the allowed percentage, if they could not eliminate the program entirely, during a May 9 markup, a process to change or correct pieces of legislation before a final vote, of the House Agriculture Committee. However, Chairman E. "Kika" de la Garza (D-Texas) announced he would not accept any amendments to the farm bill that would send it to another committee for review. (Procedural rules in the House allow an amendment offered in one committee that falls into the jurisdiction of another to be taken up in both panels.)

Late last month, Congressman Pat Roberts (R-Kan.) said at a sub-

committee meeting that Congressman Fred Grandy (R-Iowa) would offer cargo preference amendments at the full committee meeting. However, Chairman Walter Jones (D-N.C.) of the House Merchant Marine and Fisheries Committee announced his committee would have to study the bill should such amendments pass. Grandy never offered his proposals.

Big Grain Interests Warned

Congressman Sam Gejdenson (D-Conn.), chairman of the House Foreign Affairs Subcommittee on International Economic Policy and Trade, rebuffed attacks on cargo preference during his subcommittee hearings by asking agricultural witnesses if money could be saved by purchasing foreign grain and shipping it on American bottoms rather than purchasing U.S. grain and moving it on foreign-flag vessels.

"I would be careful in the cost saving end of it because shippers come back and tell us they can buy grain cheaper in other countries sometimes and ship those grains," Gejdenson warned. "This is a good program that meets American national interests and our desire to do some good, and that reaches a number of sectors."

Another attack on cargo preference was turned back during a Gejdenson subcommittee hearing when Ann Veneman, undersecretary for international affairs and commodity programs in the De-

partment of Agriculture, said the Bush administration stated in a letter last year that "cargo preference should remain as it is." Congressman Doug Bereuter (R-Iowa) was so upset that he blurted, "I did not know that the administration has sold out on the issue."

Committee Review Not Completed

However, the chances to attack the bill in committee are not over. The House Foreign Affairs Committee still must review the foreign trade sections of the farm bill. It is not known if cargo preference opponents will offer amendments when the committee meets.

On the Senate side of the Congress, the upper chamber is bracing for a floor attack by Senator Richard Lugar (R-Ind.) and others on cargo preference after they were unable to do so in the committee process. As in the House, if the bill had been amended by Lugar's proposals, the legislation would have had to go to the Senate Commerce Committee for study.

The cargo preference legislation providing for 75 percent of government-generated food aid to be carried on U.S.-flag vessels was enacted in 1985 as a compromise between maritime and agricultural interests. It was incorporated into the Food Security Act and supported by a majority of the Congress. Prior to 1985, the amount allocated through cargo preference legislation to U.S.-flag vessels was set at 50 percent.

SIU Begins Crewing 9 MSC Tankers

Seafarers are turning to across the world crewing nine Military Sealift Command (MSC) tankers that are being operated by International Marine Carriers (IMC), an SIU-contracted company.

The nine military tankers represent new work for members of the SIU. Before IMC won the government contract to operate the vessels a couple months ago, the ships were managed by Marine Transport Lines, a company with a

collective bargaining agreement with the National Maritime Union (NMU)—the unlicensed seamen's union that merged with a licensed engineers group to form District Number 1 MEBA/NMU.

MSC contracts with private shipping companies to operate and maintain many of the vessels in its fleet. The government agency awards the management contracts after a bidding process. MSC awarded the five-year operating

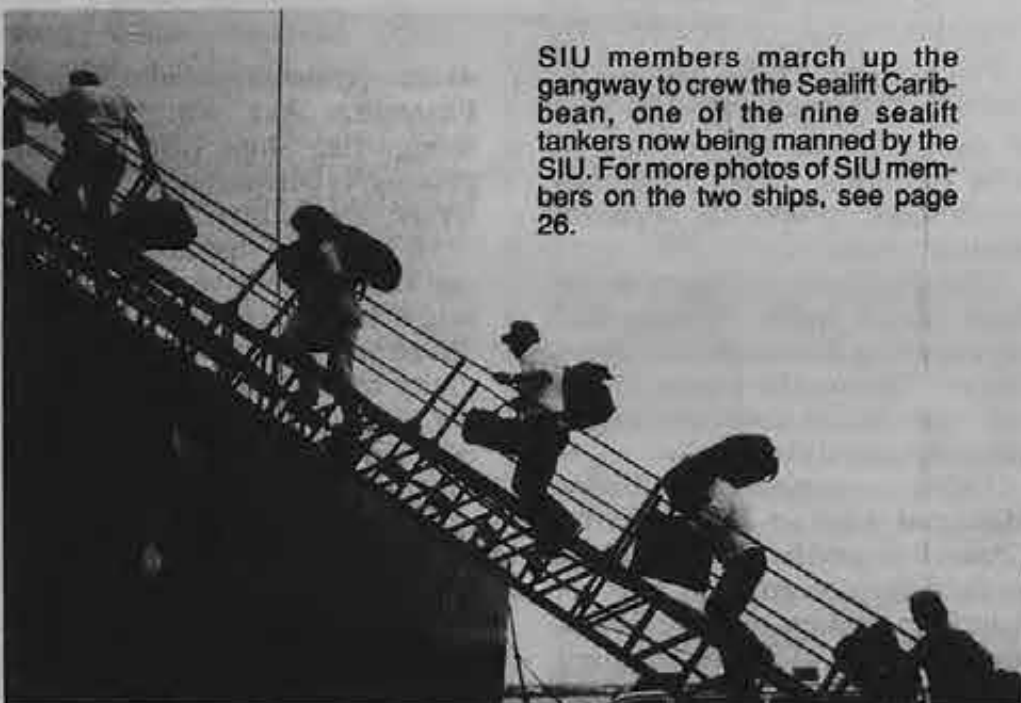
contract for the nine sealift tankers to IMC after reviewing the proposals of a number of ship management companies.

The turn-over of the vessels to IMC from Marine Transport Lines began earlier this month with the Sealift Caribbean and Sealift Indian Ocean, both operating out of Galveston. IMC will be assuming responsibility for the other vessels throughout this month and the summer.

SIU bosuns Paul "Red" King, who boarded the Sealift Caribbean, and Leggett "Jonsie" Jones, on the Sealift Indian Ocean, expressed enthusiasm for their crews. The union's assistant vice president based in the Gulf area, Dean Corgay, reported the crewing of the two tankers was going smoothly. "Both ships have full SIU crews aboard and they started to work immediately upon boarding."

"The crews are working to make these SIU ships — clean and shipshape from top to bottom," Corgay said.

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



SIU members march up the gangway to crew the Sealift Caribbean, one of the nine sealift tankers now being manned by the SIU. For more photos of SIU members on the two ships, see page 26.

Cargo Sharing Urged in U.S./USSR Ship Pact

As the American negotiating team began discussions with their Soviet counterparts in the middle of this month, SIU President Michael Sacco called on President George Bush to ensure a cargo sharing provision in the maritime agreement between the two powers.

(It is expected that the details of the Soviet/American maritime agreement will be released late this month in conjunction with the visit of Soviet President Mikhail Gorbachev to the United States.)

Sacco urged Bush to direct the American negotiators to "bargain hard on the side of U.S. interests" and come home with a provision in the agreement that would allocate a portion of the cargoes between the two nations to the flag-vessels of each country. In prior sessions, an allocation of one-third for the Soviet fleet and one-third for American-flag ships had been suggested.

Sacco accused some members of the American negotiating team to the maritime talks of going to the

table "lacking a determination to win provisions of benefit to American shipping, while at the same time being ready to comply with Soviet demands."

He said an American/Soviet maritime agreement "without a cargo sharing provision will leave the United States with virtually nothing, while the Soviet Union will leave the negotiating table with a greater share of our cross-trades, access to more U.S. ports and carriage of as much of the subsidized American grain cargoes as they may desire."

Sacco suggested the maritime negotiators take a cue from the recently negotiated grain deal between the two countries that requires the Soviets to purchase at least 10 million tons of agricultural commodities per year from the United States. "We believe that any agreement negotiated by the governments of the United States and the Soviet Union should be mutually beneficial to the people

of those two nations. To be meaningful, a maritime agreement must have specific beneficial provisions to the U.S. shipping industry," Sacco concluded.

Earlier in May, several senators had communicated on the matter with President Bush as well. In a letter signed by John B. Breaux (D-La.), Quentin N. Burdick (D-N.D.), Ernest F. Hollings (D-S.C.), Trent Lott (R-Miss.) and Ted Stevens (R-Alaska), the senators noted that a cargo sharing provision would "at least offer some opportunity for U.S.-flag companies to compete on equal ground" with the Soviets.

A cargo sharing arrangement between the Soviet Union and the U.S. has its roots in the Nixon administration at the outset of the policy of detente. In the bilateral maritime agreement negotiated between the two superpowers in the '70s, cargo was reserved in equal portions of one-third for the merchant marines of both countries.



Don Rotan

Don Rotan, MCS Oldtimer, Dies of Cancer

Don Rotan, the only editor of the Marine Cooks and Stewards' Stewards News and former West Coast assistant editor for the Seafarers LOG, died of cancer May 4 in San Francisco.

The 65-year-old Rotan began a 40-year association with the merchant marine immediately after high school when he went to work as a pantryman aboard the passenger liner Columbia. The next year he was working aboard the Francis W. Pettygrove when it was torpedoed while approaching Gibraltar. His report of the German air force strike, filed when he was 19, showed the first signs of his classic writing style. He provided precise and colorful details of the strafing of his convoy, his actions to protect himself and others and the work undertaken to save the ship which he and other crewmembers managed to limp to port. Such attention to details and personal reflections followed him throughout his career in the labor press movement.

Rotan served in the Navy from 1944 to 1945, then returned to the sea as a merchant mariner. In 1948, he came ashore to work as an organizer in his native Seattle for the Sailors' Union of the Pacific. He worked with the late Harry Lundberg to rid communist influences in the maritime labor movement. During this period, he also attended the University of Washington where he majored in journalism.

In 1951 Rotan became the Seattle port agent for Marine Cooks and Stewards (MCS), one of the AFL's newest unions. The following year he moved to San Francisco where the MCS had its headquarters to accept the "temporary position" of editor for the newly created Stewards News. He served as the only editor during the paper's 27-year history. When the MCS merged with the SIU in 1978, Rotan joined the staff of the Seafarers LOG and wrote for the SIU until he retired in August 1983.

Rotan helped the MCS in other ways. He was a trustee to the union's pension and welfare funds and became the assistant secretary-treasurer in 1977. Following the merger, he became the San Francisco port agent.

He is survived by his twin brother, Dan. A memorial service was held May 12. He was buried in Woodlawn Memorial Park in Colma, Calif.

Panel Begins Probe on Foreign Flag Cruise Ship Safety

Government and labor witnesses asked Congress to enact new laws that would give U.S. agencies more control over foreign-flag cruise ships loaded with American passengers sailing from U.S. ports of call.

The officials were able to present their views last month to an oversight hearing on cruise ship safety by the House Subcommittee on Merchant Marine. The subcommittee held the hearings because of the growing number of accidents and near-disasters involving vessels taking American passengers on pleasure cruises. Nearly 80 percent of the world cruise ships sail from U.S. ports and most of them from Florida. Subcommittee Chairman Walter Jones (D-N.C.) remarked more than 5 million U.S. citizens travel on these ships yearly and business is growing. "The United States Congress cannot, under any circumstances, compromise the safety of U.S. citizens," Jones said.

Almost all of the speakers noted the hearing took place one week after more than 160 people lost their lives off the coast of Norway in a fire aboard the Scandinavian Star, which until recently had served as a cruise ship based in Florida.

James L. Kolstad, chairman of the National Transportation Safety Board (NTSB), noted reports concerning the accident were almost identical to reports filed by the NTSB two years earlier when the Scandinavian Star caught fire returning to Tampa from a trip to Mexico. Kolstad said survivors of both accidents reported crewmembers being unable to communicate with each other and the passengers, inadequate crew emergency training, malfunctioning firefighting systems, improper passenger accounting at lifeboat and muster stations and much more. Kolstad said

the April 7 fire was the third on the vessel in five years. During the investigation of the fire two years ago, Kolstad said the NTSB "learned that this ship had had 10 accidents prior to the 1988 fire, including a collision in Tampa Bay, a fuel leak, major equipment failures and two groundings."

"We take no satisfaction in saying that had our recommendations on the 1988 accident been adopted, lives would have been

saved," Kolstad added. "But we have yet another fear, and that is without additional authority, we may be unable to investigate a marine accident that might lead to important safety recommendations."

The NTSB chairman told the congressmen if the Scandinavian Star had been sailing out of an American port, loaded with American passengers neither the

Continued on page 26

Rep. Miller Talks Shipping with SIU Men



Congressman John Miller (center) is flanked by SIU members.

Congressman John Miller (R-Wash.) told Seafarers from the port of Seattle that he will continue to fight for strong safety conditions for members of the U.S. merchant marine.

The third term congressman from Seattle spoke with the SIU members at a recent gathering in his district. The members were able to talk with Miller about several issues affecting them.

Miller, a member of the House Merchant Marine and Fisheries Committee, said he would continue to fight for construction jobs for American workers at the new facilities in the port of Seattle complex. The congressman told Seafarers he

would oppose an amendment to the Passenger Act, which forbids foreign-flag ships from carrying passengers between two U.S. ports, for the new facility.

"It's a good opportunity to see our SPAD money working for us," said Chief Steward Joe Zurick. "Most people don't have the opportunity to sit down with a cup of coffee and their congressman to talk about issues that affect their jobs."

Seafarers who met with Miller included Bosun George Vukmir, Zurick, Bosun Larry Watson, Chief Cook Jack Garton, Seattle Port Agent Bob Hall and Seattle Field Representative Neil Dietz.

3 Seafarers, 4 SIU Children Win Union Scholarships

Three Seafarers and four children of members have been named the winners of the Seafarers Welfare Plan Scholarship Awards. An impartial panel of educators from across the country selected the seven from the many deserving applications submitted.

The winners, chosen on the basis of their previous academic performance, include:

Bosun Christopher J. Gutierrez of San Antonio, Texas, two-year scholarship winner;

Chief Steward James F. Mann of Iselin, N.J., two-year scholarship winner;

Recertified Steward Janet E. Price of Ponte Vedra Beach, Fla., two-year scholarship winner;

Todd J. Kuvshnikov of Fairview, Pa., son of Great Lakes member Baisel and his wife Dianne Kuvshnikov, four-year scholarship winner;

Tiakka S. Quinn of New Orleans, La., daughter of deep sea member George and his wife On-jewel Quinn, four-year scholarship winner;

Eddie Rodriguez of Oakland, Calif., son of deep sea member Gilberto and his wife Irene Rodriguez, four-year scholarship winner, and

Ophelia R. Umali of Waipahu, Hawaii, daughter of deep sea member Florencio and his wife Floserpina Umali, four-year scholarship winner.

In announcing their acceptance by the program, SIU President Michael Sacco congratulated the group for their achievements and urged them to continue their high academic goals.

With these seven students, the program has awarded 203 scholarships since its inception in 1952.

Nine professional educators composed the impartial Scholarship Awards Committee. They were Father David Albert Boileau of Loyola University, Dr. Trevor Carpenter of Charles County (Md.) Community College, Dr. Carolyn D. Gentile of the Fordham School of Law, Dr. Michael Glaser of St. Mary's College of Maryland, Dr. Charles Lyons Jr. of the American Association of State Colleges and Universities, Dr. Charles D. O'Connell Jr. of the University of Chicago, Dr. Gayle A. Olson of the University of New Orleans, Dr. Keith Schlender of the Medical College of Ohio and Dr. Henry Toutain of Fordham University.

Applications now are being accepted for the 1991 scholarship awards. All Seafarers and their dependents are eligible. Applications are available at all union halls or by writing to the SIU Welfare Plan.

CHRISTOPHER J. GUTIERREZ



Christopher J. Gutierrez has always been fascinated by the sea even though he grew up in San Antonio, Texas, an inland area.

When he was a senior in high school, he applied for admission to the U.S. Naval Academy in An-

napolis, Md. and was appointed by Congressman Henry B. Gonzales. After two years, Gutierrez realized he did not wish to pursue a military career, resigned his appointment and was given an honorable discharge.

In the summer of 1977 he went to work for G&H Towing Company in Galveston, Texas and joined his first SIU deep sea ship that year as well. He shipped regularly until July 1988, sailing on every kind of ship contracted by the SIU as an OS, AB and bosun. Gutierrez attended the Lundeberg School in 1980 and 1985, and is training to use his third mate license as a mate on harbor tugs.

But what the 38-year-old inland seafarer really would like to do with his scholarship is enroll in the Maritime Administration Program at the Texas Maritime Academy in Galveston. It would give him the necessary courses and experience to work in the shipping business as a shipping broker, insurance adjuster or accident investigator. "After working in the industry for a couple of years, both for the experience and to accumulate a decent savings account, I would like to enter law school and become a lawyer specializing in the practice of maritime law."

JAMES F. MANN



Immediately after graduation from Ramsey High School (N.J.), James Mann began going to sea as a crew messman.

After his first ship in 1972, Mann attended the Lundeberg School as a trainee. During the next 13 years he worked his way through the ranks from messman to chief steward. In between return visits to the Lundeberg School to upgrade his rank in the steward department, Mann also attended a number of colleges and earned an associates degree in Hotel Management from Newbury College in Boston. After obtaining a bachelor's degree from Cornell University, Mann again returned to sea. He is now fleet commissary manager with Sea-Land Service Inc. which involves managing four port stewards located in Sea-Land's main port offices in Tacoma, Wash., Oakland, Calif., Houston, Texas and Port Elizabeth, N.J.

The deep-sea member also shares his food service management skills with the steward upgraders at the Lundeberg School several times a year and says the seminars are very rewarding. "I found that I continue to learn myself when teaching others." A memorable moment for Mann came last summer when SIU President Michael Sacco awarded him with an honorary steward recertification certificate for all his work with the school.

Mann is not restricting his career goals to one area or discipline, but his first choice of continued

studies is the industrial labor relations program at Cornell University. Then again, he would be just as happy getting a master's degree in hotel administration from Cornell or an MBA from Columbia or Yale.

JANET E. PRICE



Janet Price has been a merchant mariner for 10 years. She originally decided to go to sea because of the economic opportunities it afforded her as well as a chance to see the world.

Price worked as an OS, steward assistant, third cook, second cook and baker, chief cook and chief steward. In between ships she worked part time for local restaurants and country clubs to learn more about the food service industry and get new ideas for cooking techniques and presentation.

The 35-year-old deep sea member is enrolled in college but will return to sea when the school term is over. She joined the SIU in 1980 and has attended a number of upgrading courses at the Lundeberg School from the entry rating program in 1980 to the recertified stewards course in 1989.

A resident of Ponte Vedra Beach, Fla., Price feels it's time for a career change—and starting a family. She would like to use the scholarship award to pursue a paralegal career at the University of North Florida. Afterward, Price plans to transfer her credits to Florida Community College of Jacksonville to earn an associate in science degree.

TODD J. KUVSHNIKOV



Todd J. Kuvshnikov said he learned the value of education from his parents, Baisel and Dianne Kuvshnikov. His father joined the Union in 1971 and sails the Great Lakes on Erie Navigation vessels.

A graduate of Fairview High School in Fairview, Pa., Todd has set his goals to complete an electrical engineering degree with a minor degree in computer science. He was accepted at all four universities to which he applied and has chosen to attend the University of North Carolina in Charlotte, N.C.

TIAKKA S. QUINN



Tiakka S. Quinn is an ambitious young woman who plans on entering the field of business, consumer marketing and finance.

The daughter of George and On-jewel Quinn, Tiakka will graduate this year from the Eleanor Mc-

Main Magnet High School in New Orleans, La. Her father, a deep sea union member since 1960, currently sails aboard Bay Tankers' USNS Regulus.

Tiakka is a member of the National Honor Society, of which she is president, and the student council. She would like to continue her studies at Tulane or Loyola universities in New Orleans or at Louisiana State University in Baton Rouge.

EDDIE RODRIGUEZ



Eddie Rodriguez is a man of hard work and determination. Born in Hong Kong, Rodriguez arrived in the United States in 1973 not speaking a word of English. Today he is fluent in Chinese, English and French (and is studying Japanese) and, in a little more than a year, will graduate from UCLA with a degree in political science.

The son of Gilberto and Irene Rodriguez, the political science major has an interest in the Pacific Rim region of the world. Following his undergraduate studies, Rodriguez would like to enter law school or a PhD program in political science. "My career objective," he stated in his application "is to play a role in the Pacific Rim region whether it is as a businessman, a corporate attorney, a professor, or even a politician."

He works to pay for his own education and has taken on other extracurricular activities such as an internship at the credit union and volunteer work for UCLA's Hunger Project.

Eddie's father joined the SIU in 1958 and most recently has sailed aboard American President Line and Ocean Carriers vessels.

OPHELIA R. UMALI



Ophelia R. Umali has learned a great deal about responsibility, hard work and good leadership from the various clubs and committees in which she has participated.

A graduate of Waipahu High School in Hawaii, Ophelia currently is enrolled as a freshman at the University of Hawaii at Manoa. She is the daughter of Florencio and Floserpina Umali. Her father, who has been an SIU member since 1986, now sails aboard the Moku Pahu operated by Pacific Gulf Marine.

Ophelia's interest lies in the field of teaching mathematics, and she would like to continue her studies at the University of Hawaii. She has been a private math tutor since her senior year in high school and has found it a rewarding and satisfying experience to watch the progress of those students she has helped.

Bill to Extend Export Ban On Alaska Oil Moves Ahead

Another one-year extension of the export ban on Alaska crude oil is headed for the House Foreign Affairs Committee after being passed by one of its subcommittees.

The extension, if passed by both the House and Senate, would continue the restriction until September 30, 1991. The ban has been in place since the Alaskan North Slope began production in 1973.

Various maritime organizations and businesses, including the Seafarers, lobbied the House International Economic Policy and Trade Subcommittee in support of legislation extending the North Slope restrictions. SIU President Michael Sacco told the subcommittee that lifting the ban would not lower the national deficit as the oil that would have come to the lower 48 states would have to be purchased elsewhere. He said Americans would lose jobs because U.S.-flag tankers would no longer be used to transport the oil to or from foreign countries. The loss of the tankers would reduce the military's sealift capabilities in case of war, Sacco noted. (By law,

U.S.-flag tankers are used in the Alaska oil trade.)

Other maritime representatives reminded the congressmen that America's export dependency has been increasing even though Alaska oil has been limited to use by this country. They said sale of Alaska crude oil to foreign nations could place the United States in the same energy and economic danger as it faced in the '70s when OPEC held the nation hostage.

A surprise supporter of the extension has been U.S. Senator Frank Murkowski (R-Alaska). While speaking last month in the Senate on log exports, Murkowski said that industry needed a protectionist law similar to the one covering Alaska crude oil especially as the country grows more energy dependent. It was the first time in recent memory that a member of the Alaska delegation has justified the oil sale restrictions.

The Senate is beginning to study a similar bill sponsored by Don Riegle (D-Mich.) and Mark Hatfield (R-Ore.).

Job-Related Deaths are Mourned

Trade unionists gathered last month in ceremonies around the country to mourn the deaths of 3,300 workers who died on the job in 1988. Seafarers from the Mobile area donned their white caps and marched with the Alabama state AFL-CIO in a procession that ended with a wreath-laying ceremony.

In addition to the thousands who died in work-related incidents, the Bureau of Labor Statistics estimates that in 1988 more than 6.4 million people suffered occupational injuries.

