

SEAFARERS LOG

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February 1992

Bush Speech Clouds Seaman Tax Issue

But SIU Continues Its Fight

Congress Barraged with Protests from Seafarers

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Seafarers Prepare for 1992 Primary and General Elections

The president, one-third of the Senate and all of Congress are up for election this year, all of whom make decisions on an almost daily basis that affect the state of U.S. shipping and the job security of Seafarers. SIU members aboard the Sea-Land Integrity plan to make their voices heard on election day. The

first step is registering to vote, using Board of Elections forms brought aboard by Port Agent Kermet Mangram (third from left) during a payoff. Pictured here are Pedro Laboy, Jim Hockman, William Babbitt, William Cooper, Benito Santos and Sang to Bae. Page 10.

President's Report

Trade Must Be a Two-Way Street

Fresh on our minds are images of our nation's president in Japan begging for a tiny opening for U.S. goods in that country's trade policies. During the president's visit to Japan last month we woke up every morning to news reports citing the nation's trade deficit. It stands at over \$100 billion today—most of that in the area of manufactured goods.



Michael Sacco

The president's trip to Japan should serve as a national warning that our trade policy is in trouble. The management of trade between nations should not be reduced to the spectacle we witnessed last month. Trade is a vital part of the world economy and of every individual nation's economy. With the crumbling of the communist government in the Soviet Union, its satellites and its transformation from an aggressor nation to one focused on rebuilding itself in a democratic fashion, trade becomes the single most important aspect of American foreign policy.

For those of us who earn our livelihoods by going to sea, we have always been aware of the significance of trade. Trade is the lifeblood of our industry. Talk to any seaman. The conversation will be about trade, except it will be presented in very personal terms. We remember the cargo on our ships and the various runs—household appliances to South America, coal to Europe, cars to the United States, construction equipment to the Middle East, fruit from the Caribbean, monkeys from India, liquid fertilizer to Russia.

Seafarers have a stake in world trade, both as participants in the U.S. shipping industry and as American citizens. We have a stake in having lots of world trade. But we recognize two important points. First, there must be cargo for both trips—outbound and inbound. Exports and Imports. Second, trade must be conducted in the nation's interest. Trade should not result in lots of unemployed Americans and a few more rich American corporations.

Proposed Mexico Agreement a Raw Deal

Take for instance the discussions currently being conducted by the Bush administration on a proposed North American Free Trade Agreement—a pact that in theory is aimed at increasing the flow of goods and services between Mexico, the United States and Canada. But this deal is not what trade should be about.

First, it will drastically increase imports to the United States from Mexico without any evidence of a corresponding increase in the flow of U.S. exports to Mexico. As a forewarning, we can look to the "Maquiladora" program—a policy that allows American companies in parts of Mexico to produce goods for export to the United States that are not subject to certain tariffs. This program has increased imports to the U.S. as would the proposed trade deal which is structured along the Maquiladora lines.

Second, the U.S./Mexico trade deal as laid out by the administration will be a disaster for American workers and for American communities. It will inevitably lead to job