The AFL-CIO, the federation of labor organizations that includes the SIU, estimates that each day

toxic substances, explosions and unsafe conditions kill or injure more than 20,000 workers. Each year on April 28, unions from around the country gather together to remember those who have suffered and died because of unsafe working conditions.

In addition to calling public attention to dangerous working conditions by holding an annual Worker Memorial Day, unions are constantly attempting to establish safer workplaces through collective bargaining and encouraging elected officials to enact legislation that brings about improved safety standards and enforcement procedures.



Seafarers pay tribute to the 3,300 workers who lost their lives during 1988 in work-related accidents and injuries. From the left are Mobile members R.A. Waitten, Torre Kidd, Robert Pritchett, Stephen Fulford, Jack Kennedy and Robert Scott.



Dravo Has New Contract

Crewmembers aboard the Dredge Albatross, along with other SIU members working on Dravo Basic Materials equipment, recently ratified a new union contract covering working hours, wages and conditions. Pictured above right, wearing the traditional SIU white cap, are Albatross SIU men (left to right) Jimmy Bannister, Oliver Jackson and Lawrence Thomas. At left is crewmember Lonnie Abrams. The Albatross is working on the Alabama River about 160 miles north of Mobile.



House, Senate Hung Up On Issues in Oil Spill Bill

Disputes between House and Senate conferees signaled the start of meetings between the two groups of legislators to create a compromise omnibus oil spill bill.

About the only agreement the two sides reached during their first meeting late last month was to name U.S. Representative Walter Jones (D-N.C.), the head of the House Merchant Marine and Fisheries Committee, as chairman of the conferees. After that the meeting broke down over the issue of adopting the international protocols governing liability for oil spills.

Senator George Mitchell (D-Maine) stood up for the previously passed Senate bill when he stated the U.S. should not become a signatory to the international liability fund. He said it should be handled as a treaty with the Senate providing advice and consent before the U.S. adopts it. The Senate majority leader noted his body has refused to give its consent on the matter for the last five years and has no intention of doing so now.

After hearing Mitchell explain the international convention sets liability standards lower than some already instituted by several states, Senator Ted Stevens (R-Alaska) noted the time for the protocols had come and gone.

House members were upset by the position being taken by the senators. Congressman Don Young (R-Alaska) reminded senators that the House had included the protocols in its oil spill bill and had the right to negotiate for its passage in the compromise bill. Representatives Gerry Studds (D-Mass.) and Claudine Schneider (R-R.I.) asked that the protocols fight not hold up the rest of the legislation.

The conferees have scheduled subcommittee meetings through May to tackle other areas of disagreement. Besides the different language involving the protocols, the two branches did not agree on when and if double hulls/double bottoms should be used. The House bill called for all newly constructed tankers entering U.S. ports to be

fitted with double hulls or bottoms. Existing tankers would have to phase in double hulls or bottoms over a 15-year period. The Senate bill required the federal government to issue regulations on tanker construction.

Skinner Urges Phase-Out of Single Hulls

The Bush administration is urging House and Senate conferees to adopt double hulls on deep sea tankers by the year 2000.

Transportation Secretary Samuel Skinner stated the administration's position in a letter to the conferees dated May 9. "The Administration generally supports requiring double hulls on new construction of ocean-going tank vessels, if consistent with findings in the National Academy of Sciences report that double hulls are safe and afford a better protection to the environment than other design features," the letter read. He said the administration believes single-hull, deep sea tankers should be phased out after 25 years of service.

Skinner noted the administration would not object to an exemption until 2015 for vessels servicing a deepwater port licensed under the Deepwater Port Act of 1974 unless an international double-hull standard is implemented before then.

Concerning the tankers and barges plying the inland waterways and Great Lakes, Skinner stated the double-hull requirement should be extended until 2015. He noted freshwater crafts generally have longer lives than saltwater vessels. However, he urged inland and Great Lakes companies to begin building only double-hull tankers and barges.

Skinner stated the administration wants to work with the conferees to create legislation "that will afford the greatest protection to the environment without disrupting oil supplies, sending American refining jobs offshore or imposing unjustified burdens on the American consumer."



Those completing the six-week bosun recertification training include (left to right, front row) Michael Kadderly, Jim Carter, Instructor John Smith, Paul Lewis, (second row) Carmine Bova, Robert Carson, Jim Dawson, (third row) QMED Frank Tymczyszyn, Lawrence Zepada, Robert E. Allen, Mike Willis, (back row) John Thompson, Errol Pak, Lee Lohman and George Diefenbach.



As trainees watch, bosuns go over the side of the Bull Shepard in a bosun's chair to demonstrate safety techniques while chipping and painting.

Thirteen Union Deck Department Members Graduate from Top-of-the-Line Training Course

"They were a fantastic group to work with," said Lundeberg Instructor Ed Boyer of the most recent group of Seafarers to complete the bosun recertification program.

"They were outstanding, fabulous," the 16-year teacher went on. "It was a wonderful opportunity to work with these guys."

Thirteen bosuns from across the country graduated during the monthly SIU meeting May 7 at Piney Point, Md. Seven of the bosuns started their careers as trainees at the Lundeberg School, a fact that did not escape Boyer's notice.

"Over half of them sat in my basic deck classroom course back in 1974 and '75," he remembered. "A few years later they were attending able seaman training, then the bosun program. I've known some of them all their adult life. It is a wonderful feeling to see them go all the way to the tip-top of the union."

The bosuns received refresher courses in firefighting, deck and shipboard procedures, first aid, safety and ship handling. They

took part in union education classes that included a visit to the nation's capital in Washington, D.C.

One of the courses taken by the bosuns was to work with the men and women just starting their maritime careers. The group helped the trainees with knot tying and provided firsthand accounts of life at sea. The bosuns also worked the trainees around the Bull Shepard, a training vessel tied to the docks at Piney Point, to show the newcomers a variety of techniques they will need to know when they board their first ship.

All the bosuns commented that meeting and working with the trainees was one of the highlights of their stay at the Lundeberg School. "Don't forget to mention that we beat them several times in softball games," Recertified Bosun Jim Dawson laughed to a chorus of cheers from his classmates.

During the graduation ceremony, the bosuns thanked the SIU for the opportunities it has provided them and advised the trainees to continue learning and upgrading once they go to sea.



Mike Willis extinguishes a pit fire during training at the University of Maryland firefighting center in La Plata.



James Carter (left) and Jim Dawson listen to a speaker during a Washington rally for striking Greyhound drivers. Carter provided several of the photos on this page.



Bosun recertification training is not all classroom work as George Diefenbach (left) assists Jim Dawson into his firefighting gear at the La Plata, Md. facility.



Recertified Bosun Errol Pak (left) shows trainee Timothy Williams how to tie a knot.

Eastern, Unions Resume Talks

Court Removes Lorenzo as Company's Head Man

Talks to end the 14-month strike by the International Association of Machinists (IAM) and Eastern Air Lines continue following a court-ordered change in the company's pilot seat.

Federal Bankruptcy Judge Burton Lifland late last month agreed with the IAM as well as the Air Line Pilots Association and Transport Workers Union that Texas Air Chairman Frank Lorenzo was incompetent to run the airline and placed a trusteeship headed by Martin Shugrue to take over Eastern.

"Charlie Bryan (president of the machinists' local representing Eastern) has met with Shugrue," said IAM spokesman Frank Ortis. "They have opened a dialogue and had a positive meeting. Charlie said he was pretty responsive but we all know Eastern can't make it without labor peace," Ortis added.

The final straw for Lifland and the committee of unsecured creditors—representing travel agents, banks, aircraft manufacturers, ticket holders and unions—came when Lorenzo's management team reneged on a deal to repay more than \$1 billion in debts. That agreement, which was supported by the judge and a majority of the committee but opposed by the unions, called for a return of 50 cents on the dollar. It was reached in March, but Lorenzo withdrew it unilaterally by the end of the month.

Shugrue had been in charge of Texas Air's other airline, Continental, but was forced to resign by Lorenzo. He was the person named to head Eastern if a buyout by former baseball commissioner Peter Ueberroth had not been

blocked by Lorenzo last year.

Ortis noted that Shugrue is a veteran of both the worker and management sides of the airline industry. "He had been a pilot and worked his way up," Ortis said.

IAM President George Korpius noted the union had been trying to warn Lifland how Lorenzo was destroying the airline. He said the union was pleased that "Lorenzo has finally been exposed as the incompetent, conniving, greedy airline wrecker he is," but this could have been settled months ago.

The strike by the IAM against Eastern began March 4, 1989, one day after Lorenzo locked the gates on the employees. The machinists were joined by the pilots and flight attendants in a sympathy walkout, effectively stopping the airline. Lorenzo filed for federal bankruptcy protection on March 9, 1989. He since had been trying to rebuild the carrier with scabs and through the court system.



Frank Gill (left) hits the bricks with Joe Moss, a Machinists union picket captain, at Los Angeles International Airport. Seafarers across the country are continuing their support of the strike against Eastern Air Lines.



Seafarers show their unity with members of the Amalgamated Transit Union who are striking against Greyhound. SIU members (left to right) T. Catania, Ambrose Cuccinotta and R. Gorbis display the Seafarers banner during a New York solidarity rally last month.

NLRB Rules For Bus Co. Strikers

The Amalgamated Transit Union (ATU) will be filing unfair labor-practice charges against Greyhound Lines based on a National Labor Relations Board decision announced May 15.

The ruling charged the bus company with imposing the terms of its bargaining proposal on drivers before a negotiating impasse was reached. The ruling could make Greyhound fire the more than 3,000 scabs hired as "replacement drivers."

The NLRB announcement came one week after Greyhound Chairman Fred Currey unilaterally declared the strike over. More than 9,000 union members continue to picket against Greyhound despite Currey's bold assertion.

ATU President James La Sala said the remark by Currey was like "Napoleon declaring victory at

Waterloo. It is both ridiculous and false."

Currey made the statement May 7 after negotiations between the ATU and management fell through. Federal mediators brought Greyhound to the table for the first time since mid-March. Ed Strait, president of the ATU council of Greyhound locals, decried Greyhound's latest offer as "an insult" and providing "no dignity for the drivers."

The company offered a four-year wage freeze followed by a 3 percent hike in each of the next two years. Greyhound also sought to eliminate around 4,000 union jobs during the term of the contract. Union members had agreed to wage rollbacks in their two previous contracts. The union is seeking to recover some of those reductions, especially since Greyhound showed a profit in 1989.

Keep Merchant Marine Strong Is Maritime Day Message

One way to pay respect to those U.S. seafarers who lost their lives in time of war is to keep the U.S.-flag merchant fleet strong in time of peace.

This was the sentiment of the government officials, maritime representatives and union officials who participated in the annual Merchant Marine Memorial Service on May 22 in Washington, D.C. The event was held in two parts with one hosted by the Department of Transportation in its building while the other took place at the Washington Navy Yard.

Captain Warren Leback, head of the Transportation Department's Maritime Administration, noted that without the "supreme sacrifices of merchant mariners in all wars" history may have been different. Leback, a former mariner himself, said, "Merchant mariners and seafarers are so often forgotten in times of peace."

Rear Admiral Francis Donovan, the newly appointed commander of the Military Sealift Command, took part in a wreath-laying ceremony at the Navy yard. In his speech, he reminded those in the audience honoring the maritime

heritage that the military and merchant marine have a strong interdependence. "We need a strong merchant marine in times of war and peace," Donovan said.

In 1933, Congress designated May 22, the date in 1819 the SS Savannah made the first transatlantic steamship voyage, as National Maritime Day. Memorial services are held nationwide to honor those men and women who died in service to their country as merchant mariners. During World War II alone, 733 American vessels were sunk and more than 6,000 seafarers lost their lives.



Lundeberg School students stand at attention during the playing of Taps at the Merchant Marine Memorial Service.

Sen. Matsunaga Succumbs to Cancer



Spark M. Matsunaga

U.S. Senator Spark M. Matsunaga (D-Hawaii), a good friend of the Seafarers as well as organized labor, died of cancer April 15 in Toronto, Canada. He was 73.

Matsunaga had a long and distinguished career in public service. While working on his bachelor's degree from the University of Hawaii, he served as a public school teacher. During World War II, he was a highly decorated member of the Army's famous 442nd Regimental Combat Team, the

most decorated unit in American history. It was comprised of Japanese-American citizens including his fellow Hawaiian senator, Daniel Inouye.

After holding several governmental jobs, the Hawaii native was elected to the territorial House of Representatives where he served from 1954 to 1959. He came to Washington as a congressman in 1962 and was elected to the Senate in 1976.

Promoted U.S.-Flag Fleet

In his biggest victory for the Seafarers and the maritime industry, Matsunaga managed to pass a bill allowing a tax break for conventions held aboard U.S.-flag vessels. The legislation allowed U.S.-flag cruise ships to compete against hotels and foreign-flag vessels for convention trade.

He was known to his friends and constituents for his warm and easygoing manner. He quietly had worked his way to the second highest ranking position, behind Chairman Lloyd Bentsen, on the Senate Finance Committee at the time of his death.

TLC Marks SIU Crew Handling Of Great Lakes Cement Carrier

The J. A. W. Iglehart is well into its 26th season delivering cement to Great Lakes ports as a self-unloading carrier. The 500-foot vessel carries dry bulk cement from Alpena, Mich. or Bath, Ontario, Canada to Detroit, Buffalo, Cleveland or Duluth, Minn./Superior, Wis.

The pride Iglehart crewmembers have in their vessel is evidenced in the tender, loving care spent in keeping up the appearance of the Inland Lakes Management vessel. When looking at the Iglehart from the deck to within the bowels of the conveyors, it is hard to believe the ship is 54 years old.

The Iglehart came out of the Sun Shipyard in 1936 as the deep sea tanker Amoco, according to Gene Stafford, vice president for administration at Inland Lakes Management. "It was one of the first tankers built under the direction of the Maritime Administration," Stafford continued. "It preceded both the T-1 and T-2 tankers."

During the early '60s, the vessel began calling on the "sweet" waters of the Great Lakes. In 1965, the ship, renamed the Iglehart, came out of the Bay Shipyard in Sturgeon Bay, Wis. as a self-unloader.

Above the noise of the conveyors, Wheelsman Joe DeVogel told a Seafarers LOG reporter: "There is a lot of work on this ship, but it is a good one to be on."



Wheelsman Joseph DeVogel (left) and Conveyorman Wayne Portice (right) escort Algonac Port Agent Jack Allen aboard the cement carrier as it unloads in Cleveland.



Oiler Gene Hayes keeps an eye on the engine room to make sure there are no hitches while the vessel is docked.



Wheelsman Joe DeVogel checks an open hatch in a conveyor to make sure the cement is unloading properly.



Porter Bob Engleman has his hands full taking care of the dirty pots and pans between meals.



Second Cook Harley Thies is busy whipping up dessert in the galley because he knows the members will want their cake when supper is served.



Porter Ahmed Kaid prepares a fresh pot of coffee for cold crewmembers during a wintery spring day in Ohio.



Watch Able Seaman Gerald Sacon, in photo at left, adjusts a lever to ensure an even flow of cement through the Iglehart's conveyor belt.



Who says you can't sit down on the job? Deckhand Lee Howard chips away at a railing while the Iglehart is docked on the Cuyahoga River in downtown Cleveland.

George Horne Dies at 87, Was N.Y. Times Marine Editor



George Horne

George Horne, who for more than 40 years as a New York Times reporter and editor covered the New York waterfront and maritime, and who frequently reported on the activities of the SIU, died on April 19 at the age of 87 at his home in Ardmore, Okla.

A native of Texas who was raised in Oklahoma, Horne was attracted to the excitement of New York's harbor when it teemed with shipping activity. Passenger and cargo ship piers virtually ringed lower Manhattan and dotted the Brooklyn, Staten Island and New Jersey waterfronts.

Horne began his marine writing career after attending Columbia University in the early '20s, first writing a shipping column for the Morning Telegraph, then for the New York American. In 1927 he became a ship news reporter for the New York Times, which named him editor of the ship news department in 1940. During World War II he covered invasions in the South Pacific.

In 1960 the Times merged cov-

erage of the shipping, aviation and automobile industries into the transportation news department, with Horne as editor. A gentle and unassuming man, Horne was widely respected throughout the industry for the accuracy and fairness of his reporting.

He covered a couple of SIU conventions in Washington during the presidency of the late Paul Hall with whom he spent many long hours over the years discussing events impacting on the condition of U.S. shipping.

Horne retired in 1970. He is survived by his wife of 60 years, the former Carolyn Mather, a Scottish actress whom he first met while covering the arrival of a passenger vessel in New York, and two brothers, Dr. Malcolm Horne of Ardmore and Sam Horne of Washington.



Fishing Is Great in New Bedford

The New Bedford fishing fleet pulled in \$141 million in fish last year, the largest amount in the country. SIU members crew many of the port's vessels. Above, SIU fishermen talk about the good catch. Pictured left to right are SIU Port Employee Eugenio Sousa, Engineer Manuel Casqueira, Cook Manuel Pacheco and Deckhand Antonio Corugo.

Crew of Roesch Helps Vessel in 'Whiteout'



Iron ore from the SS Reserve (left) is loaded into a hopper aboard the William R. Roesch in order to lighten the grounded ore carrier.

The SIU-crewed William R. Roesch came to the rescue of a grounded ore carrier last month in the St. Mary's River near the Soo Locks between Michigan's upper peninsula and Ontario, Canada.

Snow and Bad Weather

The Pringle Transit vessel was ordered by its parent company, Columbia Transportation, to assist the SS Reserve, which was running from Superior, Wis. to Toledo, Ohio. The Roesch came alongside the Reserve and took on some of the iron ore so the Reserve could float again.

Deckhand Jack Chapin, who provided the photograph to the LOG, said the Reserve encountered a "whiteout" created by blowing snow and bad weather. The ship was trying to pass through Rockcut on the St. Mary's River, which connects Lake Superior with Lake Huron. Chapin said he was not aware of any injuries on the Reserve but the ship suffered about 300 feet of damage to its starboard side.

The Roesch was able to complete the voyage for the Reserve, then return to its normal schedule on the Lakes.

SIU-Crewed Orgulf Tug McDermott Plies The Lower Mississippi River on Coal Run

Pushing up to 35 barges, the SIU-crewed McDermott tug carefully makes its way up and down the lower Mississippi River. Usually laden with coal, the vessel's crewmembers take special care to ensure the safe navigation of the tug and her barges.

The McDermott is one of three of the largest tugs in Orgulf's fleet. Its task, primarily to transport coal,

in recent times has been made more difficult because of low water levels on the river.

McDermott crewmembers routinely stop at Moore's Landing, about 60 miles north of St. Louis, to take on supplies and fuel. The photos on this page were taken when union Patrolman Joe Sigler met with the SIU members on the vessel to go over questions con-

cerning the contract, health and welfare claim procedures, and upgrading schedules at the union's Lundberg School in Piney Point.

The J.S. McDermott, a 10,500 gross ton, triple screw vessel, was built in the early '80s and joined the Orgulf fleet when the SIU-contracted company acquired Federal Barge Lines.



Lead Deckhand Louis Timms readies the McDermott's lines while at Moore's Landing, Wyatt, Mo.



Even nightfall cannot keep Deckhand Eric Briese from his duties of splicing a wire so it can be used safely later.



Ken Hightower, cook aboard the McDermott, is well known by fellow crew members for his culinary treats. He also ships with Red Circle, an SIU company.



Deckhand Tim Phillips pitches in to carry stores aboard the tug so the crew won't go hungry.

S-L Vessels Pay Off In Long Beach, Calif.

When the Sea-Land vessels Enterprise, Navigator and Defender dock in Long Beach, Calif., a long trip across the Pacific Ocean and back is completed. The SIU-crew onboard looks forward to its just reward from the company: a payoff.

Besides receiving money from Sea-Land, it also is a time to meet with the local union representative and catch up on union and national events—such topics as the continuing Eastern strike, random drug testing and the importance of contributing to SPAD and the Maritime Defense League.

In addition to boarding the Sea-Land vessels in Long Beach, union patrolmen meet with SIU crew members when the ships dock in Oakland and Honolulu.

In photos on this page, the Sea-Land Enterprise had just returned from Okinawa, Japan and Guam. Receiving mail aboard ship on a timely basis was a concern the ship's committee reported to the union patrolman.

Safety was the main topic of discussion for the members aboard the the Sea-Land Navigator during a union meeting held before the vessel sailed for the Far East.



SEA-LAND ENTERPRISE—In photo above, payoff is the time to discuss any problems that may have occurred during the voyage. Meeting with Wilmington Port Agent Don Anderson (seated left) are members of the ship's committee (left to right) AB John Emrich, AB/Deck Delegate E.F. O'Brien, Electrician B.H. Waddell, Bosun J.V. Schoenstein, Engine Delegate B.D. Wright and Chief Cook/Steward Delegate H.A. Curry.



SEA-LAND ENTERPRISE—In photo at left, Chief Cook H.A. Curry (left) and Steward W. Williams pose for a quick picture outside the galley.



SEA-LAND DEFENDER—In photo above, members of the ship's committee hold a union meeting. From the left, they are: AB Eugene Oya, Electrician/Educational Director R. Gumanas, DEU/Engine Delegate Steve Rollins, Bosun/Chairman Rafael Clemente, AB/Deck Delegate Robert Funk, Wilmington Port Agent Anderson and Chief Cook/Steward Delegate D'Vaughn Scruggs.



SEA-LAND DEFENDER—Steward/Baker James Jones, in photo at right, takes the opportunity to ask for a clarification of the contract.



SEA-LAND NAVIGATOR—Members of the ship's committee (left to right) Steward-Baker/Ship's Secretary John Alamar, Bosun Christian Christensen, Chief Cook/Steward Delegate Jimmy Williams and AB/Ship's Chairman Don McFarland meet with Wilmington Port Agent Don Anderson (left).



SEA-LAND NAVIGATOR—Wiper Mohamed Abubaker Ahmed (left) and GSU Munassar H. Mohamed get some of Chief Cook Jimmy Williams' great food. The Sea-Land Navigator is on a run to the Far East.

School Training Saves Life Of Lundeborg Student

Fast action and teamwork saved the life of Lundeborg School Trainee Don Baker after he had an allergic reaction to medication he had taken.

Baker, like other members of Class 453, was feeling the effects of a high pollen count around Piney Point last month. A classmate gave him some medicine to ease his problem; however he did not know Baker was allergic to it. While standing watch in his dormitory, Baker took the medication and soon went into convulsions.

Trainee Vin Ennis saw his friend fall and quickly called for a security guard. Ray Nahrgang, who is trained in first aid and CPR, responded and brought Baker back to consciousness after applying CPR. Baker was taken in an ambulance staffed by volunteer

paramedic and Lundeborg school admissions employee Cindy Knott to a local hospital where he spent the night under observation. He returned to school the next day still a little shaken by the experience, but in good health and spirits nonetheless.

The student body organized a special awards ceremony for Nahrgang, Ennis and Knott as well as first aid instructors Byron Cummings and John Smith. Baker publicly thanked all involved and advised the trainees to remember their first aid and CPR training because there is no telling when it could be needed.

SIU President Michael Sacco made a surprise visit to the student assembly and urged the trainees to continue their learning after they leave the school.



Trainee Don Baker is flanked by the two men who helped save his life April 17: Lundeborg security guard Ray Nahrgang (left) and classmate Vin Ennis.

Five SIU Members Given Commendations

SIU members are known in the maritime industry for their high level of training and professional attitude. It is, nevertheless, gratifying when others see these qualities in the membership and take the time to express their appreciation.

Five members have been singled out recently by four different companies for commendations.

High Ratings from Seahawk For Bosun Fred Sellman

"It is my opinion that were I to search for a textbook example of what a bosun should be, Mr. Sellman would come the closest to any I have ever sailed with."

Captain D.R. Webb of the Spirit of Texas wrote these words to the operations office of Seahawk Management as Bosun Fred Sellman was completing a relief job aboard the ship. Not only did the master offer high praise for Sellman, but so did the chief mate.

James Lay spoke highly of Sellman's leadership both on deck and as ship's chairman. He said many times he would suggest Sellman have the crew perform certain duties only to discover it either had been accomplished or was being done. "In a matter of practical seamanship, Mr. Sellman has consistently exceeded my expectations," Lay said. "He combines years of experience and ability to grasp the 'big picture' with a talent for utilizing his people efficiently and an old-fashioned work ethic."

Sellman, a native of Texas, served as bosun on the historic visit made by the Spirit of Texas last fall to deliver the first American aid to the Solidarity-led Polish government. The 57-year-old joined the SIU in 1970. When he was asked by the Detroit News if any experience could top the trip to Gdynia, Poland, he responded, "Nothing, nothing that would equal this. It was like electricity going through everything over there." He recounted a story about going into town, then receiving a ride back to the ship for free because the driver of a car who saw him and two shipmates walking back to the vessel remembered seeing them on television. The only English the driver spoke was "Spirit of Texas, Spirit of Texas."

Guy E. Pulliam, operations manager at Seahawk, said of Sellman, "It is a pleasure to have employees like Mr. Sellman. He shows the union can function and the excellent caliber of personnel that the union can make available to the industry."

AMSEA Praises Quick Action Taken by Cook/Baker

Cook/Baker Luis Gonzalez is known among his shipmates on the 1st Lt. Baldomero Lopez as having a nose for fine food. But on the



During his trip to Poland aboard the Spirit of Texas, Fred Sellman, right, distributes SIU caps to members of Solidarity.

morning of January 17, they were glad his nose could whiff a scent not familiar to the galley.

Brother Gonzalez smelled smoke while helping to prepare breakfast at 5:45 a.m. He immediately secured the electrical equipment in the galley and called the bridge and engine room. He then gathered and readied all the dry chemical fire extinguishers in the vicinity.

Within a few seconds, First Assistant Engineer Robert McKenna arrived in the galley and helped Gonzalez locate the source of the smoke: the steam kettle control wiring. According to Captain Michael J. Mahoney, a dangerous situation was averted thanks to Gonzalez' quick thinking.

"It is times such as this that remind all of us on the Lopez that we are fortunate to have Luis on-board," Mahoney reported to Jim Childs, chief of safety and training for the ship's contractor, American Overseas Marine (AMSEA). "He is a credit to the SIU, AMSEA and the merchant marine. All on-board commend him for his actions."

Childs, in a letter reporting the incident to SIU President Michael Sacco, noted that AMSEA is "fortunate to have high quality and progressive SIU and AMSEA training programs and blessed to have people like Luis Gonzalez on our team."

American Steamship Names Outstanding Mariner of 1989

John G. Frankovitch has been named an Outstanding Mariner for 1989 for his work in the American Steamship Company (ASC) fleet.

The conveyorman just began his eighth season aboard the MV Nicolet. The Michigan native began his career at ASC in 1971, working as a fireman on the Charles C. West. He became a conveyorman in 1974 aboard the MV H. Lee White.

The company cited Frankovitch, a member of the SIU Great Lakes Division since 1958, for "providing consistently smooth operations day in and day out." The company went on to say, "He is a great sailor, but even more importantly, he is a great person. He has the ability to make people feel comfortable, always remains pleasant and takes a tremendous amount of pride in completing every endeavor to the very best of his ability."

Frankovitch and his wife, Kathleen, have raised five sons, three of whom—Todd, Tim and Jeff—are

deck department SIU members on the Lakes. The family maintains a 168-acre cattle ranch in Rapid River, Mich. In his spare time, Frankovitch enjoys snowmobiling and country music.

Delta Queen Recognizes Valor of SIU Deckhands

Each month the Delta Queen Steamboat Company recognizes vessel personnel who have gone "above and beyond the call of duty."

Joe Giraud, deckhand aboard the Mississippi Queen, was named "Employee of the Month" for January and also was chosen the winner of the company's quarterly safety award.

Giraud jumped into the Mississippi River at Robin Street to rescue a temporary worker who tripped off the wharf, struck the boat and fell unconscious into the river.

Greg Maxwell, head deckhand aboard the Delta Queen, also was chosen "Employee of the Month" for January. He administered first aid to a coworker who arrived at the boat with a badly cut hand, then drove the injured employee to the hospital.

Members like the five mentioned above exist throughout the union and are what help make the SIU strong.

Inquiring Seafarer

Question: What did you do during the winter while the Great Lakes were iced over?

(Asked of SIU members at the union hall in Duluth, Minn.)

David Akerstrom, Deckhand—I spent my time in the union hall in hopes of getting a job. I helped Delores with some odd jobs around the hall.



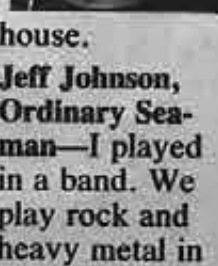
Ray Soyering, Gateman—I took my family to Florida and Disney World. It was the first time we went down there. It may be a while before we go back.



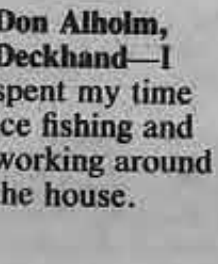
Fred Bancroft, Deckhand—I spent a lot of time working around the new house I purchased in Maple, Wis. When I could get away, I did some ice fishing.



Mike DeVeau, Deckhand—I stayed home and enjoyed the family. I also went ice fishing and did some work around the



house.
Jeff Johnson, Ordinary Seaman—I played in a band. We play rock and heavy metal in the Duluth (Minn.) and Superior (Wis.) area. Otherwise, I was Mr. Mom with my four kids.



Don Alholm, Deckhand—I spent my time ice fishing and working around the house.
Leonard Kanti, Wiper—I shot pool. I am on a team in the Duluth (Minn.) and Superior (Wis.) area. We played in several tour-



Experienced Hands Man the MSC's Kawishiwi



From the left are Bosun Mate Steve Bingham, 19 years at sea; Chief Steward Brownie Watson, 42 years; Engine Utility Keith Pendleton, 19 years; Third Assistant Engineer Dick Breslin, the "old-timer" at 44 years; and Third Assistant Engineer Gene Pangramuyen, 26 years.



Taking part in the union meeting are, seated from the left: Wiper Kariti Hartman, Steward Utility Ruben Castillo, Third Assistant Engineer Dick Breslin, Second Electrician Sam D. Wright; Standing from the left are: Chief Steward Brownie Watson, Bosun Mate Steve Bingham, Yeoman Storekeeper Herman Dial, Deck Engineer Donald Gould and Pumpman James McCray Sr.

Although the USNS Kawishiwi is one of the newest replenishment vessels in the Military Sealift Command-Pacific Fleet, experience seems to be the key word onboard the "Special K," as it is affectionately called by its crewmembers.

Third Assistant Engineer Dick Breslin has been sailing for 44

years while Chief Steward Brownie Watson is close behind with 42 years at sea.

Compared to these two, Pumpman James McCray Sr. is a mere babe. He "only" has 19 years experience. The Norfolk, Va. native grew up around ports in his hometown. He graduated from class #86 at the Lundeberg School

in 1968. "In addition to learning seamanship skills, I helped build the barracks," he proudly remembers.

McCray returned to Piney Point in 1974 to upgrade as a QMED but tried his luck on the shore from 1976 to 1979. "It didn't work out too well," he recalled. "A friend told me about MSC and I started shipping the same day aboard the USNS Passumpsic." McCray said he has not looked back to the shore since.

Remembers Being New

Sam D. Wright, second electrician aboard the oiler, discovered firsthand what could happen when a newcomer signed on. "I asked a new recruit for a fox-tail," Wright said. "He acted like he

knew what I wanted and took off."

The young man was gone so long that Wright went about his business and forgot he sent the seaman on the request. "About a half hour later, he came back, out of breath, and said he looked all over the ship but couldn't find a fox-tail. I told him I already had one. That's when he looked at the handbroom I was holding and realized what I wanted."

To help new merchant mariners gain experience, Wright and McCray have some advice. "Keep your eyes and ears open and know your job," Wright said. "Follow someone who knows what he is doing," McCray added. "Learn your job because you won't know it all at the end of your first day, week, whatever. And be a man about what you are going to do."



Yeoman Storekeeper K. "Goody" Gooden makes a point about the union's contract for the USNS Kawishiwi while Second Electrician Sam D. Wright listens.

In photo at right, Second Electrician Ed Boling (left) discusses the new MSCPAC wage scale with Pumpman James McCray Sr. (center) and Second Electrician Sam D. Wright.



Yeoman Storekeeper Herman Dial reviews the MSCPAC wage scale before a crew meeting aboard the USNS Kawishiwi. The bulletin was issued by the Government Services Division of the union advising members sailing on MSCPAC vessels of increased pay scales.



Taking a break from their discussion of the MSCPAC wage scale are, from the left: AB Maintenance Albert Scott, Pumpman James McCray Sr., Engineer Lindell Howard and Second Electrician Sam D. Wright.

QMED Procedures to Change

Starting next month, engine department members with QMED endorsements will have to begin upgrading their classification towards the rating of QMED 1 in order to retain their registration rights.

SIU members traditionally have been among the best trained and highly skilled mariners in the world. This change was instituted by the union in conjunction with representatives of deep sea contracted companies through the Seafarers Appeals Board (SAB).

The decision made last month stated all QMED members who do not have Class 1 status as defined in the basic bargaining agreement must apply for and complete the courses designated by the Seafarers Harry Lundeberg School of Seamanship to attain the next highest rating. This will begin June 16.

The board also approved making three of the 11 specialty courses for QMEDs mandatory and upgraders must take one of the three when attending the Lundeberg School. The mandatory courses include the Marine Electrical Maintenance, Pump-room Operations and Maintenance and Refrigeration Systems Maintenance and Operations.

The change that will be noticed by the members is they no longer will be able to pick which two specialty courses to study to move up one classification. Members

still will have the option to pick from one of the remaining eight courses of study. The electives include Automation, Diesel Engine Technology, Marine Electronics Technician, Hydraulics, Variable Speed D.C. Drives, Welding, Refrigerated Containers Advanced Maintenance and Electro-Hydraulics. The school has added more classes in the specialty courses to its 1990 calendar to assist those wanting to upgrade.

In calling for the change, the SAB noted the maritime industry's need for trained black gang members to handle and maintain reefer cargo containers and to be able to provide electrical, hydraulic and mechanical maintenance. QMEDs are eligible to register for up to one calendar year after receiving their present classification before applying to upgrade.

The present QMED classifications held by engine department members will be honored no matter which specialty courses they have completed.

The collective bargaining agreement lists four QMED classifications: QMED 4, one Lundeberg School specialty course completed; QMED 3, two or three specialty courses completed; QMED 2, four or five specialty courses completed; and QMED 1, six or more specialty courses completed. Wages go up in the basic collective bargaining agreement with each classification level.

USCG Honors N.J. Firefighting

Seafarers who graduated from the Freehold, N.J. firefighting training facility while attending the Lundeberg School of Seamanship will be accepted by the Coast Guard as satisfying the requirements for advanced firefighting.

Bill Eglinton, director of vocational education at the Lundeberg School, received notification from the USCG last month. Eglinton noted the training must have taken place between June 5, 1978 and December 1, 1989. Seafarers must show proof of successfully completing the course, he said.

The Coast Guard stated that those members who completed the course between the above dates will not need to attend any further firefighting training. This is important because the USCG recently announced new regulations requiring advance firefighting for those men and women upgrading or renewing maritime licenses.

New Coast Guard Rules

Eglinton said the USCG announced as of December 2, 1989, individuals must complete a course which has USCG approval for both basic and advanced firefighting. Earlier this year, the Lundeberg School became the first union training facility to offer both basic and advanced USCG approved firefighting courses.

Advanced firefighting courses are being offered June 25 through

29, August 13 through 17 and October 29 through November 2. To register, members must have taken basic firefighting within the last five years at a qualified location and present proof of completion. All trainees and upgraders at the Lundeberg School must complete the basic firefighting course.



The SIU crewed Delta Queen (top) is the only authentic, fully-restored historic steamboat in the United States to still carry overnight passengers. Her sister, the Mississippi Queen, is considered the largest and grandest steamboat ever built.

Delta Queen Steamboat Co. Celebrates Hundredth Year

This year marks the hundredth birthday of the Delta Queen Steamboat Company.

While America has changed a lot in the last 100 years, the grand tradition of steamboating still lives onboard the SIU crewed Delta Queen and Mississippi Queen—America's only two overnight paddlewheel steamboats.

The Greene family, who began the line which would become known as the Delta Queen Steamboat Company, purchased their first boat, the H.K. Bedford, in 1890. Capt. Gordon Greene, his wife Mary (herself an ac-

complished river pilot and steamboat captain) and their sons owned and operated 28 different steamers during those years.

In 1947, the Greenes' son Tom purchased the Delta Queen, today recognized as a National Historic Landmark, and brought her from California to the Mississippi.

In 1976 the company built the largest and most luxurious paddlewheeler, the Mississippi Queen, which combines the Victorian charm of the older boats with the ultimate in modern comfort and conveniences.



Purchased in 1890, the H.K. Bedford was the first steamboat owned by the company known today as the Delta Queen Steamboat Co.



Mary Greene (second from right) stands with passengers in front of the Greenland, an early river steamboat.

Egyptian Trade Unionists Visit Lundeberg School



Pictured above are members of the delegation of Egyptian trade unionists who visited the Lundeberg School.

Representatives of several labor groups from Egypt toured the Lundeberg School recently to learn about training facilities for their union members.

Those participating in the tour sponsored by the African American Labor Center are pictured at left. They include (front row, left to right) Mohamed Sharawi, Railway Workers Union president; Ahmed Abdel Latif, General Trade Union of Health Services president; Mohamed Fouad Darahem, General Trade Union of Mine Workers president; Ibrahim El Anwar, General Trade Union Textile Workers president.

In the back row, from left: Bill Eglinton, vocational educational director at the school; Abdel Latif Eish, General Trade Union of Food Industry Workers president; El Rifai Hamada, Trade Union Health and Safety secretary general; Muhammad Chahine, interpreter; and Mohamed Ahmed Afifi, General Trade Union of Chemical Workers general treasurer.

Quest for Bigger Profits Spurs Attacks on U.S. Shipping

Aims of Giant Commodity Merchants Don't Square With U.S. Interests

The second in a series of articles.

Not content with the massive government subsidies they receive for selling American farm commodities abroad, the giant grain exporters are trying to kill the requirement that allocates a share of the transport of government-generated food aid cargoes to U.S.-flag vessels.

Not by coincidence, many of the exporters—who shared more than \$2.3 billion in U.S. government subsidies between September 1985 and February 1989 under just one of the agricultural export programs—also have significant financial interests in foreign-flag shipping fleets, which could have greater access to the aid cargo if it were taken away from the American merchant marine.

As reported in the April issue of the *Seafarers LOG*, agribusiness has begun mounting a campaign in Congress to eliminate the U.S.-flag shipping requirement, known as cargo preference laws, from the carriage of taxpayer-supported food aid cargoes. The attack comes as

Continued on page 2, supplement



Piercing of the Giant Agribusiness Veil Reveals Foreign Ties, Foreign-Flag Ships

As the agribusiness conglomerates press their fight in Congress to eliminate the U.S.-flag shipping requirement from the carriage of government-generated food cargoes, they hide behind public interest arguments.

As the cargo preference battle on Capitol Hill intensifies this summer, the *Seafarers LOG* has been digging into all aspects of these global agribusiness establishments. The research reveals some startling facts.

For instance, who would have dreamed as these interests were pleading with Congress for the right for foreign-flag ships to carry their profit-swollen food aid cargoes that they were tied to foreign interests and that many of them operated ships under foreign registries?

The group fronting for the giant grain interests is known as the North Ameri-

can Export Grain Association (NAEGA). This organization's representative, in recent House hearings on the farm bill, urged Congress to eliminate the cargo preference requirement governing the carriage of taxpayer supported food aid cargoes. This is the group that attacks the maritime industry in newspapers around the country.

NAEGA's membership primarily is made up of the world's largest agribusinesses, trading houses and commodity brokerage firms. (See list on supplement's page 4.) Of the companies that pay money to NAEGA to have the trade association press their agenda, half have foreign parents. Eighteen-and-a-half of NAEGA's 37 companies beneficially are owned by interests in Switzerland, the United Kingdom, Japan, France, Italy, Canada and Australia.

Additionally, many of NAEGA's companies own or have a stake in foreign-flag vessels. Often the ownership is hidden through a series of subsidiaries or charter arrangements. Most of the grain trading houses that make up NAEGA's membership are involved in the business of transporting commodities. While by no means complete, here is a glimpse of some of the global agribusiness giant's shipping connections:

- Cargill, Inc., the largest privately owned company in the United States, with offices in 52 countries around the world, owned or chartered an ocean-going fleet of 24 foreign-registered vessels in 1985. Two years later, the agribusiness giant reported that it was expanding its foreign-flag fleet. Among Cargill's fleet are the bulk/oil carriers, the *Seneca* and *Sequoia*, which are man-

Continued on page 4, supplement

China Buys U.S. Wheat
WASHINGTON, Jan. 8 (AP) — China has bought an additional 200,000 metric tons of United States wheat under a price subsidy program. The Agriculture Department said the sales were the largest since 1985.

Soviets Buy More Wheat
WASHINGTON, April 25 (AP) — The Soviet Union has bought an additional 145,000 metric tons of United States wheat. The Agriculture Department said the sales were the largest since 1985.

Subsidized US Wheat Sales To Soviets Hit \$481 Million
WASHINGTON — U.S. wheat sales to the Soviet Union have reached \$481 million since 1985, the General Accounting Office said in a report. The report says that the sales were made under a price subsidy program.

Wheat Subsidies Tally
WASHINGTON, March 13 (AP) — United States wheat sales to the Soviet Union were worth \$481 million over 25 months, the General Accounting Office said in a report. The report says that the sales were made under a price subsidy program.

Grain Prices Pushed Higher By Expected Foreign Sales
Futures/Options
Grain prices were pushed higher by expected foreign sales, according to a report from the General Accounting Office. The report says that the sales were made under a price subsidy program.

Stories in the nation's press report on the highly profitable export grain sales subsidized by the American taxpayer.

'Export Enhancement Program' is Another Way of Saying Bigger Tax Payer Subsidies for Giant Grain Exporters

Continued from previous page

the legislative body prepares to debate the renewal of the 1985 Food Security Act, known as the farm bill.

Their goal appears to be the repudiation of a compromise that was worked out five years ago between farm groups and the maritime industry—an arrangement which enabled the two constituencies to support each others' objectives. In 1985, as the so-called farm bill was being considered by Congress, the maritime industry agreed that certain government-sponsored agricultural export programs would be exempted from cargo preference. In return, the farm interests agreed to increase the share of cargoes to be transported by U.S.-flag vessels from 50 percent to 75 percent under the government-donated food aid programs known as Food for Peace or Public Law 480 (P.L. 480) and Section 416.

The compromise arrangement has been extremely profitable to giant farm and commodity interests, and has provided some basic underpinnings for the American-flag fleet.

All worked well until the changing political climates in Eastern Europe led to an American aid program being enacted by Congress last fall. During the debate on that issue, the giant grain interests sought to bypass the use of American-flag ships in the carriage of food aid to Poland on the grounds that use of foreign-flag vessels would be cheaper and consequently would free up funds to buy more grain.

This argument touched off an angry response from many members of Congress who reasoned that if the grain interests felt the low cost, low wage foreign-flag ships were to be used in the aid transaction, it then would be appropriate to similarly buy the grain that American taxpayers would be sending the Polish nation in the world market where a number of nations were offering commodities at lower-than-U.S. prices.

The effort to eliminate cargo preference laws from the food aid directed towards Poland and other Eastern European nations was soundly defeated in Congress. Many legislators reasoned that while aid to the emerging democratic countries was vital, it was also important to promote American farm products as well as the U.S.-flag fleet.

Having been defeated in Congress last fall, the grain interests, spearheaded by the group known as the North American Export Grain Association, are making another try to torpedo U.S. shipping.

As this fight has been developing, the Seafarers LOG has been uncovering a great many facts which cast a cloud over the motivations and activities of the giant grain interests as they attempt to wipe out cargo preference laws—a policy that has protected America's economic and national security since the end of World War II.

Here are some of the facts that have come to light:

Ship Cost Small Percent

In fiscal 1989, for example, the Department of Agriculture spent \$1.4 billion to underwrite the foreign sales of agricultural products under the provisions of P.L. 480 and Section 416 laws, which is government-donated aid. In the same year Agriculture laid out \$72.2 million to cover the cost differential between American and foreign ocean freight costs in carrying 50 percent of these P.L. 480 cargoes in U.S.-flag vessels.

The Department of Transportation paid an additional \$43.7 million in maritime subsidies to cover the remaining 25 percent of the cargo reserved for the American-flag fleet under the provisions of the 1985 Food Security Act.

In other words, the \$1.4 billion in subsidies paid to agribusiness were 12 times greater than the total outlay of \$116 million required to cover maritime's ocean freight differential.

\$7.2 Billion for Ag Exports

In addition to the \$1.4 billion spent on P.L. 480 and Section 416 aid cargoes, the Department of Agriculture had outlays of \$5.8 billion to promote agricultural exports, which included the so-called Export Enhancement Program, guaranteed loans and other assistance programs. The U.S. government therefore spent a total of \$7.2 billion dollars on behalf of the nation's agricultural exports.

On the other hand, the cost of transporting food aid cargoes on U.S.-flag vessels in the same time period, fiscal year 1989, was \$116 million. Even if the Operating Differential Subsidy funds are added to the amount of funds the U.S.-flag fleet receives from government (\$220 million in FY 1989), the total monies spent on behalf of American shipping comes to \$336 million. (It also should be noted that very little ODS funding goes to vessels engaged in the transport of P.L. 480 cargoes.)

While the U.S. government spent \$7.2 billion subsidizing American agricultural

exports, it only spent \$336 million to support a U.S.-flag fleet that is vital to the nation's security in times of national emergency and ensures that essential products reach America in the event of economic embargoes and boycotts called by foreign interests.

Export Enhancement Program

Under one of the agricultural export promotional initiatives known as the Export Enhancement Program, giant grain dealers enjoy a direct government subsidy. Under EEP, a program established by the 1985 farm bill to make American agricultural commodities competitive with the subsidized food products of the European Community and other nations, an exporter receives a subsidy from the U.S. government for the difference between the American cost of the product and the commodity's world rate.

The subsidy paid under the EEP program is handed over to the exporter in the form of "bonuses" paid in certificates issued by the Commodity Credit Corporation, the Department of Agriculture's wholly owned entity. The certificates can be transferred or sold to another person or exchanged for commodities owned by the CCC.

The sweeping extent of the payout to agribusiness under the EEP program was contained in an analysis prepared by the General Accounting Office, the government's financial watchdog agency.

The chart that appears at the bottom of page 4, supplement, shows the biggest beneficiaries of this program between September 1985 and February 1989. Some of the highlights of the GAO's report show:

- The company at the top of the list is Cargill, Inc., which received nearly \$445 million of subsidy in the span of less than three and one-half years, more money than the entire maritime industry gets in government subsidies annually.
- Of the 71 companies receiving EEP "bonuses," most are international commodity trading companies, financial institutions or giant agribusiness establishments.
- Twenty-six of the EEP recipients, or 37 percent, were beneficially owned by foreign interests. In one of the great ironies of the EEP program which was established to combat the heavy subsidies the European Community was providing its agricultural community, a large amount of American government subsidies are going to British, French, Italian, Swiss and Austrian companies.

- The total amount of U.S.-government subsidies going to foreign-controlled groups under the EEP program is close to \$1 billion dollars or 38.5 percent of the total funds.
- Subsidy payments totalling \$66 million were divided among seven Japanese-owned exporting firms.
- The General Accounting Office analysis showed that, during the 29-month period covered in its study, U.S. subsidies on wheat sold to the Soviet Union added up to \$481 million—the largest amount spent on shipments to any one country.
- Wheat is the major item under the Export Enhancement Program, but bonuses also are paid on a variety of products ranging from eggs to milk cows. Five countries were the biggest wheat buyers under the program: the Soviet Union, China, Algeria, Egypt and Morocco.

Subsidies Reach 50 Percent

Subsidies under the EEP program reached very high proportions. The GAO study reported that wheat sales were subsidized by 25 percent in 1986, 47 percent in 1987 and 29 percent in 1988. That meant that in 1987, when the sales price of wheat was \$2.19 per bushel, the amount of subsidy received by the giant grain exporters was \$1.04 per bushel.

Wheat flour sales were subsidized by 51 percent in 1986, 78 percent in 1987 and 57 percent in 1988. In dollars that translates to a sales price of \$7.33 per CWT for wheat flour in 1986 of which \$3.74 was a U.S. taxpayer-supported subsidy. In 1987, the average sales price was \$6.05 and the government's bonus payment was \$4.70.

Shipping Cost Goes Down

While agricultural subsidies grow each year to keep American farm products competitive in the world market, it is costing the U.S. taxpayer less to maintain an American-flag commercial fleet. In other words, the ocean freight differ-

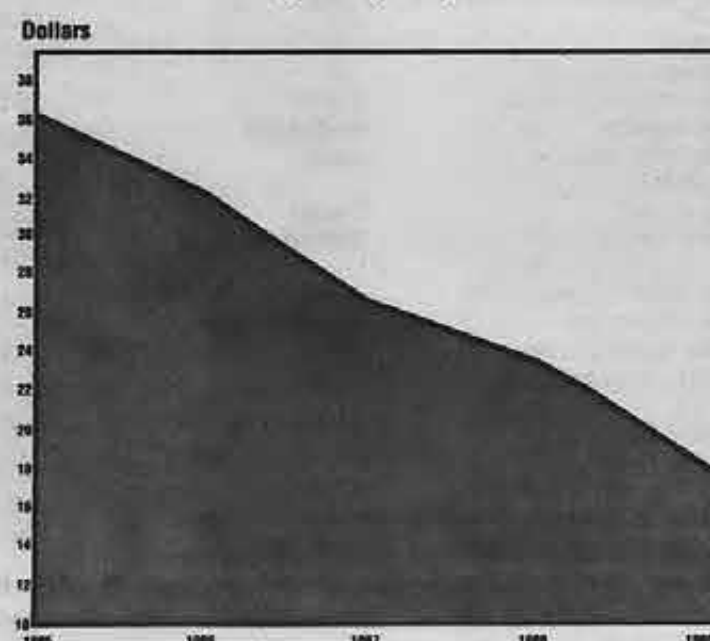
ential costs to the U.S. government for shipping P.L. 480 and Section 416 cargo have declined as the U.S.-flag fleet modernizes.

Statistics compiled by the U.S. Department of Agriculture, PL480 Operations Division, show that the average ocean freight differential costs per metric ton declined from \$32.27 in 1986 to

	1982	1983	1984	1985	1986	1987	1988	1989
All Vessels/All Cargoes:								
Average U.S.-Flag Rate				\$64.23	\$56.30	\$53.43	\$39.36	\$24.71
Average Foreign-Flag Rate				\$28.15	\$30.04	\$28.02	\$36.51	\$39.11
Average Ocean Freight Differential	\$32.18	\$37.63	\$32.42	\$36.01	\$32.27	\$26.63	\$23.84	\$18.06
Bulk Vessels/Wheat:								
Average U.S.-Flag Rate				\$49.46	\$50.29	\$44.63	\$51.50	\$46.64
Average Foreign-Flag Rate				\$23.80	\$17.52	\$23.37	\$31.06	\$30.89
Average Ocean Freight Differential	\$31.26	\$37.03	\$29.27	\$29.03	\$28.17	\$23.82	\$20.86	\$15.42

Source: Data obtained from the U.S. Department of Agriculture, Public Law 480 Operations Division.

P.L. 480 — TITLES I & III
AVERAGE OCEAN FREIGHT DIFFERENTIALS
(Dollars per Ton)



Data Source: U.S.D.A., P.L. 480 Operations Division

\$26.63 in 1987. The difference in cost between foreign-flag shipping and the American-flag fleet continued to decline in 1988 and 1989. The ocean freight differential was down to \$23.84 in 1988 and reached \$18.06 in 1989.

That's a savings of nearly 33 percent per metric ton in the span of just two years.

Already Rebuffed by Congress

Last October, many in Congress foretold the agribusiness conglomerates of the problems they would face when they attempted to challenge the cargo preference requirement for transporting aid sent to the Solidarity-led Polish government.

"Why should American crews on ships most likely built in America, flying the flag of America, of companies that still choose to do business and stay here in our country be punished?" asked Congressman Larry Smith (D-Fla.). "It will be punishment, because the bottom line is that when those ships, if we agree with the (cargo preference opponents), come steaming into a harbor in Gdansk, they will be flying a Liberian flag."

Congressman John Miller (R-Wash.) noted, "United States wheat costs between \$161 and \$166 per metric ton and European wheat costs about \$158 per metric ton. So if the proponents of these amendments want to be fair, we should buy European wheat to help Poland. Under a truly open and competitive market, we could get more wheat and butter for Poland because European products are cheaper and they do not need to be shipped as far."

Congressman Norman Lent (R-N.Y.) said Congress should support both the American farmer and American merchant seaman. "Our nation needs both," he announced.

Congressman David Nagle (D-Iowa) warned farm state groups, "I know what they are going to tell us next year when we ask for their help. I do not think we can grow corn in hell, but that is where they are going to tell us to plant it."

Congressman Robert Torricelli (D-N.J.) summed up the feeling of a majority of members by saying, "What we want is an American ship with an American flag unloading American product with an American label, headed toward a shelf to be read with an American flag on the container, so that it would be clear to all the Polish people that when they needed the United States, we were there."

Recipients of Taxpayer-Supported Subsidies for Agricultural Exports

What follows is a list of companies that have received U.S. government subsidies for exporting agricultural products under the Export Enhancement Program from September of 1985 through February 28, 1989. If the company is foreign owned or controlled the country of the parent is listed as well.

Company	Ownership/Control	Value of Subsidy
Cargill, Inc.		\$444,943,150
Continental Grain Co.		429,124,477
Loire Graines Corp.	France	309,124,097
Artis, Inc.	Italy	142,083,015
ConAgra Subsidiaries		
Peavy Co.		95,005,542
ConAgra Poultry Co.		30,296,154
Nichols Grain, Ltd.	Switzerland	33,841,380
The Pittsberry Company	Great Britain	81,488,255
Bunge Corp.		71,940,854
Garnac Grain Co., Inc.		62,555,824
CAM USA, Inc.		49,263,872
Gold Kist, Inc.		45,023,093
Union Equity Cooperative Exchange		41,551,257
Tradegate, Inc.	Switzerland	37,510,000
Vicent-Nelson Trading USA	Austria	36,280,150

Archer Daniels Midland Subsidiaries		
ADM Milling Co.		35,450,434
Flaeschmann-Korth Milling		109,621
Extrude International	Great Britain	32,700,364
Touffier International	European (null)	28,792,070
Fininvest USA, Inc.	Italy	25,307,142
Cargomat, Inc.	Luxembourg	24,305,121
Mitsubishi Int'l Corp.	Japan	23,703,082
America Richman, Inc.	Japan	21,505,492
Land O'Lakes, Inc.		13,776,941
Carey Agri-International		13,776,941
Nevada Esmah		11,583,987
American Market Services		9,691,855
Hartlett and Company		8,501,233
Marshall American Corp.	Japan	8,511,308
International Multifoods		7,905,544
Central States Enterprises		6,616,566
Trucon, Inc.	Great Britain	6,508,550
Servac International		5,388,114
Nichols West American Corp.	Japan	5,231,363
Samrice, Inc.		4,890,184
Holstele-Fresian Services		4,382,452
Balfour MacLaine Int'l Group		4,038,764
Bifford Grain Corp.	Japan	4,000,864
Lanza International Limited	Canada	3,303,893
Foodfert West Corp.	France	3,208,710
Great Western Milling Co.	Canada	2,494,177
Belgrand USA, Inc.	Italy	2,208,898
Amber, Inc.		3,177,154
Phillips Brothers, Inc.		3,164,421
National Food Corp.		2,877,000
Harvest States Cooperative		2,760,536
C. Roth and Co. (America)	Japan	2,719,596

Cereal Food Processors		1,999,861
Extra-Blends, Inc.	Mexico	1,940,371
Edgars Grain, Inc.	Australia	1,849,780
Rahr Milling Co.		1,593,256
Gress Foods, Inc.		1,553,561
T.K. International, Inc.		1,413,810
Exodus Holdings		1,330,622
Overseas Grain Corp.		1,215,722
Brown Swiss Enterprises		1,061,639
Golden Grains, Inc.		909,974
Decoster Egg Farms		708,003
Past Food Merchandisers	Canada	508,947
Proline Corp.		471,777
Minnesota Milling Co.		453,571
Remondone-Grain (USA)	Japan	438,758
OSH Livestock Int'l Inc.		100,000
Woodhouse Durr & Carey	Great Britain	114,998
First Interstate Trading		110,500
Hidden Villa Ranch		32,975
P.S. International		17,836
McCall Sanders Marketing		16,025
Heller and Company		13,319
Dolphin Shipping & Trading		5,775
AJC International, Inc.		3,917

Total EEP Subsidies \$2,317,180,363

Note: Total may not add due to rounding.

Sources: Name of company and amount of EEP subsidy received is from GAO report (GAO/NSLAD-90-59FS: International Trade) compiled from data provided by USDA's Foreign Agriculture Service Office. Company ownership was established through business information directories and databases.

China Buys U.S. Wheat
WASHINGTON, Jan. 8 (AP) — China has bought an additional 300,000 metric tons of United States wheat under a price subsidy program, the Agriculture Department said today. The wheat is to be delivered to the country by U.S.-flag vessels.

Soviets Buy More Wheat
WASHINGTON, April 25 (AP) — The Soviet Union has bought an additional 149,000 metric tons of United States wheat under a price subsidy program, the Agriculture Department said today. The wheat is to be delivered to the country by U.S.-flag vessels.

Subsidized US Wheat Sales To Soviets Hit \$481 Million
WASHINGTON — U.S. subsidies on wheat sold to the Soviet Union were worth \$481 million over 20 months, the General Accounting Office said today. The subsidies are paid to U.S. exporters to help them compete in the world market.

Wheat Subsidies Tally
WASHINGTON, March 12 (AP) — United States subsidies on wheat sold to the Soviet Union were worth \$481 million over 20 months, the General Accounting Office said today. The subsidies are paid to U.S. exporters to help them compete in the world market.

Grain Prices Pushed Higher By Expected Foreign Sales
Futures/Options
Grain prices were pushed higher today by reports of a large Soviet wheat purchase. The Chicago Board of Trade, which is the world's largest grain market, saw wheat futures rise as much as 10 cents.

Stories in the nation's press report on the highly profitable export grain sales subsidized by the American taxpayer.

'Export Enhancement Program' is Another Way of Saying Bigger Tax Payer Subsidies for Giant Grain Exporters

Continued from previous page

the legislative body prepares to debate the renewal of the 1985 Food Security Act, known as the farm bill.

Their goal appears to be the repudiation of a compromise that was worked out five years ago between farm groups and the maritime industry—an arrangement which enabled the two constituencies to support each others' objectives. In 1985, as the so-called farm bill was being considered by Congress, the maritime industry agreed that certain government-sponsored agricultural export programs would be exempted from cargo preference. In return, the farm interests agreed to increase the share of cargoes to be transported by U.S.-flag vessels from 50 percent to 75 percent under the government-donated food aid programs known as Food for Peace or Public Law 480 (P.L. 480) and Section 416.

The compromise arrangement has been extremely profitable to giant farm and commodity interests, and has provided some basic underpinnings for the American-flag fleet.

All worked well until the changing political climates in Eastern Europe led to an American aid program being enacted by Congress last fall. During the debate on that issue, the giant grain interests sought to bypass the use of American-flag ships in the carriage of food aid to Poland on the grounds that use of foreign-flag vessels would be cheaper and consequently would free up funds to buy more grain.

This argument touched off an angry response from many members of Congress who reasoned that if the grain interests felt the low cost, low wage foreign-flag ships were to be used in the aid transaction, it then would be appropriate to similarly buy the grain that American taxpayers would be sending the Polish nation in the world market where a number of nations were offering commodities at lower-than-U.S. prices.

The effort to eliminate cargo preference laws from the food aid directed towards Poland and other Eastern European nations was soundly defeated in Congress. Many legislators reasoned that while aid to the emerging democratic countries was vital, it was also important to promote American farm products as well as the U.S.-flag fleet.

Having been defeated in Congress last fall, the grain interests, spearheaded by the group known as the North American Export Grain Association, are making another try to torpedo U.S. shipping.

As this fight has been developing, the Seafarers LOG has been uncovering a great many facts which cast a cloud over the motivations and activities of the giant grain interests as they attempt to wipe out cargo preference laws—a policy that has protected America's economic and national security since the end of World War II.

Here are some of the facts that have come to light:

Ship Cost Small Percent

In fiscal 1989, for example, the Department of Agriculture spent \$1.4 billion to underwrite the foreign sales of agricultural products under the provisions of P.L. 480 and Section 416 laws, which is government-donated aid. In the same year Agriculture laid out \$72.2 million to cover the cost differential between American and foreign ocean freight costs in carrying 50 percent of these P.L. 480 cargoes in U.S.-flag vessels.

The Department of Transportation paid an additional \$43.7 million in maritime subsidies to cover the remaining 25 percent of the cargo reserved for the American-flag fleet under the provisions of the 1985 Food Security Act.

In other words, the \$1.4 billion in subsidies paid to agribusiness were 12 times greater than the total outlay of \$116 million required to cover maritime's ocean freight differential.

\$7.2 Billion for Ag Exports

In addition to the \$1.4 billion spent on P.L. 480 and Section 416 aid cargoes, the Department of Agriculture had outlays of \$5.8 billion to promote agricultural exports, which included the so-called Export Enhancement Program, guaranteed loans and other assistance programs. The U.S. government therefore spent a total of \$7.2 billion dollars on behalf of the nation's agricultural exports.

On the other hand, the cost of transporting food aid cargoes on U.S.-flag vessels in the same time period, fiscal year 1989, was \$116 million. Even if the Operating Differential Subsidy funds are added to the amount of funds the U.S.-flag fleet receives from government (\$220 million in FY 1989), the total monies spent on behalf of American shipping comes to \$336 million. (It also should be noted that very little ODS funding goes to vessels engaged in the transport of P.L. 480 cargoes.)

While the U.S. government spent \$7.2 billion subsidizing American agricultural

exports, it only spent \$336 million to support a U.S.-flag fleet that is vital to the nation's security in times of national emergency and ensures that essential products reach America in the event of economic embargoes and boycotts called by foreign interests.

Export Enhancement Program

Under one of the agricultural export promotional initiatives known as the Export Enhancement Program, giant grain dealers enjoy a direct government subsidy. Under EEP, a program established by the 1985 farm bill to make American agricultural commodities competitive with the subsidized food products of the European Community and other nations, an exporter receives a subsidy from the U.S. government for the difference between the American cost of the product and the commodity's world rate.

The subsidy paid under the EEP program is handed over to the exporter in the form of "bonuses" paid in certificates issued by the Commodity Credit Corporation, the Department of Agriculture's wholly owned entity. The certificates can be transferred or sold to another person or exchanged for commodities owned by the CCC.

The sweeping extent of the payout to agribusiness under the EEP program was contained in an analysis prepared by the General Accounting Office, the government's financial watchdog agency.

The chart that appears at the bottom of page 4, supplement, shows the biggest beneficiaries of this program between September 1985 and February 1989. Some of the highlights of the GAO's report show:

- The company at the top of the list is Cargill, Inc., which received nearly \$445 million of subsidy in the span of less than three and one-half years, more money than the entire maritime industry gets in government subsidies annually.
- Of the 71 companies receiving EEP "bonuses," most are international commodity trading companies, financial institutions or giant agribusiness establishments.
- Twenty-six of the EEP recipients, or 37 percent, were beneficially owned by foreign interests. In one of the great ironies of the EEP program which was established to combat the heavy subsidies the European Community was providing its agricultural community, a large amount of American government subsidies are going to British, French, Italian, Swiss and Austrian companies.

- The total amount of U.S.-government subsidies going to foreign-controlled groups under the EEP program is close to \$1 billion dollars or 38.5 percent of the total funds.
- Subsidy payments totalling \$66 million were divided among seven Japanese-owned exporting firms.
- The General Accounting Office analysis showed that, during the 29-month period covered in its study, U.S. subsidies on wheat sold to the Soviet Union added up to \$481 million—the largest amount spent on shipments to any one country.
- Wheat is the major item under the Export Enhancement Program, but bonuses also are paid on a variety of products ranging from eggs to milk cows. Five countries were the biggest wheat buyers under the program: the Soviet Union, China, Algeria, Egypt and Morocco.

Subsidies Reach 50 Percent

Subsidies under the EEP program reached very high proportions. The GAO study reported that wheat sales were subsidized by 25 percent in 1986, 47 percent in 1987 and 29 percent in 1988. That meant that in 1987, when the sales price of wheat was \$2.19 per bushel, the amount of subsidy received by the giant grain exporters was \$1.04 per bushel.

Wheat flour sales were subsidized by 51 percent in 1986, 78 percent in 1987 and 57 percent in 1988. In dollars that translates to a sales price of \$7.33 per CWT for wheat flour in 1986 of which \$3.74 was a U.S. taxpayer-supported subsidy. In 1987, the average sales price was \$6.05 and the government's bonus payment was \$4.70.

Shipping Cost Goes Down

While agricultural subsidies grow each year to keep American farm products competitive in the world market, it is costing the U.S. taxpayer less to maintain an American-flag commercial fleet. In other words, the ocean freight differ-

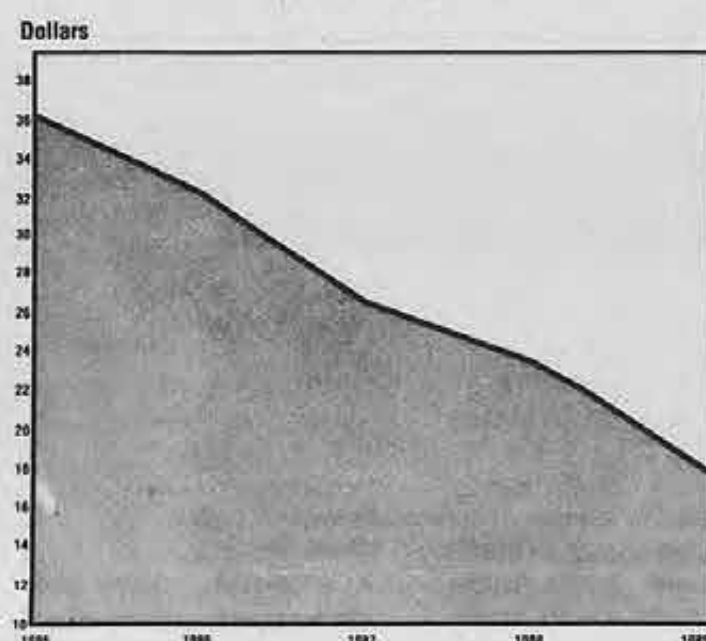
ential costs to the U.S. government for shipping P.L. 480 and Section 416 cargo have declined as the U.S.-flag fleet modernizes.

Statistics compiled by the U.S. Department of Agriculture, PL480 Operations Division, show that the average ocean freight differential costs per metric ton declined from \$32.27 in 1986 to

	1982	1983	1984	1985	1986	1987	1988	1989
All Vessels/All Cargoes:								
Average U.S.-Flag Rate				\$64.23	\$56.30	\$53.43	\$59.36	\$54.71
Average Foreign-Flag Rate				\$28.15	\$30.04	\$28.02	\$36.51	\$39.11
Average Ocean Freight Differential	\$52.18	\$37.63	\$32.42	\$36.01	\$32.27	\$26.63	\$23.84	\$18.06
Bulk Vessels/Wheat:								
Average U.S.-Flag Rate				\$49.46	\$50.29	\$44.63	\$51.50	\$46.64
Average Foreign-Flag Rate				\$23.80	\$17.52	\$21.37	\$31.06	\$30.89
Average Ocean Freight Differential	\$51.26	\$37.03	\$29.27	\$29.03	\$28.17	\$23.82	\$20.86	\$15.42

Source: Data obtained from the U.S. Department of Agriculture, Public Law 480 Operations Division.

P.L. 480 — TITLES I & III
AVERAGE OCEAN FREIGHT DIFFERENTIALS
(Dollars per Ton)



Data Source: U.S.D.A., P.L. 480 Operations Division

\$26.63 in 1987. The difference in cost between foreign-flag shipping and the American-flag fleet continued to decline in 1988 and 1989. The ocean freight differential was down to \$23.84 in 1988 and reached \$18.06 in 1989.

That's a savings of nearly 33 percent per metric ton in the span of just two years.

Already Rebuffed by Congress

Last October, many in Congress foretold the agribusiness conglomerates of the problems they would face when they attempted to challenge the cargo preference requirement for transporting aid sent to the Solidarity-led Polish government.

"Why should American crews on ships most likely built in America, flying the flag of America, of companies that still choose to do business and stay here in our country be punished?" asked Congressman Larry Smith (D-Fla.). "It will be punishment, because the bottom line is that when those ships, if we agree with the (cargo preference opponents), come steaming into a harbor in Gdansk, they will be flying a Liberian flag."

Congressman John Miller (R-Wash.) noted, "United States wheat costs between \$161 and \$166 per metric ton and European wheat costs about \$158 per metric ton. So if the proponents of these amendments want to be fair, we should buy European wheat to help Poland. Under a truly open and competitive market, we could get more wheat and butter for Poland because European products are cheaper and they do not need to be shipped as far."

Congressman Norman Lent (R-N.Y.) said Congress should support both the American farmer and American merchant seaman. "Our nation needs both," he announced.

Congressman David Nagle (D-Iowa) warned farm state groups, "I know what they are going to tell us next year when we ask for their help. I do not think we can grow corn in hell, but that is where they are going to tell us to plant it."

Congressman Robert Torricelli (D-N.J.) summed up the feeling of a majority of members by saying, "What we want is an American ship with an American flag unloading American product with an American label, headed toward a shelf to be read with an American flag on the container, so that it would be clear to all the Polish people that when they needed the United States, we were there."

Recipients of Taxpayer-Supported Subsidies for Agricultural Exports

What follows is a list of companies that have received U.S. government subsidies for exporting agricultural products under the Export Enhancement Program from September of 1985 through February 28, 1989. If the company is foreign owned or controlled the country of the parent is listed as well.

Company	Ownership/Control	Value of Subsidy
Cargill, Inc.		\$444,943,150
Continental Grain Co.		429,124,477
Louis Dreyfus Corp.	France	300,124,587
Archer, Inc.	Italy	142,663,815
ConAgra Subsidiaries		
Peavey Co.		95,605,542
ConAgra Poultry Co.		30,296,154
Richco Grain, Ltd.	Switzerland	93,941,965
The Pillsbury Company	Great Britain	81,450,296
Bunge Corp.		71,940,854
Garmac Grain Co., Inc.		62,555,624
CAM USA, Inc.		49,263,672
Gold Kist, Inc.		45,023,893
Union Equity Cooperative		
Exchange		41,551,257
Tradigrain, Inc.	Switzerland	37,910,000
Vest-Alpine Trading USA	Austria	36,240,180

Archer Daniels Midland Subsidiaries			35,450,434
ADM Milling Co.			109,621
Fleischmann-Kurth Matting			32,786,344
Enbridge International	Great Britain		28,702,070
Toepfer International	European (half)		25,957,142
Ferruzzi USA, Inc.	Italy		24,956,121
Coprosates, Inc.	Lebanon		23,793,082
Mitsubishi Int'l Corp.	Japan		21,990,492
America Nichimen, Inc.	Japan		13,776,941
Land O'Lakes, Inc.			13,776,941
Carey Agri-International			11,583,997
Nevada Esmah			9,691,855
American Market Services			8,561,233
Bartlett and Company			8,541,388
Marubeni American Corp.	Japan		7,985,544
International Multifoods			6,616,956
Central States Enterprises			6,099,820
Tradecom, Inc.	Great Britain		5,388,114
Servac International			5,231,363
Nissho Iwai American Corp.	Japan		4,690,164
Sunrice, Inc.			4,362,452
Holstein-Fresian Services			4,038,764
Balfour MacLaine Int'l Group			4,000,844
Mitsui Grain Corp.	Japan		3,983,933
Luzzo International Livestock	Canada		3,700,710
Foodstuffs Nati Corp.	France		3,404,177
Great Western Matting Co.	Canada		3,208,058
Italgrain USA, Inc.	Italy		3,177,154
Amber, Inc.			3,164,421
Phillip Brothers, Inc.			2,977,800
National Food Corp.			2,786,536
Harvest States Cooperative			2,110,535
C. Itoh and Co. (America)	Japan		

Cereal Food Processors		1,999,851
Euro-Magrib, Inc.	Morocco	1,940,371
Elders Grain, Inc.	Australia	1,649,768
Rahr Matting Co.		1,593,256
Gress Foods, Inc.		1,553,561
T.K. International, Inc.		1,413,810
Exodus Holsteins		1,330,622
Overseas Grain Corp.		1,215,722
Brown Swiss Enterprises		1,061,639
Golden Genes, Inc.		989,974
Decoster Egg Farms		708,803
Fast Food Merchandisers	Canada	588,947
Profinex Corp.		471,777
Minnesota Matting Co.		453,571
Kanematsu-Goshu (USA)	Japan	436,759
DSH Livestock Int'l Inc.		180,000
Woodhouse Drake & Carey	Great Britain	114,998
First Interstate Trading		110,500
Hidden Villa Ranch		32,975
P.S. International		17,836
McCall Sanders Marketing		16,025
Heller and Company		13,319
Dolphin Shipping & Trading		5,775
AJC International, Inc.		3,917

Total EEP Subsidies \$2,317,180,363

Note: Total may not add due to rounding.

Sources: Name of company and amount of EEP subsidy received is from GAO report (GAO/NSLAD-90-59FS International Trade) compiled from data provided by USDA's Foreign Agriculture Service Office. Company ownership was established through business information directories and databases.

Grain Merchants and Their Foreign Ties

Continued from page 1, supplement

aged by a Hong Kong-based company and registered in Liberia.

• In addition to managing two Mexican-flag bulkers, the Tepoztlan and the Tonatli, Continental Grain operates foreign ships through a network of subsidiaries and joint ventures. Among the parent company's shipping groups are ContiShipping, Stellar Chartering and Brokerage, Inc. and Astral International Shipping Services. Vessels ultimately controlled by Continental include ones that fly the flags of Antigua & Barbuda, Panama, Cyprus, Liberia and India. Managers and agents for the vessels are based in West Germany, India and the Netherlands.

• West German-based Alfred C. Toepfer is a giant agricultural group made up of cooperatives in West Germany, the Netherlands, France, Canada and the United States. Fifty percent of the international grain trading company is owned by the American food conglomerate Archer Daniels Midland. Toepfer manages a fleet of Singapore-flag bulkers, containers and general cargo ships.

• Mitsubishi, one of Japan's largest companies, manages the Philippine-flag bulkers Esperanza Marina, Fairway Express, Jovian Luzon and Star Beach, the Liberian-flag Camelia and the Panamanian-flag Glory Solar, Glory Spark, Glory Spirit and Glory Star.

• The French company Louis Dreyfus is one of the world's biggest grain traders. The family-owned company is also one of France's largest shipowners. Louis Dreyfus owns or operates more than 100 ships, mostly bulkers. The company is half owner of Gearbulk, Ltd., a liner operation based in Norway. Among its French-flag bulkers are the Alain L.D., Charles L.D., Edouard L.D., Francois L.D. and Monique L.D.

• Archer Daniels Midland, the giant commodity processing and merchandising corporation, announced last month that it would seek a deal with the Soviet Union, trading American grain for Russian-flag ships. The company now charters close to 100 foreign-flag ships to transport 35 million tons of agricultural commodities, primarily to the USSR.

• Japanese trading house Mitsui serves as the agent for Panamanian-flag bulkers Oceanid and Muse. One of the huge conglomerate's subsidiaries is Mitsui OSK, a global shipping company operating vessels registered in Japan, Panama and Liberia.

• Behind the Ferruzzi name is Italy's agricultural-industrial-shipping giant. The Ferruzzi Group is Europe's largest agroindustrial company. Its subsidiaries in the U.S. include Ferruzzi USA, Arter and Central Soya Company. Ferruzzi's shipping line Fermar is primarily engaged in the bulk trades, while another subsidiary, Ferchim, operates chemical-carrying vessels. Ferruzzi has a 50 percent stake in Bulkitalia, a bulk carrier line.

Members of the North American Export Grain Association

If a company's ultimate control is with a foreign parent, the country of origin has been listed beside the member group.

Company	Ownership/Control
Cargill, Inc.	
Continental Grain	
Tradigrain, Inc.	Switzerland
Bunge Corp.	
Alfred C. Toepfer Int'l Inc. (1)	European
Mitsubishi International Corp.	Japan
ConAgra Grain Corp./Alliance Grain (2)	
Elders Grain, Inc.	Australia
Louis Dreyfus Corp.	France
Archer Daniels Midland Co.	
Garnac Grain Company	
Mitsui Grain Corp.	Japan
Central Soya Corp.	Italy
Ferruzzi USA	Italy
Central States Enterprises	
Interstate Grain Corp.	
Italgain USA	Italy
Maple Leaf Mills, Inc.	Canada
Union Equity Cooperative Exchange	
J. Aron & Co.	
The Andersons	
Pasternak Baum & Co., Inc.	
James Richardson & Sons Ltd.	Canada
SGS Control Services	Switzerland
Marubeni America Corp.	Japan
Tidewater Grain Co.	
Orlac International	Canada
Richco Grain, Ltd.	Switzerland
Spantrade, Inc.	
Toyomenka (America), Inc.	Japan
Woodhouse Corporation	United Kingdom
C. Itoh & Co. (America) Inc.	Japan
Zen-Noh Unico American Corp.	Japan
Grancorp, Inc.	
Alabama State Docks	
Port of Corpus Christi	

(1) Half owned by a number of cooperatives based in Europe.
(2) Both companies are subsidiaries of ConAgra, Inc.

• Through its president/CEO, Interstate Grain Corp is connected to Southern Star Shipping Co., Inc., based in New York. Southern Star Maritime owns a Panamanian-flag bulker managed by a Mitsui subsidiary.

• Although Japanese-owned Marubeni has been trying to divest itself of its shipping operations, it serves as agent for an LPG carrier—the Panamanian-flag vessel, the Bear Naviera.

• Grain trading company Richco is a Swiss company owned by Marc Rich. Rich, who now resides in Switzerland, is wanted in the United States for tax evasion, racketeering and trading with the Ayatollah Khomeini during the Iranian hostage crisis. Among Rich's operations is an oil company and a fleet of seven foreign-flag tankers.

Many of the giant commodity trading conglomerates that make up NAEGA's membership do not have much at stake in the national security concerns of the United States, but instead are concerned with markets of global proportions.

In attempting to destroy the U.S.-flag merchant marine, these immense agribusiness establishments are promoting their own interests—foreign parents, foreign subsidiaries and foreign-flag fleets. The security of the United States in times of war and national emergency or the economic freedom from embargoes and boycotts by foreign interests is of little concern to world conglomerates whose allegiance is to global markets and international profits.

The Illogic of the Grain Groups' Attempt to Scuttle U.S. Shipping

The principle argument used by the spokesmen of the giant grain dealers, through their organization—the North American Export Grain Association, is that they could buy more grain if their costs would go down. They suggest that foreign-flag shipping is cheaper than using U.S.-flag vessels, a notion the American maritime industry does not concede.

In addition, the concept they apply to shipping, that foreign is cheaper, can also be extended to the purchase of commodities. If government dollars bought grain for a lower cost on the world market, substantial savings could result for the American taxpayer.

The American maritime industry holds that all purchases of food aid destined for beneficiary nations should be of products grown and produced in the U.S., just as at least 75 percent of the donated cargo should be carried on American bottoms.

But if a cost argument is used to knock U.S.-flag shipping out of the food aid formula, then the same logic should be extended to the purchase of agricultural commodities. If American-flag shipping is barred from the carriage of grain, there is no longer any justification for not opening up the sales of commodities to the world-wide market.

In the table below is the cost in U.S. dollars per ton of wheat for the past (7) seven years and the first months of 1990.

Wheat Value by U.S. Dollar per Ton⁽¹⁾

Year	U.S.	Argentina	EC	Australia
1983	\$162	145	146	158
1984	\$153	122	132	144
1985	\$145	119	129	143
1986	\$122	99		
1987	\$114	89		
1988	\$146	125		
1989	\$171	151		
1990	\$138	125	127	

(1) Source: 1983-8 data from the International Wheat Council in London, 1987-9 data from Wheat Statistics & Outlook Yearbook published by U.S. Department of Agriculture, February 1990. USDA data refers to Hard Red Winter Wheat from the Gulf, i.e., per metric ton. Argentina's figures refer to that country's own grades. 1990 data is on Soft Red Wheat from the USDA Foreign Agricultural Service.

And It's Not Just Wheat that is Cheaper . . . (2)

This year, a nation could buy corn, sorghum, and butter for the following prices:

Commodity	U.S.	Argentina	EC
Corn	\$121.59	113.00	
Sorghum	\$113.00	102.00	
Butter	\$2,276.00	1,400.00	

(2) Source: USDA Foreign Agricultural Service. Note Argentina's sorghum includes the cost of shipping, which is not included in the U.S. cost.

The Seafarers Pension Plan announces the retirement of 29 SIU members this month. From this group, a total of 17 sailed in the deep sea division. Seven came from the inland division, three were Great Lakes members and two came from the railroad marine division.

The pensioner that began his career before any of the other retirees on this page is deck department member William Henry Johnson. Brother Johnson became a deep sea member in February 1945. Both deep sea member Harold Whitman and Boatman Jack Kordich share the distinction of being the oldest to retire. Each is 71 years old.

DEEP SEA



ADOLPHUS BROWN, 62, joined the Seafarers in August 1965 in the port of Jacksonville, Fla. The steward department veteran was born in

Florida. Brother Brown served in the Navy in 1945 and upgraded at the Lundeberg School in 1982. He resides in Jacksonville from where he shipped most of his career.

JOHN J. CAREY, 65, joined the SIU in July 1955 in his native New York City. He served in the Navy from 1943 to 1946 before beginning his deck department career. Carey upgraded to recertified bosun in 1975 at Piney Point. He lives in Brooklyn.

EDUARD "LEE" DePARLIER, 64, joined the union in August 1948 in the port of New Orleans.

The Tryon, N.C. native had his steward department career interrupted by a hitch in the Air Force from 1954 to 1958. He upgraded to recertified steward in 1981 at the Lundeberg School. Brother DeParlier was a member of the Sailors Union of the Pacific, an SIUNA affiliate, before transferring to the SIU. He has retired to Mobile, Ala.



LONNIE S. DUKES, 65, joined the Seafarers in March 1968 in the port of Norfolk, Va. Born in Pickens, S.C., he served in the Army from 1943 to 1946. Brother Dukes sailed in the steward department. He calls Spencer, N.C. home.



GEORGE FILOMIO, 65, joined the SIU in March 1951 in his native New York City. He served in the Navy from 1942 to 1946. Brother

Filomio sailed in the engine department. He resides in Seattle, Wash.

WILLIAM HENRY JOHNSON, 65, joined the union in February 1945 in the port of Baltimore. The Corrie, Pa. native had his deck department career divided by the Army from 1951 to 1953.

PAUL G. LIGHTELL, 63, joined the Seafarers in April 1951 in his native New Orleans. He served in the Army from 1949 to 1951. Early in

To Our New Pensioners ...Thanks for a Job Well Done

Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

his career, Brother Lightell sailed in the galley gang on Alcoa and Mississippi Steamship vessels. He upgraded to recertified steward in 1982 at Piney Point. He calls Metairie, La. home.

JAMES MASTROKALOS, 55, joined the SIU in January 1982 in the port of New York. A native of Greece, he worked in the deck department. Brother Mastrokalos has retired to Freehold, N.J.

FULGENCIO PEREZ, 65,

joined the union in March 1969 in the port of Baltimore. The deck department veteran was born in Ponce, Puerto Rico. Brother Perez currently lives in Baltimore.



ROBERT E. RAYMER, 65, joined the Seafarers in November 1957 in the port of Baltimore. The native of Rockford, Ill. served in the Navy from

1945 to 1952. Brother Raymer sailed in the black gang before retiring to Hagerstown, Md.

HARRELD F. REED, 65, joined the SIU in December 1955 in the port of New York. He was born in Clinton, Iowa and served two hitches in the Navy, from 1942 to 1945 and from 1948 to 1950. The engine department veteran also was a member of District 2 MEBA. He calls Philadelphia home.

HAROLD D. STRAUSS, 65, joined the union in June 1962 in the port of San Francisco. The New York City native served in the Navy from 1943 to 1946 before joining the Sailors Union of the Pacific, an SIUNA affiliate. Brother Strauss upgraded to recertified steward in 1981 at the Lundeberg School. He resides in Pittsburg, Calif.

LAMBERT H. WALDROP, 55, joined the Seafarers in November 1958 in the port of Mobile, Ala.

He sailed on Alcoa and Waterman vessels early in his career before upgrading to recertified steward in 1980 at Piney Point. Brother Waldrop still lives in his native Panama City, Fla.



WILLIAM WALTON, 60, joined the SIU in May 1961 in the port of Wilmington, Calif. The Los Angeles native upgraded to QMED in 1974

at the Lundeberg School. Brother Walton now calls Federal Way, Wash. home.

HAROLD WHITMAN, 71, joined the union in January 1957 in the port of Seattle, Wash. He was born in Johnsonburg, Pa. and served in the

Army Air Force from 1942 to 1945. Brother Whitman upgraded his deck department endorsements in 1977 and 1979 at Piney Point. He has retired to Seattle.



SEYMOUR WOLFSON, 65, joined the Seafarers in May 1957 in his native Brooklyn. The deck department veteran upgraded to recertified

bosun in 1982 at the Lundeberg School. Brother Wolfson calls Fremont, Calif. home.

BRANTLEY YOUNG JR., 60, joined the SIU in 1955 in the port of New York. A native of Burke County, N.C., he served in the Army from 1953 to 1955. Brother Young shipped in the galley gang before he retired to Connelley Springs, N.C.

ERNEST P. DeMERSE, 62, joined the union in December 1961 in the port of Detroit. He was born in Raco, Mich. and served in the Air Force from 1946 to 1949. Boatman DeMerse sailed in the deck department. He lives in Brimley, N.C.

WALTER GRIMES, 60,

joined the Seafarers in January 1971 in the port of Port Arthur, Texas. The native of Marquez, Texas shipped in the deck department. Boatman Grimes calls Orange, Texas home.



LUTHER JONES, 62, joined the SIU in July 1970 in the port of Norfolk, Va. He was born in Ohio. Boatman Jones shipped as a tugboat captain. He has retired to Pooler, Calif.

JACK P. KORDICH, 71, joined the union in September 1978 in Wilmington, Calif. A native of Astoria, Ore., he sailed in the engine department on Crowley Maritime vessels. Boatman Kordich lives in Eugene, Ore.

HUGH PHILPOTT, 62, joined the Seafarers in December 1963 in the port of St. Louis. He served in the Army from 1950 to 1951. Boatman Philpott sailed in the black gang. He still resides in his native Louisville, Ky.



RUCIO A. PEVETO, 66, joined the SIU in August 1964 in Port Arthur, Texas. After serving in the Navy from 1942 to 1945, Boatman

Peveto sailed in the deck department on Interstate Oil and Dixie Carriers vessels. He continues to live in his native Orange, Texas.

GEORGE W. WALKUP, 65, joined the union in December 1956 in the port of Baltimore. The Crawley, W.Va. native served in the Army from 1943 to 1945. Boatman Walkup sailed as a mate for Harbor Towing. He calls Baltimore home.

GREAT LAKES

LUCIO GIUFFRE, 65, joined the Seafarers in June 1960 in the port of Detroit. A native of Italy, he sailed in the deck department. Brother Giuffre lives in St. Clair Shores, Mich.

ALI A. SALEH, 65, joined the SIU in June 1959 in the port of Detroit. A native of Yemen, he shipped in the engine department. Brother Saleh currently resides in Dearborn, Mich.



NORBERT J. WIECHECKI, 62, joined the union in July 1961 in the port of Sault Ste. Marie, Mich. Born in Hamtramck, Mich., he served in the Navy from 1945 to 1946 and 1950 to 1951. Brother Wiechecki sailed in the deck department. He has retired to Toledo, Ohio.

RAILROAD MARINE

HENRY R. MEAD, 63, joined the Seafarers in July 1960 in the port of New York. After serving in the Navy from 1944 to 1945, the Union

City, N.J. native sailed in the deck department for the Pennsylvania and New York Cross Harbor railroads. He calls North Bergen, N.J. home.



DOMENIC OTTOFARO, 58, joined the SIU in July 1959 in the port of Norfolk, Va. A native of Newport News, Va., he served in the Navy from 1952 to 1956. Brother Ottofaro worked for the C&O Railroad in the deck department. He resides in Williamsburg, Va.

Dispatchers' Report for Deep Sea

APRIL 1-30, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	42	11	2	29	4	3	19	76	14	1
Philadelphia	0	4	4	1	3	0	0	2	5	5
Baltimore	6	5	2	4	5	0	1	10	5	2
Norfolk	12	7	4	8	4	3	9	15	8	2
Mobile	9	4	12	4	2	5	2	25	6	16
New Orleans	27	5	4	21	10	4	6	50	10	5
Jacksonville	20	12	10	10	4	7	7	48	17	16
San Francisco	30	9	10	16	10	9	7	69	16	12
Wilmington	18	9	10	17	11	5	9	28	9	7
Seattle	38	8	2	31	10	2	14	54	5	1
Puerto Rico	6	1	1	1	0	0	2	15	4	1
Honolulu	4	7	9	6	5	8	12	6	13	6
Houston	35	13	12	41	8	13	19	40	14	12
St. Louis	0	1	1	2	0	0	1	0	1	3
Piney Point	2	3	1	1	4	1	5	2	3	3
Totals	249	99	84	192	80	60	113	440	130	92
ENGINE DEPARTMENT										
New York	21	6	2	15	5	3	5	41	7	3
Philadelphia	1	4	0	1	4	0	0	2	4	1
Baltimore	6	2	0	2	0	0	1	10	4	1
Norfolk	6	4	2	2	6	1	1	10	2	2
Mobile	11	3	2	7	3	1	3	20	7	3
New Orleans	24	7	4	13	3	5	6	28	11	2
Jacksonville	15	1	2	13	0	1	3	23	5	6
San Francisco	17	7	4	11	7	1	4	34	12	8
Wilmington	12	3	4	7	2	2	2	17	5	5
Seattle	13	3	2	19	3	0	6	26	5	3
Puerto Rico	1	0	1	1	0	1	0	3	0	0
Honolulu	1	8	7	2	8	10	4	3	10	6
Houston	25	6	2	24	2	1	6	30	8	7
St. Louis	1	1	0	0	0	0	0	1	1	0
Piney Point	3	5	3	1	0	0	1	4	10	5
Totals	157	60	35	118	43	26	42	252	91	52
STEWARD DEPARTMENT										
New York	13	7	3	11	2	1	10	28	6	2
Philadelphia	1	1	0	0	0	0	2	2	2	0
Baltimore	1	1	0	2	0	0	0	3	3	0
Norfolk	4	1	1	3	1	2	2	6	4	1
Mobile	5	2	0	3	1	1	1	13	2	1
New Orleans	15	2	1	7	4	2	3	20	2	0
Jacksonville	11	7	0	8	2	0	2	23	9	2
San Francisco	36	5	4	16	5	2	2	89	11	5
Wilmington	12	4	1	9	1	0	3	23	7	1
Seattle	24	5	0	13	5	1	8	34	10	2
Puerto Rico	6	0	0	1	0	0	3	9	0	0
Honolulu	8	21	13	4	18	15	87	10	30	11
Houston	15	2	2	12	0	2	6	20	2	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	7	1	2	2	1	0	3	10	2
Totals	152	65	26	91	41	27	129	283	98	29
ENTRY DEPARTMENT										
New York	13	9	4	13	9	9	0	21	28	10
Philadelphia	0	4	1	1	2	0	0	1	6	4
Baltimore	1	3	0	0	4	0	0	4	6	0
Norfolk	4	5	0	1	7	2	0	7	8	2
Mobile	3	12	1	1	4	1	0	4	23	1
New Orleans	11	13	17	5	6	13	0	20	21	18
Jacksonville	4	11	9	2	2	5	0	6	21	12
San Francisco	19	13	13	8	6	4	0	36	21	28
Wilmington	5	5	5	5	2	1	0	12	16	13
Seattle	14	5	2	7	3	0	0	24	9	5
Puerto Rico	8	9	1	1	1	1	0	13	14	2
Honolulu	0	44	113	0	34	114	0	3	63	162
Houston	5	7	6	8	9	1	0	7	12	8
St. Louis	0	0	1	0	1	0	0	0	4	3
Piney Point	0	36	1	0	10	1	0	0	55	0
Totals	87	176	174	52	100	152	0	158	307	268

*"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 April was down from the month of March. A total of 1,266 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,266 jobs shipped, 453 jobs or about 36 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 284 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 12,065 jobs have been shipped.

June Membership Meetings; Deep Sea, Lakes, Inland Waters

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

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

NOTICES



Seattle Hall Is Trying To Contact Seven Members For Money Due Them

Company checks are in the port of Seattle for the following members. Please send a letter with a return address and a photostatic copy of the individual's merchant marine document to Bob Hall at the Seattle hall, 2505 First Avenue, Seattle, WA 98121.

G. H. Ahulau
Manuel Cantre
E. Limon
Kenneth McMillan
R. Nguyen
Arturo Sias
J. C. Zachary

Personals

ALRIC COOK

Please contact Alicia Cook as soon as possible.

Letters to the Editor

SIU Pensioners in Australia Grateful for Seafarers LOG

After having spent half my life in Australia, within a few months I shall return to live in Wales. I can assure you that our retired members have been grateful for the LOGS I have distributed, especially our social welfare officer, Hank Helman. Hank reads every item in your journal. . .

Tomorrow, as usual, Hank and myself will be marching in the annual Anzac Day parade, but this year he will have an extra honour added to his row of medals. This year he was honoured by the mayor of Fremantle with a medallion declaring him citizen of the year. And not long ago he told me he had received recognition for war service from the U.S.A. I believe the LOG gave him the needed information to apply for it.

I really hope you succeed in acquiring a larger U.S.-flag fleet of merchant vessels; you certainly try hard enough.

Edward Whitehead
Fremantle, Western Australia

Editor's note: Brother Whitehead was the subject of an article appearing in the October 10, 1989 edition of *The West Australian* which told about the fatal crash of a charter plane in Norway and how Edward Whitehead believes the crash may be connected with a strange experience he had in the same location 39 years ago.

"... In 1950, Mr. Whitehead was a deckhand aboard a rusty Norwegian trampship bound from Denmark to Flensburg, on the German border.

"It was a clear June morning, the sea and air were calm. Then for no apparent reason, the ship's compass needle started spinning madly. It didn't stop for about 12 minutes."

"He believes the plane, which killed 55 people upon crashing, may have experienced the same disorienting natural forces he did while crewing that freighter. 'I put it down to the very same thing—electro-magnetic interference in the atmosphere,' Whitehead said.

"I went over the position, and I was looking at it and I thought, by God, if it happened to a ship, perhaps it could occur higher in the heavens," he said."

✂ ✂ ✂

Training Makes Competent Seafarer

I have just completed the Marine Electronics Technician course on March 30, 1990. I would like to thank you for the quality of my learning experience at the school. The course made available to me a very large amount of information in a relatively short period of time.

The fact that we had the finest training equipment available was instrumental in my being able to digest and understand the wide range of information that is involved in this field (semiconductor

devices, vacuum tubes, antennas, radio circuitry, digital circuitry, etc.). I really feel that because of this course and all the other very good courses at the school that the SIU is able to supply the industry with the highest trained and most competent seafarers available.

Steve W. Bigelow
Mount Vernon, Washington

Editor's Note: This letter was originally received by Ken Conklin, vice president of the Harry Lundeberg School of Seamanship, who forwarded it to the Seafarers LOG.

✂ ✂ ✂

Compensation Sought for Families Of Merchant Marine Seafarers

Editor's Note: What follows is a copy of a letter to the editor, written by SIU member Peter Salvo, which was sent to newspapers in Pennsylvania. Brother Salvo also provided a copy to Emil Mrkonjic, a member of the Pennsylvania state legislature.

Now that most Merchant Marine veterans of World War II are dead, they finally are given veterans status.

Lack of knowledge contributed to this crime of 43 years. The Merchant Marine march in no parades nor are these seamen mentioned on Memorial Day. Many were recruited from this area and trained by the Coast Guard. . .

Merchant crew slept with their clothes on, never knowing when they would be torpedoed. On ships that were armed, crews were assigned to gun stations in addition to performing regular duties. . . At the end of 1942, the Merchant Marine total loss was greater than that of the armed forces. . .

Many were taken prisoner of war and never compensated, leaving their families to poverty. Yet families of the military were provided for.

Some 733 American merchant

ships were lost from enemy action during World War II. One of every 35 seamen was killed from enemy action. Only the Marines suffered a higher percentage casualty rate.

The reward of victory was not shared with our Merchant Marine seamen who were treated as third class citizens. My question now is: Will the families or children of the greatest seamen of our century be compensated?

Peter Salvo,
McKeesport, Pennsylvania

LOG-A-RHYTHM

On Loan

by Lisa Belle Cross

(This poem was written by the daughter of AB Jimmy Cross who ships out of the port of Houston.)

I have a daddy, he's gone to sea,
That's the lady who stole him from me.
A saucy winch, with waves galore,
And beautiful places outline her shore.

I can't blame her for taking my dad,
On loan, mind you, lest I get mad.
A long time ago he was taken from me
By another lady, but not by the sea.

Never again will he stray from my heart,
No matter how long or how far apart.
His eyes of blue burn deep in my mind,
His hands so gentle, his words so kind.

Songs on the radio, so sad to hear,
I look out the window and who should appear.
So listen lady, with shores and waves,
Give back to me, what I to you gave.

He's only on loan, but he's mine to keep,
Remember that as he falls asleep.
Remember my daddy with eyes of blue,
And give me back soon what I loaned to you.

It's Sign-Up Time for SIU Family Vacations at Piney Point

The Seafarers Harry Lundeberg School of Seamanship is available over the summer months as a vacation site for SIU members and their families.

Nestled on the banks of the St. George's Creek in Piney Point, Md., there are boating and fishing activities available to vacationing seafarers and their families.

The school's great location also allows for day trips throughout historic southern Maryland and the Washington, D.C. metropolitan area.



UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	\$ 9.45/day
Child	\$ 9.45/day

Note: There is no charge for children under the age of 12. The prices listed above include all meals.

Send completed application form to Seafarers Training & Recreation Center, Piney Point, Md. 20674 or call (301) 994-0010.

SEAFARERS TRAINING & RECREATION CENTER

Reservation Information

Name: _____
 Social Security Number: _____ Book Number: _____
 Address: _____
 Telephone #: () _____
 Number in Party/Age of Children, if applicable: _____
 Date of Arrival 1st choice: _____
 2nd choice: _____ 3rd choice: _____
 Stay is limited to two weeks.
 Date of Departure: _____

Dispatchers' Report for Great Lakes

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	APRIL 1-30, 1990			*TOTAL REGISTERED			TOTAL SHIPPED		
	All Groups			All Groups			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	18	5	0	32	2	0	29	3
ENGINE DEPARTMENT									
Algonac	0	8	1	0	16	2	0	17	4
STEWARD DEPARTMENT									
Algonac	0	6	2	0	6	2	0	8	0
ENTRY DEPARTMENT									
Algonac	0	18	22	0	0	0	0	32	44
Totals All Departments	0	50	30	0	54	6	0	86	51

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

Dispatchers' Report for Inland Waters

APRIL 1-30, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	0	0	4	0	0	75	15	6
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	2	0	0	1	1	1
Jacksonville	0	0	7	0	1	2	0	0	14
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	3	24	11	4	30	11	6	48
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	1	7	1	0	4	2	1	3
Algonac	13	3	0	19	7	0	46	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	28	7	38	37	12	36	135	46	72
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	2	0	0	11	4	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	2	2	1
Jacksonville	0	0	2	0	0	2	0	0	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	17	7	0	16	4	0	28	26	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	20	7	2	18	4	2	41	32	6
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	0	0	4	0	0	10	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	2	0	0	0
Jacksonville	1	0	0	1	0	0	0	0	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	0	0	0	0	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	1	0	0	0	0	0	0
Algonac	2	1	0	1	0	0	17	9	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	6	2	2	6	0	2	27	10	13
Totals All Departments	54	16	42	61	16	40	203	88	91

*"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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CORRECTIONS

In an article about SIU cooks winning a prize in a culinary show on page 5 of the April 1990 Seafarers LOG, we identified one of the cooks as Lauren Crume. Her correct name is Lauren Oram. We regret any problems this may have caused.

In an article about Henry Bentz visiting Maryland on page 28 of the April 1990 Seafarers LOG, we stated SIU Vice President of Collective Bargaining Angus "Red" Campbell was born and raised in Pittsburgh, Pa. Campbell was born in Scotland, came to the United States as a child and was raised in Pittsburgh.

Digest of Ships Meetings

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

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

BROOKS RANGE (Interocean Management), February 25 — Chairman M. G. Gutierrez, Secretary Joseph Petett, Educational Director Robert Hamill, Engine Delegate Fred Vogler, Steward Delegate John Browder. Chairman told crew ship would run between Valdez, Alaska and Long Beach, Calif. until further notice. He thanked deck department for keeping vessel in top shape and steward department for great food. Secretary thanked company for supplying top-rate movies. Educational director reminded members to upgrade at Lundeborg School. Deck delegate asked for union official to find out why company will not call for a standby when ship docks in Long Beach. Engine delegate reported disputed OT. He also expressed black gang's best wishes to QMED Rick Cavender on getting 3rd assistant engineer job with D2/MEBA. No beefs or disputed OT from the steward delegate. Crew reminded to give to SPAD. Crew asked contracts department for a listing of officials at union halls and to review the time for members to be on ship. They also asked Seafarers LOG to supply card with welfare information and 24-hour "800" number. Next ports: Long Beach and Valdez.

FRANCES HAMMER (Ocean Shipholding), February 4 — Chairman Richard Wilson, Secretary Rebecca Sleeper, Educational Director Richard Parrish, Deck Delegate George Bonneville, Engine Delegate George Demetropoulos. Chairman noted crew returned to vessel one hour before sailing. If any members have beef, he told them to follow the usual procedure by advising departmental delegate first. Secretary thanked crew for being cooperative and courteous in helping barbecue clean up. Educational director reminded members to upgrade at Piney Point. Treasurer announced \$218.60 in movie fund. No beefs or disputed OT reported. Crew asked that soft drink machine be repaired or replaced and mattresses be replaced. Crew asked company to request standbys from Jacksonville hall. Crew thanked steward department overall and Chief Steward Felix Camacho for great barbecue.

FIRST LT. JACK LUMMUS (Amsea), February 8 — Chairman Tom Doran, Secretary Anthony Curran, Educational Director R. Tannis. Secretary discussed newest facts involving drug testing. He gave members copies of new shipping rules if they had not been received already. Educational director advised members to attend Piney Point in order to

make better pay. No beefs or disputed OT reported. Edward Stoelzel stepped down as ship's chairman. Tom Doran was nominated and elected.

GROTON (Apex Marine), February 10 — Chairman Neil D. Matthey, Secretary M. Deloatch, Educational Director J. R. Carnell, Deck Delegate C. Smith, Engine Delegate Pablo Ramos, Steward Delegate Kenneth Long. Chairman announced payoff scheduled upon arrival at Stapleton, N.Y. He urged members to donate to SPAD. Secretary updated members on USCG drug testing. He reminded members to read Seafarers LOG and upgrade at Lundeborg School. No beefs or disputed OT reported. Crew noted two showers had not been repaired and new television antenna was needed. Steward department thanked for excellent food preparation. Next port: Stapleton.

LIBERTY WAVE (Liberty Maritime), February 18 — Chairman Benedict Weiner, Secretary Paul Stubblefield, Deck Delegate Sam Johnson, Engine Delegate Mike Langenbach, Steward Delegate Joseph Brooks. Chairman announced rooms would be inspected prior to payoff in Texas. Educational director reminded members not to throw plastics over side and to save aluminum containers so they could be put ashore. Disputed OT reported by engine and steward delegates. No beefs or disputed OT reported by deck delegate. Crew thanked SIU Port Employee Steve Ruiz of Houston for assistance in earlier OT dispute. Crew concerned survival suits do not fit properly and alarm bells sound without reason. Crew asked company to issue draws when vessel is in port for weekend and repay transportation expenses upon arrival. Crew noted no payoff at end of year as per contract. Crew also thanked steward department for fresh salads and job well done.

MAYAGUEZ (Puerto Rico Marine), February 25 — Chairman Nick Kratsas, Secretary Jose Chacon. Chairman asked contract department to return sixth AB to vessels, rather than increase salaries. No beefs or disputed OT reported. Crew thanked Chief Steward Jose Chacon and Chief Cook Theodore Quammie for a good job. Deck department also thanked as really good crew.

OVERSEAS NEW ORLEANS (Maritime Overseas), February 11 — Chairman Calvin Miles, Secretary David Velandra, Educational Director Richie

Wilson, Steward Delegate Haddon Saleh. Chairman reminded Group 3 members to apply for upgrading at Piney Point before registering to ship. He also talked about licensed personnel handling unlicensed work. Secretary urged members to donate to SPAD to stop attacks on the Jones Act. He told crew wearing of hats, caps, t-shirts and muscle shirts was not allowed in galley during meals. No beefs or disputed OT reported. Next ports: Corpus Christi, Texas and New York.

SEA-LAND ACHIEVER (Sea-Land Service), February 11 — Chairman N. Prats, Secretary R. Griswold, Educational Director H. Schlueter. Educational director advised members to upgrade at Lundeborg School. Treasurer reported \$90 in recreation fund and \$70 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked welfare department to review pension benefits and procedures. Crew thanked Bosun N. Prats for making cribbage board. Crew noted wheelhouse fountain had been broken for 45 days and both sinks in galley should have running water.

SEA-LAND COMMITMENT (Sea-Land Service), February 11 — Chairman Leon Jekot, Secretary C. Veazie, Educational Director D. Bush. Chairman noted steam tables and booster heater in galley needed repair. Chairman and secretary requested company supply a larger amount of fresh and frozen vegetables. Educational director urged members to donate to SPAD and upgrade at Piney Point. No beefs or disputed OT reported.

SEA-LAND CRUSADER (Sea-Land Service), February 6 — Chairman Joseph Osorio, Secretary James Tucker. Chairman advised crew to upgrade at Lundeborg School. No beefs or disputed OT reported. Latest drug testing policy posted on bulletin board. Crew reported new washing machine needed. Crew requested information on vacation and pension policies. Steward department thanked for job well done.

SEA-LAND EXPRESS (Sea-Land Service), February 11 — Chairman Billy E. Harris, Secretary Joe Zurick, Educational Director A. Jasamillo, Deck Delegate Carl Lipkin, Engine Delegate Dominago Milla, Steward Delegate David R. West. Chairman reminded members to lock movies when in port. Treasurer reported \$4 in movie fund after 43 movies were purchased. No beefs or disputed OT reported. Crew received Seafarers LOG in Yokohama, Japan. Crew asked contracts department to review length of sailing time and medical insurance for members. Crew thanked Chief Steward Joe Zurick for purchasing fresh produce in Singapore and noted company could save money by buying produce there. Crew noted David West is most energetic and hard working GSU with whom they have sailed. Crew also thanked Chief Cook Sam Y. Kassin for great meals. Next port: Tacoma, Wash.

USNS CAPELLA (IMC), February 11 — Chairman David N. Martz, Secretary H. M. Davis, Educational Director R. Smith, Deck Delegate Howard Venezia, Engine Delegate John J. Ferren, Steward Delegate Richard Emanuel. Chairman announced new VCR was installed in Pusan, Korea. He said transportation paid only when roundtrip is completed. Secretary asked crew to secure condiments when ship is at sea. No beefs or disputed OT reported. Next port: Oakland, Calif.

USNS LYNCH (Mar Ship Operators), February 28 — Chairman James Keith, Secretary Warren G. Lombard, Educational Director Charles Edmonds, Deck Delegate Thomas Guffey, Steward Delegate Leo Franklin. Educational director urged members to upgrade at Lundeborg School. All delegates sought clarification of OT. They noted purser was questioning OT sheets. Next port: Gulfport, Miss.

USNS STALWART (U.S. Marine Management), February 18 — Chairman Albert W. Austin, Secretary Donna Black. Chairman said he would look into holiday pay situation. He urged crew to get

acquainted with union policy and contract to know rules and rights. Educational director told members to read shipping rules, constitution and medical benefits information. No beefs or disputed OT reported. Chief Steward Luana Groves thanked deck department for excellent work. Crew thanked Groves, Chief Cook Stephen Bates and SA Miles Copeland for excellent food.

CAROLINA (Puerto Rico Marine), March 18 — Chairman Edwin Rivera, Secretary R. R. Maldonado, Engine Delegate Elkin Kent. Chairman said patrolman from San Juan hall came aboard to discuss problem with outsiders eating food and leaving mess in crew's lounge. Educational director urged crew to upgrade at Piney Point. No beefs or disputed OT reported. Steward department thanked for a job well done.



Under the Sun—Pumpman John G. Gomard works the winch controls aboard the MV Patriot (Ocean Carriers) in Diego Garcia.

CHARLES L. BROWN (Transoceanic Cable Ship), March 30 — Chairman Jeremiah Harrington, Secretary Delvin Wilson, Deck Delegate Alan Lautermilch, Steward Delegate Dorene Molise. Chairman reminded members to have their first quarter dues paid. He noted ice machine and dryer still not working and aft air conditioner not working well. Treasurer announced scrap metal would be sold and proceeds used for cookout. No beefs or disputed OT reported. Crew worried that reefer boxes have not been working properly and suggested company check them.

FALCON CHAMPION (Seahawk Management), March 17 — Chairman John Chermesino, Secretary M. P. Cox, Educational Director Michael Kovach. Chairman announced ship would have partial discharge in Providence, RI before heading to New York. He said vessel would sail to clean out tanks before layup in Norfolk, Va. No beefs or disputed OT reported. Next ports: Providence, New York and Norfolk.

FALCON LEADER (Seahawk Management), March 3 — Chairman Leroy E. Temple, Secretary Michael A. Williams, Deck Delegate Norman Ormings, Steward Delegate Rodney Ponteflet. Chairman noted licensed personnel performing work of unlicensed crew. He requested articles be broken in Houston. Deck and engine delegates reported beefs. No beefs or disputed OT reported by steward delegate. Next port: Houston.

GALVESTON BAY (Sea-Land Service), March 18 — Chairman Paul M. Butterworth, Secretary T. J. Smith, Educational Director Alfredo Cuevas, Deck Delegate Joseph J. McGill, Engine Delegate Daniel L. Johnson, Steward Delegate Joe L. Clark. Chairman announced payoff to be held March 24 in Elizabeth, NJ. He said captain has right to check rooms for drugs and alcohol when there is just cause. He told crew he was getting off this trip and enjoyed working with them. Treasurer announced \$147.50 in movie fund. No

Continued on page 20



Displaying the Union Label—Pictured above are three members of the Sea-Land Atlantic's crew, taken in LaPorte, Texas. They are, from the left: Chief Steward R.C. Bozeman, Bosun W.C. Byrd and Chief Electrician John Ashley. Approximately four Sea-Land ships pay off in that Galveston Bay port each month.

Ships Digests

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beefs or disputed OT reported. Members reminded to clean rooms if they are signing off this trip. Steward department given vote of thanks. Next ports: Elizabeth and Portsmouth, Va.

HUMACAO (Puerto Rico Marine), March 11 — Chairman L. Rodriguez, Secretary H. Galicki, Educational Director W. Turner, Deck Delegate J. Korchak, Engine Delegate B. Clark, Steward Delegate D. Herrera. Chairman said all was running smoothly. He noted ship would pay off in Elizabeth, NJ and reminded those getting off to turn in their dirty linen. No beefs or disputed OT reported. Crew reported trouble with keeping outsiders out of fruit and night lunch. Steward department thanked for job well done. Next port: Elizabeth, N.J.

LIBERTY SPIRIT (Liberty Maritime), March 11 — Chairman J. R. Colangelo,



At Work—AB Charles Wright takes up a line on the MV Patriot.

Secretary R. M. Kennedy, Educational Director R. Bolin, Steward Delegate J. Bynum. Chairman noted repairs still need to be performed and ship would pay off March 13. No beefs or disputed OT reported. Crew asked for new washer and dryer. They said sanitary work only being done three days per week, rather than seven. Crew discussed contract ideas for automated ships.

LIBERTY STAR (Liberty Maritime), March 11 — Chairman Francis Adams, Secretary Alphonse Johnson, Engine Delegate Jeff Peterson, Steward Delegate Glenn Bertrand. Chairman said all was running smoothly. No beefs or disputed OT reported. Crew stated it needed new television and VCR. Galley gang thanked for fine job.

LNG ARIES (Energy Transportation), March 11 — Chairman Luther Myrex, Secretary Dana Paradise, Educational Director J. Yarmola, Deck Delegate Ramli Mohamed, Steward Delegate Henry Daniels. Chairman announced new refrigerators were placed in all rooms. He said all was going well and vessel should be in Nagasaki shipyard by April 19. He reminded members to donate to SPAD. Secretary told members they could get welfare, application and vacation forms from him. He asked crew to leave rooms clean and neat when ship goes into yard. Educational director urged members to upgrade at Lundeberg School. Treasurer announced \$119 in ship's fund. No beefs or disputed OT reported. Crew asked why some company vessels allow OT while others do not and why transportation provided from all ports other than Osaka. Crew was reminded to be careful in gym and keep it clean. Next port: Arun, Indonesia.

LNG ARIES (Energy Transportation), March 26 — Chairman Luther Myrex, Secretary Dana Paradise, Educational Director Jeff Yarmola. Chairman said vessel still scheduled to be in yard April 19. He reminded members to give to SPAD. Secretary thanked all for keeping ship clean. Educational director advised those needing help with drug or alcohol problems to contact union facility in Valley Lee, Md. Treasurer announced \$169

in ship's fund. No beefs or disputed OT reported. Steward department expressed sympathy to SA Ron Adriani who had to leave vessel because of family emergency. Next port: Osaka, Japan.

LNG LEO (Energy Transportation), March 18 — Chairman Fred A. Pehler, Secretary H. Jones Jr., Educational Director Thomas Curtis, Deck Delegate Angel Perez, Engine Delegate David Terry, Steward Delegate Dana Cunningham. Chairman told crew to turn in linen and leave room in good shape if signing off after trip. He reminded members to check Seafarers LOG for upgrading classes. Secretary read minutes from last meeting. Educational director asked crew to take care of tapes as new movies coming aboard each trip. He also urged members to upgrade to help get better pay. Treasurer reported \$322 in ship's fund and \$40 in union fund. No beefs or disputed OT reported. Crew asked welfare to review increase in monthly basic pension for members with 20 years seetime. Members asked for clarification in duties of SA on LNG vessels. Crew asked to respect fellow members, keep noise down and wear proper attire to meals. Next port: Himeji, Japan.

OMI COLUMBIA (OMI Corp.), March 28 — Chairman Carrol Heick, Secretary Chester Moss, Educational Director Arthur G. Milne, Engine Delegate Gregory Thompson. Chairman urged members to upgrade at Piney Point and reminded crew 1990 class schedule was onboard. Secretary said all was going smooth with good crew. Treasurer announced \$164 in ship's fund. No beefs or disputed OT reported. Steward department thanked for fine job.

OMI MISSOURI (OMI Corp.), March 11 — Chairman Carl Francum, Secretary Oscar Johnson, Engine Delegate Ronald Gordon. Chairman announced vessel would arrive March 15 in Jacksonville, FL and would pay off later in Houston. Educational director urged members to upgrade at Lundeberg School. Treasurer stated \$260 in movie fund and reminded members to lock up videos after using them. No beefs or disputed OT reported. Crew noted new television needed. Steward department was given vote of thanks.

OVERSEAS CHICAGO (Maritime Overseas), March 18 — Chairman G. Hernandez, Secretary Clyde Kreiss, Educational Director M. Sawin, Deck Delegate Glenn Roy, Engine Delegate E. Whisenant, Steward Delegate J. Jackson. Chairman announced payoff set for March 21. He told those needing new mattresses to see steward. No beefs or disputed OT reported. Crew asked welfare plan to update pension policy and contracts department to allow four-hour watchstanding AB to be able to sit. Next port: St. James, La.

OVERSEAS NEW ORLEANS (Maritime Overseas), March 11 — Chairman Calvin Miles, Secretary D. W. Velandra, Educational Director Richard Wilson. Chairman complained licensed members are doing unlicensed personnel's work in deck and engine departments. He said he is waiting on word from contracts department about problem. No other beefs or disputed OT reported. Crew asked contracts department to review possible increase in pensions. Next ports: Port Arthur, Texas and Fort Lauderdale, Fla.

PATRIOT (Ocean Carriers), March 10 — Chairman Alphonse Armada, Secretary Robert Outlaw, Educational Director Christopher Dove, Deck Delegate Nolan Petty, Engine Delegate Phillip Brady. Chairman announced ship would go into yard in May. He said this had been smooth trip with good crew so far. Secretary thanked crew for making voyage good. Steward delegate reported disputed OT. No beefs or disputed OT from deck or engine delegates. Crew asked welfare plan to look into increase in amount it will pay for eyeglasses. Crew advised to report any unsafe conditions. Steward department thanked for job well done. Next port: Diego Garcia.

PRESIDENT POLK (American President Lines), March 8 — Chairman William C. Wroten, Steward Delegate John Kung. Chairman reported visit by new San Francisco Port Agent Nick Celona

who updated members on contract negotiations. No beefs or disputed OT reported. Crew asked contracts department to look into eliminating permanent jobs and returning to six-month positions. Next port: San Pedro, Calif.

PRIDE OF TEXAS (Seahawk Management), March 18 — Chairman Donald Fleming, Secretary Joseph Bennett, Educational Director Ramon Ruff, Deck Delegate Willie Dillon, Engine Delegate Stephen Treege, Steward Delegate Ossie Statham. Chairman announced ship due March 23 in Houston to layup. He said the voyage went well with very few problems. Secretary said it was pleasure sailing with crew where everyone cooperated. No beefs or disputed OT reported. Crew noted need for new television and VCR for recreation room. They thanked steward department for very fine holiday dinners and very good job feeding crew over whole trip. Next port: Houston.

RALEIGH BAY (Sea-Land Service), March 4 — Chairman Carlton P. Hall, Secretary E. Vazquez, Educational Director D. D. Greiner. Chairman discussed drug testing with crew and need to upgrade at the Lundeberg School. Secretary thanked crew for keeping vessel clean. No beefs or disputed OT reported. Steward department thanked for a job well done. Next port: Elizabeth, N.J.

ROBERT E. LEE (Waterman Steamship), March 25 — Chairman Mark Trepp, Secretary Ernest Hoitt, Educational Director B. F. Cooley, Deck Delegate Bryn Peirsol, Engine Delegate Angel Soto, Steward Delegate Alex Jaradie. Chairman announced ship would be due in Suez Canal March 27. He urged members to upgrade at Piney Point and contribute to SPAD. Secretary reminded crew he had all kinds of union forms for their needs. Treasurer announced collection is being started to replace 200 videos stolen during last voyage. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Crew asked contracts department to consider doing away with permanent jobs. Crew complained of poor quality stores and food preparation. They asked steward to supervise more of the work in galley. Next port: Newport News, Va.

SEA-LAND ACHIEVER (Sea-Land Service), March 17 — Chairman Norbert Prats, Secretary D. A. Brown, Educational Director C. M. Devonish, Engine Delegate Robert Walker, Steward Delegate T. McMellis. Secretary reported \$60 in ship's fund. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew told short wave radio installed in crew's lounge. Crew reported fans and heaters had been installed in fo'c'sle because of dramatic changes in temperature. Steward department thanked deck and engine departments for keeping ship clean. Crew thanked steward department for its fine job. Next port: Elizabeth, N.J.

SEA-LAND ANCHORAGE (Sea-Land Service), March 21 — Chairman M. E. Whitsitt, Secretary J. Wright, Educational Director J. L. Krebs, Deck Dele-

gate S. D. Castle, Engine Delegate Jimmie Nicholson, Steward Delegate George H. Bryant Jr. Chairman announced payoff scheduled for Tacoma, Wash. March 22. Secretary read minutes from previous meeting. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into increase in pension. Crew reminded members to keep lounge, room and ship clean. Next port: Tacoma.

SEA-LAND ATLANTIC (Sea-Land Service), March 11 — Chairman W. C. Byrd, Secretary R. C. Bozeman, Engine Delegate John J. Ashley. Chairman announced payoff set for Houston about March 16 as ship is running late. Secretary said all running smoothly except for shortage of stores. Deck delegate reported disputed OT. No beefs or disputed OT from engine and steward delegates. Crew asked contracts department to review possible increase in pension. Crew complained of shortage of cakes, pies and canned fruit.

SEA-LAND COMMITMENT (Sea-Land Service), March 11 — Chairman Leon Jekot, Secretary G. E. Sinkes, Educational Director Don Bush, Engine Delegate Spero Moche Jr. Chairman complained of vegetable shortage, steward department disputed OT and unsatisfactory movies with many reruns. He announced payoff scheduled for Elizabeth, NJ. Educational director reminded members to upgrade at Piney Point. No other beefs or disputed OT reported. Crew noted new washer was installed and better ventilation in house and working areas was being handled. Galley gang thanked for fine job. Next port: Boston.

SEA-LAND DEVELOPER (Sea-Land Service), March 12 — Chairman R. Pinkham, Secretary L. Lightfoot, Educational Director L. Brown, Engine Delegate Robert Dehlborn, Steward Delegate Troy B. Pope. Chairman reminded crew of payoff and Coast Guard inspection March 18 in Tacoma, Wash. He said captain will order new washer for crew. Secretary thanked AB W. Curtis for helping to keep crew's lounge clean. Educational director reminded members to report safety hazards. Deck and engine delegates reported disputed OT. Steward delegate reported no beefs or disputed OT. Crew was told chief electrician had refit gasket in refrigerator door. Steward department and Chief Cook Troy Pope were thanked for fine meals prepared. Next port: Tacoma.

SEA-LAND DISCOVERY (Sea-Land Service), March 18 — Chairman S. J. Rollo, Secretary Jose Colls, Educational Director Steven Miller, Deck Delegate Rufino Garay, Engine Delegate Sima Padilla, Steward Delegate Roberto Escobar. Chairman noted ship would pay off in Elizabeth, N.J. He said everything was running smoothly. Secretary thanked crew for keeping messroom clean. No beefs or disputed OT reported. Steward department thanked for doing good job.

SEA-LAND EXPLORER (Sea-Land Service), March 25 — Chairman L. C.

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The Pride's Pride—The Pride of Texas (Seahawk Management) paid off recently in the port of Houston, Texas. Posing for the camera are, from the left: QMED R. Irula, QMED J. Hipolito, DEU S. Grande, AB G. Haywood and Chief Steward Joseph Bennett.

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Cope, Secretary W. Hawkins, Educational Director R. Blackwell, Deck Delegate G. Kelly, Engine Delegate G. T. Johns, Steward Delegate Roland Francisco. Chairman noted radio electronics officer installed equipment for crew to receive armed forces radio news and 24-hour entertainment music. Treasurer reported \$86 in ship's fund. No beefs or disputed OT reported. Crew asked to smash aluminum cans before placing them in recycling bag. Crew asked contracts department to review possible pension increase and rotary shipping procedure.

SEA-LAND FREEDOM (Sea-Land Service), March 26 — Chairman W. Feil, Secretary G. Sivley, Educational Director Ray Chapman. Chairman mentioned all repairs or beefs need to be reported before payoff. Educational director asked crew to check with duty officer before dumping garbage overboard. Treasurer reported \$155 in ship's fund. Deck and engine delegates reported disputed OT. Deck delegate also reported minor beefs. No beefs or disputed OT from steward delegate. Crew asked contracts department to look into increase in pension. Crew approved purchase of new tapes as well as buying old ones from departing members. Steward department thanked for good food. Next port: Tacoma, Wash.



Good Chow—Sea-Land's Nedlloyd Holland recently pulled into LaPorte, Texas for a payoff. Members of the steward department pictured above in the galley are, from the left: Steward Assistant Pedro Infante, Chief Steward J.P. Speller and Chief Cook John Lewis.

SEA-LAND VOYAGER (Sea-Land Service), March 11 — Chairman Dennis Brown, Secretary R. Sanderson, Educational Director M. Phillips. Chairman asked for guidelines on when officers may search rooms for just cause. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew cited excellent job done by steward department.

SGT. MATEJ KOCAK (Waterman Steamship), March 11 — Chairman Angelo Urti Jr., Secretary Joseph Moody, Educational Director Donald Peterson, Deck Delegate Donald Bridenstine, Engine Delegate Michael J. Tremper, Steward Delegate Antonio Prizmik. Chairman introduced Dan Tucker as ship's new master, who thanked crew for fine job during recent exercises. He noted repairs and cleaning were being done for off-loading in Honduras. He reminded crew to upgrade at Lundberg School and payoff scheduled March 16 in Morehead City, N.C. No beefs or disputed OT reported. Steward department thanked for good job. Next port: Morehead City.

USNS CAPELLA (IMC), March 4 — Chairman David Martz, Secretary H. M. Davis, Educational Director B. Smith, Deck Delegate Howard Venezia, Steward Delegate Jack A. Rankin. Chairman said ship would layup in Pusan, Korea for three weeks and crew would receive draw March 6. No beefs or disputed OT reported. Next ports: Pusan and Pearl Harbor.

USNS CLEVELAND (Sealift Bulk),

March 11 — Chairman F. A. Kahn, Secretary R. DeBoissiere, Educational Director Dale R. Race, Deck Delegate David R. Park, Steward Delegate Clarence Willey. Chairman said run to Egypt then trip to Greek shipyard went smoothly. Secretary stated ship had best crew in SIU. No beefs or disputed OT reported. Crew thanked Bosun F. A. Kahn and whole deck department for job well done. Crew praised Chief Steward R. DeBoissiere and Chief Cook C. Willey for excellent food. Crew also thanked black gang for the good job. Next port: Lake Charles, LA.

USNS REGULUS (Bay Tankers), March 4 — Chairman James E. Todd, Secretary George Quinn, Educational Director Dennis L. Kvanda, Deck Delegate Thomas Votsis, Engine Delegate Samson Sandven, Steward Delegate Wayne Howard. Chairman advised deck gang to pay more attention to safety when working. He reminded members departing vessel to leave rooms clean and turn in keys, exposure suit and breathing apparatus. No beefs or disputed OT reported. Steward department thanked for job well done.

BROOKS RANGE (Interocean Management), April 1 — Chairman M. G. Gutierrez, Secretary J. Pitetta, Educational Director Robert Hamill. Chairman announced payoff set for Los Angeles. He said vessel would travel to Panama then Portland, Ore. to go into shipyard. Secretary advised crew to upgrade at Piney Point to make more money. No beefs or disputed OT reported. Crew

Secretary Jonny Cruz, Educational Director Kevin Cooper, Deck Delegate Anthony Debelich, Engine Delegate Richard Daisley, Steward Delegate Bert Winfield. Chairman announced payoff scheduled April 8 in Houston. He said he was surprised by run change from Elizabeth, N.J. to Gulf of Mexico but SIU crews always are ready for anything. Secretary advised crew to stay alert for safety and to keep abreast on union matters by reading the Seafarers LOG. Educational director reminded members to stay drug free. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next ports: Houston and Jacksonville, Fla.

OVERSEAS ALASKA (Maritime Overseas), April 1 — Chairman E. K. Bryan, Secretary Carl Woodward, Educational Director Thomas Koubek, Deck Delegate Jessie Mixon, Engine Delegate Gary R. Danos, Steward Delegate Robert D. Brown. Chairman informed members about union applications on-board. He announced new captain and mate arriving April 7 and vessel would go into shipyard May 7. He urged members to upgrade at Lundberg School. Secretary stated ship has been receiving Seafarers LOG every month. He introduced Chief Cook Robert Brown to members. Educational director reminded crew to be careful when discarding plastics. No beefs or disputed OT reported.

PHILADELPHIA (Apex Marine), April 1 — Chairman T. Nielson, Secretary H. Markowitz. Chairman said all seemed to be running smoothly. He announced payoff set for April 3 in New York. Secretary thanked crew for keeping ship clean. Treasurer noted \$12 in ship's fund. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for great job. Next ports: New York and St. Croix.

SEA-LAND LIBERATOR (Sea-Land Service), April 8 — Chairman V. J. Ardowski, Secretary C. M. Modellas, Educational Director E. L. Ford. Chairman announced payoff for April 10, one day late. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND PRODUCER (Sea-Land Service), April 2 — Chairman J. W. Edwards, Secretary C. T. Poggioli, Educational Director R. South. Chairman updated members who missed ship's safety meeting. He distributed cen-



Here She Comes—AB Randy Evans gets the MV Patriot's spring lines ready for docking as the vessel pulls into port in Diego Garcia.

sus forms and asked members to return forms to chief mate. He reminded members to leave rooms clean when signing off vessel. Secretary thanked crew for smooth voyage. He asked members to donate to SPAD and Maritime Defense League. No beefs or disputed OT reported. Crew complained mail was late and missing ship while in port. Next ports: Long Beach, Calif., Oakland, Calif. and Honolulu.

SEA-LAND QUALITY (Sea-Land Service), April 1 — Chairman S. V. Dixon, Secretary M. McDermott, Educational Director S. L. Johnson. Chairman reminded members to separate plastics from rest of trash. He advised crew to keep informed through Seafarers LOG and to discuss any union-related questions with patrolman. No beefs or disputed OT reported. Crew complained about stack gases and main deck generator fumes. Next port: Norfolk, Va.

SEA-LAND TRADER (Sea-Land Service), April 5 — Chairman A. J. Palino, Secretary R. Spencer, Educational Director S. Hardin, Engine Delegate Willie Lee Jr. Chairman said all was running smoothly. He announced vessel would visit Hong Kong on next trip. Deck delegate reported a lodging beef. No beefs or disputed OT reported by engine or steward delegates.

Around the New Orleans Hall



Gathered around the counter in the New Orleans hall, in photo at left, are R. Stevenson, Howard Williams, Joseph W. Clement, Larry M. Clement, Domingo Contreras Joseph G. Arch, L.B. Dooley, Antonio Villanueva and Port Employee Wilbur Maxwell.

This foursome, pictured in photo at right, is not an infrequent sight. AB Dewey C. Bell and his wife, Margaret, and AB Thomas Colbert and his wife, Ellen, frequently travel together—heading out to where the jobs are. They have lots of good memories of their trips together.



SPAD: Playing a Major Role in Job Security of Members

Job security for Seafarers is not assured merely by signing the dotted line at the end of a contract. Many things can take place to affect the performance of such a document during its lifetime.

Government plays a major role in the life of an SIU member. Federal agencies like the Department of Defense, Department of Labor and Coast Guard can change the work routine onboard all types of vessels causing a contract to be renegotiated. Congress could change the Jones Act, cargo preference laws, flags of convenience registrations and alter the SIU way of life.

That is why the SIU has SPAD, the Seafarers Political Action Donation. SPAD is more than the longtime saying "Politics is Porkchops." It is the eyes and ears for all SIU members in Washington and other locations where maritime laws can be affected. A simple voluntary contribution to SPAD makes sure your voice will be heard.

SPAD dollars are used solely to

assist candidates who support the SIU agenda. It is your way to make sure legislators will listen when the SIU speaks. Besides voting it is the most important weapon you have to gain access to politicians.

Years ago when a mariner said he had "porkchops," he meant he had something good. SPAD makes sure that something good will continue to happen for SIU members.



Two upgrading classes took the tour of the U.S. Capitol recently. Members in the April 2 Able Seaman class include Michael Borders, Durin Chappe, Tony Cheesebrew, James Corbran, Stephen J. Deal, Curtis Grayson, Larry H. Harewood, Stephen Herring, William Jackson, Paul W. Leahy, Paul Nikel, Carlos Olsen III, David C. Smith, Fred C. Taylor and Richard Wadkins. Members of the March 19 FOWT class include Adel A. Alwashie, Daniel Cahoon, Ernest A. Cerrillo, Henry C. Cole, Douglas R. Davies, Mark W. Dumas, Kevin E. Hall, William R. Harrington, Kevin S. Inase, Allen E. Kindt, Samuel Monroe, Odell L. Parmley, Ernest B. Perreira, James B. Randolph, Robert Scott, Sidney U. Stratos, Arthur L. Wadsworth, Daniel J. Zealberg. (Note: not all those mentioned are pictured above.)



A trip to Capitol Hill lets these two classes (above and below) of upgraded able seamen know how SPAD works for them. Instructor Ben Cusic joins the group which includes Edwin Taylor, Carlie Tacher, Leslie R. Ferrell Everette W. Sanders, Craig Pearson, Rich Strongman, Richard C. Savi, Robert Eagoner, Ernest Alexander, Michael Kerrigan, Frank Flores, Carl Delesline, Leo S. Zukowski, Brian Wagoner, Robert Coleman, Gerardo Moceno, David Silvio, Brian C. Gauntt, Patrick Hanley, Michael Allen, Mike Alessi, Joe Hance, William H. Padgett, Brad Dexter, Dean A. Gilbert, Mohamed Shaibi, Collado Luis, Chip Thurston and John Cronan.



Part of the studies to become a recertified bosun includes a trip to Capitol Hill to learn how Congress works. Recent members to visit the nation's capital include (left to right) George Diefenbach, Lee Lohman, Errol Pak, Lawrence Zepada, Mike Willis, Michael Kaderly, Jim Dawson, Jim Carter, Robert Carson, Robert E. Allen, Paul Lewis, Carmine Bova and SPAD Director Liz DeMato.

SPAD t-shirts



FRONT

BACK

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

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

FREE

Please fill out the application below and mail it to:

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

Please send the new SIU t-shirt to:

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

SOCIAL SECURITY # _____

BOOK # _____

PHONE # _____

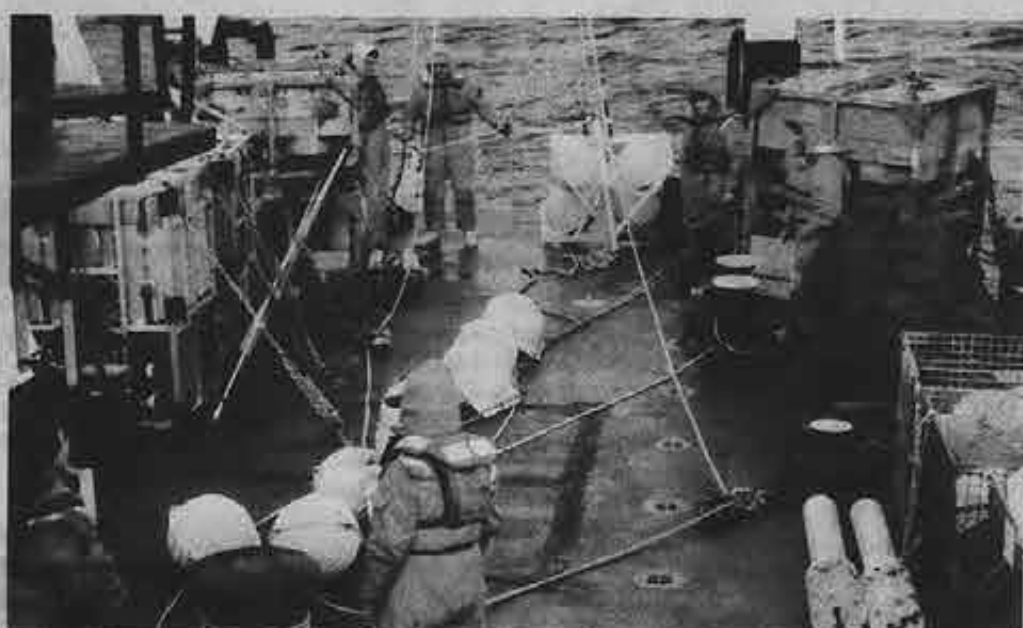
RATING _____

T-SHIRT SIZE (circle one) S M L XL

S/90



Messman Jose Llitera samples some of the tasty chili aboard the vessel.



The deck crew prepares to offload equipment for a Navy experiment from the USNS Silas Bent. Bosun Michael Marquette, who provided this photograph, reported seas of 10 feet with snow and hail falling during the day.



Messman Brenda Grays fixes another order for the hungry crew.

'Shipshape' Is the Word For the USNS Silas Bent MSC, Navy Note Fine Workmanship

Bosun Michael Marquette is extremely proud of the work being done by the unlicensed members of the USNS Silas Bent.

"Just look around the ship," he recently told a Seafarers LOG reporter while the vessel was in a West Coast shipyard. "We have been receiving nothing but compliments for the way she looks. Our crew has been painting and cleaning around the clock to make her look and run nice."

He noted the Military Sealift Command (MSC) has told Mar Ship Company that it is "thrilled" at what has been taking place aboard the vessel. "I'm very proud of the way they have worked, even in adverse conditions," Marquette said. "Overall the crew is a great bunch of guys and gals."

But it is not just MSC who has

been lauding the crew. Marquette has in his possession a letter dated January 16 to MSC from J. R. Moss, contractor engineer-in-charge with the Navy, for the work done by the crew during a special operation in November and December 1989.

Marquette's "interaction with the contractor indicated an interest for the success of the operation and for a professional and safe manner in which it was carried out," Moss stated in the letter. "He also exhibited an excellent working relationship with the ship's officers and commanded the respect of the crew working with him."

The bosun responded to the letter by saying the crew working together the way that they do made it "the smoothest operation we ever had."



Chief Cook Veronika Cardenas is ready to fill the next lunch order.



There is no such thing as being through for the day. QMED Electrician Rose Meyer catches up on paperwork during his spare time.



Watch Able Seaman John Simpkins, in photo at right, reviews the visitors' log on the USNS Bent.



Messman Jeff Kuni is busy cleaning up after lunch has been served.



Third Cook Daniel Maxie cleans pots and pans for the next meal.

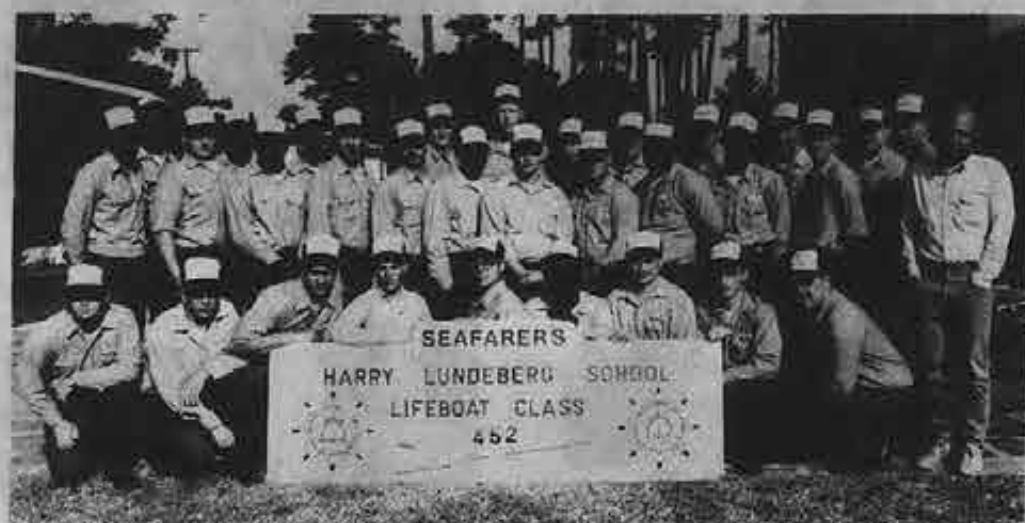


"The best deck crew in the union" is the way Bosun Michael Marquette (right) describes Able Seamen Jack Cooper (left) and Mato Anzulovich.



Chief Steward Florencio Nieves keeps his galley gang busy on the small vessel. From the left are (front row): Nieves, SA Ricky Williams, MM Brenda Grays, MM Jose Llitera, Cook/Baker Romalies Jones; (back row): Third Cook Daniel Maxie, SA Phil James and MM Jeff Kuni.

Lundeberg School Graduates Seven Classes



Trainee Lifeboat Class 452—The graduates of trainee lifeboat class 452, pictured in the photo at left, are (from left, back row) Castel Blunt, Shawn A. Lewis, Keith L. Jordan Sr., Darren Nettles, William R. Humphrey, Michael R. Perez, Michael Ball, Charles Rudolph, Charles Hardt and Paul Diesner, (from left middle row) Damon Washington, James Townsend, Antonio Reese, Jason Crist, Hugh McDowell, Gilbert Gildersleeve Jr., Darren Honey, Van C. Jones, Darren West, Darain Walker, Alan Sarvis, Richard Henderson and instructor Jake Karaczynski, (from left front row kneeling) George Davis, Chris Caviness, Scott Sams, Allen Terro, Jeannette Millan, Darryl Brown, Timothy H. Balcher Thomas Wright and Douglas DeMonte.



Pumproom Maintenance & Operations—Learning about cargo properties and emergencies is part of the curriculum for this course. Completing the April class, taught by Jim Shaffer (left), are (front row, from the left) Eugene Thompson, Rosario A. Rolon, D. Rush Ingram, D. Ficca and Joseph Negron, (second row, from the left) David Tillman and Herman Best.



Upgraders Lifeboat Class—Learning lifeboat skills and water survival techniques leads to lifeboatman certification at the Lundeberg School. Under the instruction of Ben Cusic (second row, left) the following SIU and MSC members made up the March 26 graduating class: (front row, from left) Stephen Herring, SIU; William Jackson, SIU; Richard Wadkins, MSC; Stephen Deal, SIU; Leon Redieck, SIU; Robert Stivers, SIU and Curt Grayson, SIU; (second row, from left) Cusic; Larry Harewood, MSC; Kevin Takahashi; Fred C. Taylor Jr., MSC; Erskine Hill, MSC; David C. Smith, SIU; Paul W. Leahy, MSC and James Corbran, SIU.



Marine Electronics Technician—Instructor Russ Levin (second row, center) teaches the principles of analog and digital electronics with emphasis on shipboard circuitry and communications. Graduating the March 22 class are (front row, from the left) Garry Johnson, Dave Lyons and Nelson Bailey, (second row) Steve Bigelow, Levin and Charles Petersen.



Marine Electrical Maintenance—Completing this eight-week course at the Lundeberg School are (front row, from left) Rosario Rolon and Joseph Ortiz Jr., (back row, from left) Marcos Hill, John Kelly, Rich Harris and Steve Brown.



Able Seaman Class—The Lundeberg School graduated 34 members as able seamen on March 13. From the left are (kneeling) Anthony Jannace, Mohamed Shaibi, Joe Hance, John A. Morales, Leon Redieck, Brad Dexter, William Padgett, Patrick Hanley, Jim Smith, Carlie Tacher, Dean Gilbert and David Silvio, (second row) Quintin Ferido, Richard Savi, Richard Hockfeld, Jeff Stockman, Les Farrell, Ismael Martinez, Leo Zukowski, Brian Wagoner, Ivan Marikovsky, Mark Whiting, Miguel Monge and Gerardo Moreno, (third row) Frank Flores, David Jackson, Steven Anthony, Jussein Said, Robert Wagoner, Robert Coleman, Brian Gauntt, instructor Casey Taylor, Richard Strongman, Kenneth Dieter and Craig Pearson.



Oil Spill Emergency Containment & Clean Up—This one-week course covers types of oil and petroleum products and their behavior on water, pollution prevention regulations, spill prevention and small boat operations. The graduates are (front row, from the left) instructor Jim Shaffer, Leslie Farrell, Richard Strongman, Brad Dexter, Ismael Martinez, Dennis Schadler (Navy BMI), Carla Tacher and instructor Casey Taylor, (second row, from the left) Richard Gowan (Navy EM2), Jeffrey Freed (Navy EN2), Bob Coleman, Joseph Jordan (BM2), Ivan Marikovsky, John Morales, James Chriswell (BM2), Brian Gauntt, Richard Savi, Michael Alessi, Anthony Jannace and Mark Whiting.

Final Departures

DEEP SEA

JOSEPH J. DUFFY

Joseph J. Duffy, 72, passed away March 10. The Savannah, Ga. native served in the Navy from 1936 to 1960 before joining the SIU in February 1970 in the port of Yokohama, Japan. Early in his engine department career, Brother Duffy sailed on Sea-Land vessels. He started receiving his pension in February 1983.

ALFRED H. DUGGAN



Alfred H. Duggan, 67, died April 1. Born in Gilead, Maine, he served in the Army

from 1942 to 1945. Brother Duggan sailed in the black gang after joining the union in June 1951 in the port of New York. He retired in February 1971.

FRANK J. FOLEY



Frank J. Foley, 88, passed away January 14 in a Tallahassee, Ala. hospital following an extended illness. He was born in Mt. Sterling, Ky. and joined the Seafarers in March 1951 in the port of New Orleans. Brother Foley sailed in the steward department. He retired in April 1974. Brother Foley was buried January 16 at China Grove Cemetery, Redland, Ala. He is survived by his daughter, Barbara Luker, three grandchildren and five great grandchildren.

HOWARD F. FOREMAN

Howard F. Foreman, 67, died December 16, 1989. The Missouri native joined the Marine Cooks and Stewards, prior to its merger with the SIU, in May 1953 in the port of San Francisco. Brother Foreman started to receive his pension in January 1986. He is survived by his wife, Dorothy.

JOHN GARDNER



John Gardner, 67, passed away March 23. He was born in Murray, Ky. After serving in the Navy from 1940 to 1946, Brother Gardner joined the Seafarers in February 1948 in the port of Norfolk, Va. The deck department veteran retired in January 1984. His wife, Martha, survives him.

CESAR A. GUERRA

Cesar A. Guerra, 56, died November 16, 1989. A native of Sava, Honduras, he was a No-

vember 1961 graduate of the Andrew Furuseth Training School in New Orleans. Early in his career he sailed on Mississippi Shipping Company vessels. Brother Guerra upgraded to recertified steward in 1982 at the Lundberg School. He was an active member at the time of his death. He is survived by his wife, Mercedes.

CHARLES HAWKINS



Charles Hawkins, 68, passed away March 3. Born in Allentown, Ga., he joined the SIU-Pacific Division in 1944. Brother Hawkins later became a member of the Marine Cooks and Stewards, then returned to the SIU when the unions merged.

JAMES W. KNECHT



James W. Knecht, 67, died March 7. The Des Moines, Iowa native served in

the Army from 1942 to 1945. The steward department veteran was a member of the Sailors Union of the Pacific, an SIUNA affiliate, before joining the Seafarers in August 1961. He started drawing his pension in November 1983.

VINCENT McCLOSKEY

Vincent McClosky, 63, passed away in March. He was born in Londonderry, Ireland. Brother McClosky joined the union in April 1946 in the port of Mobile, Ala. The U.S. Army interrupted his deck department career from 1951 to 1953. His ashes were scattered in the Pacific Ocean on March 8 by the Sea-Land Endurance.

CECIL MILLS



Cecil Mills, 62, died February 22. The native of Milltown, Ind. served in

the Navy from 1945 to 1948. He joined the Seafarers in May 1957 in the port of Seattle, Wash. Brother Mills upgraded his engine department endorsement in April 1973 at the Lundberg School. He started to draw his pension in June 1985.

HORACE SANFORD

Horace Sanford, 72, passed away December 25, 1989. A native of Alabama, he joined the SIU in July 1946 in the port of Philadelphia. Brother Sanford retired from the black gang in September 1984.

ALEX SANTIAGO

Alex Santiago, 35, died February 20. After serving in the Army from 1971 to 1972, the Santruce, P.R. native graduated from the Lundberg School in April 1975. Brother Santiago's first ship was the William Roesch. He upgraded his engine department endorsement in 1980 at Piney Point. He was an active member at the time of his death.

EDWARD R. SLANEY

Edward R. Slaney, 65, passed away April 5. The galley gang veteran was born in Norwood, Mass. He joined the SIU in July 1970 in the port of New York. Brother Slaney retired in June 1989.

ROLLAN R. TEETS

Rollan R. Teets, 82, died March 15. The Chicago native joined the Seafarers in April 1942 in the port of New York. Brother Teets sailed in the engine department before retiring in October 1972.

INLAND

JOHN R. HAINES



John R. Haines, 66, passed away February 11. After serving in the Navy and Coast

Guard from 1942 to 1968, the Burlington, N.J. native joined the SIU in January 1968 in the port of Baltimore. Boatman Haines shipped in the engine department for Curtis Bay Towing vessels. He started collecting his pension in October 1985. His wife, Mary, survives him.

JOHN LARSEN



John Larsen, 73, died January 18. He was born in Skaarup, Denmark

and joined the union in December 1956 in the port of Baltimore. Brother Larsen sailed on Stuart Transportation vessels before retiring in December 1978. He is survived by his wife, Edna.

GREAT LAKES

JOSEPH B. BOBOLA

Joseph B. Bobola, 78, passed away February 27. The Michigan native joined the Seafarers in May 1956 in the port of Alpena, Mich. He shipped in the deck department. Brother Bobola retired in September 1975.

RAILROAD MARINE

ARCHIE B. CRAY

Archie B. Cray, 73, died December 16, 1989. Born in

Blakes, Va., he served in the Army from 1942 to 1945. He joined the SIU in July 1960 in the port of Norfolk, Va. Brother Cray sailed in the deck

department for the Pennsylvania Railroad before he retired in August 1968. His wife, Bernice, survives him.

Correction: National Archives Helps WWII Seafarers Verify Wartime Service

The March 1990 edition of the Seafarers LOG included an article about the National Archives and how it can help World War II merchant mariners to obtain evidence of their wartime service. The LOG article unintentionally omitted one of the National Archives regions in its listing of "Where to Write."

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

What follows is a corrected listing. If a former WWII merchant mariner cannot locate any of the documents necessary to apply for veterans' status, and if the Coast Guard cannot find evidence of service in its records, then the logbooks held by the National Archives regional archives may be the next best source of verification. Requests for copies of merchant vessel logbooks must be made in writing and should be addressed to the director of the National Archives regional archives which holds logbooks for the port at which the individual's vessel ended its voyage.

Regional Archives	Port	Date Span
New England Region National Archives 380 Trapelo Road Waltham, MA 02154 (617) 647-8100	Boston, Mass. Portsmouth, N.H. Portland, Maine Providence, R.I.	1942-53 1942-55 1941-55 1941-53
Northeast Region National Archives Bldg. 22 - MOT Bayonne Bayonne, NJ 07002-5388 (201) 823-7252	New York, N.Y. New York, N.Y.	1942-58 1959
Mid-Atlantic Region National Archives 9th & Market Streets Room 1350 Philadelphia, PA 19107 (215) 597-3000	Philadelphia, Pa. Philadelphia, Pa. Philadelphia, Pa. Baltimore, Md. Baltimore, Md. Norfolk, Va. (includes Wilmington, N.C.) Portsmouth, Va. Portsmouth, Va.	1919-21 1942-56 1958-59 1942-57 1964-67 1940-55 1956-57 1963-64
Southeast Region National Archives 1557 St. Joseph Avenue East Point, GA 30344 (404) 763-7477	Savannah, Ga. Jacksonville, Fla. Tampa, Fla.	1941-53 1943-51 1942-51
Southwest Region National Archives 501 West Felix Street P.O. Box 6216 Fort Worth, TX 76115 (817) 334-5525	Brownsville, Tx. Corpus Christi, Tx. Galveston, Tx. Houston, Tx. Mobile, Ala. New Orleans, La. Port Arthur, Tx.	1946-59 1943-72 1941-74 1942-73 1942-56 1942-76 1939-70
Pacific SW Region National Archives 24000 Avila Road P.O. Box 6719 Laguna Niguel, CA 92677-6719 (714) 643-4241	Los Angeles, Calif. Los Angeles, Calif. (includes Wilmington, Long Beach & San Pedro) San Luis, Calif. Port Hueneme, Calif.	1916-42 1942-54 1942-54 1945
Pacific Sierra Region 1000 Commodore Drive San Bruno, CA 94066 (415) 876-9009	San Francisco, Calif.	1927-57
Pacific NW Region National Archives 6125 Sand Point Way, NE Seattle, WA 98115 (206) 526-6507	Seattle, Wash. Seattle, Wash. Seattle, Wash. Portland, Ore. Coos Bay, Ore. Astoria, Ore.	1890-1911 1910-37 1940-58 1942-58 1914-27 1915-40

SIU Members In New Jobs On MSC Tankers

The SIU crewed the Sealift Indian Ocean and the Sealift Caribbean earlier this month. The two vessels are part of a fleet of MSC tankers that now will be operated and maintained by SIU-contracted company IMC.

On this page are photos of some of the Seafarers who have signed on for the first SIU voyage on these tankers.



Bosun Paul "Red" King takes a coffee break on the Caribbean.



Revels "Johnny Reb" Poovey, steward/baker on the Caribbean, discusses menu options.



Chief Cook Jack Sivley in the Caribbean's galley.



Left to right are Able Seamen on the Caribbean: Ted Daniels, William Steele and Pam Taylor.



Aboard the Indian Ocean are, left to right, Chief Pumpman Freddie Harris, Bosun Leggett Jones and QMED James Brack.

Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

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

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

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

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

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



OS S. Collins is happy to be aboard the Indian Ocean.



AB James Camp during a coffee break on the Indian Ocean.

Foreign Flag Cruise Ships Unsafe

Continued from page 4

NTSB nor the Coast Guard could have investigated the accident without the permission of the ship's owner. Kolstad pointed to the case of the Liberian-flagged, Miami-based cruise ship Celebration with almost 1,600 passengers aboard striking and sinking a Cuban bulk carrier in international waters, killing two members of the Cuban crew. The ship's owner, Carnival Cruise Line, refused to let the NTSB investigate, and a U.S. district court upheld the owner's refusal because "the court doubted the board's authority to make this type of investigation," Kolstad said.

He called on Congress to make major changes in the way the U.S. handles for-

eign-flag cruise ships operating out of American ports. Among the suggestions Kolstad made were giving the Coast Guard more authority to require improved safety equipment such as sprinkler systems, integrated heat/smoke detectors and centralized fire control systems on foreign-flag passenger vessels, allowing U.S. governmental agencies the right to investigate accidents of foreign-flag passenger vessels in international waters when the ships sail from U.S. ports and American passengers are involved, and permitting U.S. agencies the abilities to examine and control foreign-flag passenger ships involved in the U.S. market.

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 Accounts every year, which is to be submitted to the membership by the Secretary-Treasurer. A yearly finance committee of rank and file members, elected by the membership, makes examination each year of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the Union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all Union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the Union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

Full copies of contracts as referred to are available to members 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 an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other Union official fails to protect their contract rights properly, they should contact the nearest SIU port agent.

EDITORIAL POLICY—THE SEAFARERS LOG. The Seafarers 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 Seafarers LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods such as dealing with char-

ges, trials, etc., as well as all other details, 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 members 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, the member should notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his economic, political and social interests, and American trade union concepts.

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

1990 UPGRADING COURSE SCHEDULE

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

June-December 1990

The following is the current course schedule for June-December 1990 at the Seafarers Harry Lundeberg School of Seamanship.

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

PLEASE NOTE: All members are required to take firefighting when attending the Lundeberg School.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 23 September 17 November 12	August 31 October 26 December 21

All students must take the Oil Spill Prevention and Containment class prior to the Sealift Operations and Maintenance course.

Lifeboatman	June 11 July 9 August 6 September 3 October 1 October 29 November 26 December 24	June 22 July 20 August 17 September 14 October 12 November 9 December 7 January 4
Ship Handling	June 25 August 27 October 8 December 3	July 6 September 7 October 19 December 14
Radar Observer Unlimited	August 20 October 1 November 26	August 24 October 5 November 30
Third Mate	August 6	November 16
Tankerman	July 23	August 17
Limited License	June 11 September 17	August 17 November 23

Upon completion the Sealift Operations course must be taken.

Oil Spill Course

Oil Spill Prevention & Containment (1 week)	July 9 July 23 September 3 October 1 October 29 December 10	July 13 July 27 September 7 October 5 November 2 December 14
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Upon completion the Sealift Operations course must be taken.

SHLSS College Program Schedule for 1990

FULL 8-week Sessions
August 6 through September 28

October 15 through December 7

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐ Pacific ☐

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: ☐ Yes ☐ No Home Port _____

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

Are you a graduate of the SHLSS Trainee Program: ☐ Yes ☐ No

If yes, which program: From _____ to _____

Last grade of school completed _____
(dates attended)

Have you attended any SHLSS Upgrading Courses: ☐ Yes ☐ No

If yes, course(s) Taken _____

Have you taken any SHLSS Sealift Operations courses? ☐ Yes ☐ No

If yes, how many weeks have you completed? _____

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

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

Date Available for training _____

Primary Language Spoken _____

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 24	November 5

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	June 11 September 17	August 31 December 7
Fireman/Watertender and Oiler	June 11 October 29	July 20 December 7

All students must take the Oil Spill Prevention and Containment class prior to the Sealift Operations and Maintenance course.

Pumproom Maintenance & Operations	June 11 August 20 October 29	July 20 September 28 December 7
Marine Electrical Maintenance	July 23 October 1	September 14 November 23
Marine Electronics Technician	July 23	October 12
Diesel Engine Technology	October 1	October 26
Refrigeration Maint. & Operations	June 11 August 20	July 20 September 28
Hydraulics	October 1	October 26

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

1990 Adult Education Schedule

The Adult Education courses listed are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	July 30 October 29	September 8 December 8
Adult Basic Education (ABE)	July 30 October 29	September 7 December 7
English as a Second Language (ESL)	July 30 September 10 October 29	September 7 October 19 December 7

Developmental Studies	June 4 July 16 September 10	June 8 July 20 September 14
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ABE/ESL Lifeboat Preparation Course	June 18 August 13 October 8	July 6 August 31 October 16
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Steward Upgrading Courses

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

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

With this application COPIES of your discharges *must* be submitted showing sufficient time to qualify yourself for the course(s) requested. You also *must* submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your Lundeberg School identification card listing the course(s) you have taken and completed. The Admissions Office **WILL NOT** schedule you until all of the above are received.

RATING HELD **DATE SHIPPED** **DATE OF DISCHARGE**

VESSEL _____

SIGNATURE _____ DATE _____

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

DECK

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

ENGINE

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Variable Speed DC Drive Systems (Marine Electronics)

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

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course.
RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundeberg Upgrading Center, Pines Point, MD. 20674

SIU Men Hailed as Heroes for Rescue

USCG Presents Awards to Burke, Brown, Kuvshnikov and Tyler

Four New York men are alive today because the SIU-crewed Day Peckinpaugh happened to be "in the right place at the right time" on Oneida Lake last October.

The Coast Guard recognized the crew earlier this month in a special ceremony attended by nearly 100 people, including two of the survivors, at the Oswego (N.Y.) Port Authority.

The SIU members involved in the rescue included AB Wheelmen Tim Burke and Howard Brown, Scraperman Baisel Kuvshnikov and Cook Bernard Tyler. All but Tyler attended the ceremony.

None of the SIU crewmembers said they did anything any other mariner would not have done when another ship was in danger. Burke's description of the October 4, 1989 incident was: "I was in bed and the captain woke me up. We got everything ready and took the people out of the water. That's all."

Brown was as modest as Burke. "Everyone was doing the same thing," he recalled. "We were assisting the men onboard with life jackets, life boats, etc."

Survivor Walter Edin remembered the incident in more precise detail. He told others not to be fooled by the modesty of the Peckinpaugh crew. "They deserve all the recognition they get," he said watching the ceremony.

Edin was aboard the MV Seabreeze, a 65-foot passenger ferry, heading for the warmer waters of Florida when it was caught in the rough seas on the lake. "We took on more water than we could get rid of. We spent 20 minutes with the bow under water," Edin said.

"The [Peckinpaugh] crew risked its boat in eight to 10-foot seas and almost rolled over. They put themselves between us and the wind. I couldn't blame them if they left us to protect their vessel," Edin and fellow survivor Ross Keefe attended the ceremony to say thank you one more time to the men who saved their lives.

First Mate Stewart Gunnlaugsson, who sailed with the SIU for 11 years before upgrading, provided the official account of the rescue. "I was on watch when it happened. We were 4½ miles from shore. The seas were too rough for them to head for shore so they were trying to go back to where they started.

"I looked at the boat," Gunnlaugsson recalled. "I looked



AB Wheelman Howard Brown (right) is congratulated by USCG Vice Admiral Howard Thorsen for his role in the rescue of four men from the MV Seabreeze.

away, then back and thought 'Where'd it go?' We were a half mile away. They were in the water maybe 30 minutes."

The mate said the Peckinpaugh's crew immediately responded to the rescue call. "They did an excellent job, marvelous job. One SIU member practically carried one [survivor] up from the water. We were in the right place at the right time because the water was so cold already that I don't think they could have survived another five minutes.

"Everybody was on the deck, even the cook. One of the members almost was in the water to scoop them out. They got the life jackets out, then got blankets, dry clothing and warm food to the men."

The Peckinpaugh, a dry bulk cement carrier which runs from Oswego to Rome, N.Y., was able to rescue three of the four men from the Seabreeze on its first sweep. As soon as the crew had witnessed the sinking, the captain radioed the nearby lock to report the incident. A New York State Police helicopter swooped in while the Peckinpaugh was turning around and plucked the fourth survivor from the water.

In presenting Public Service Awards to all involved in the rescue, USCG Commander John H. Johnson of the Buffalo, N.Y. area proclaimed all of the men "heroes." Each crewmember and state trooper received their awards from USCG Vice Admiral Howard Thorsen, commander of the Atlantic Region.

The ceremony took on added meaning to Kuvshnikov. The Soviet native who came to the U.S. in 1952 became an SIU member 19 years to the day of the recognition. He found out earlier in the week his

son was the winner of a Seafarers scholarship. The whole family drove up from Fairview, Pa. to celebrate together. Kuvshnikov noted that he gets to see his family for "48 hours every six weeks" while shipping. "It's just enough



Survivors Ross Keefe (left) and Walter Edin (with glasses) thank Peckinpaugh crewmembers Baisel Kuvshnikov and Tim Burke (right) during the ceremony.



Even heroes don't get the day off. AB Wheelman Tim Burke secures a new line aboard the Day Peckinpaugh after high winds and waves loosened those already tying the vessel to the dock at the port of Oswego, N.Y.

time to get the grass cut," he said.

Sidney Smith, president of Erie Navigation which owns the Peckinpaugh, said this was the first rescue of this magnitude ever conducted by one of the company's vessels.

Burke, an SIU member since 1968, said he never had been in such a rescue before. However, Brown, who has sailed with the SIU since 1947, had a tale to go along with a previous rescue. "I was on the Niagara in Lake Erie when we rescued a husband, wife and their dog from a [sunken] pleasure craft. I was holding the dog and it tried to bite me after the rescue." This last rescue the thanks were a little kinder, he noted.

Help Locate This Missing Child



Amy Sue Pagnac

Amy Sue Pagnac has been missing since August 5, 1989 from Maple Grove, Minn. She was 13 years old at the time of her disappearance.

Height: 5 ft.
Hair: Light brown
Weight: 100 pounds
Eyes: Blue

Identifying Information:

Amy Sue Pagnac requires medication for allergies and has experienced seizures due to unknown causes.

ANYONE HAVING INFORMATION SHOULD CONTACT
The National Center for Missing and Exploited Children
1-800-843-5678
OR

Maple Grove Police Department (Minn)
Missing Persons Unit
1-612-420-4000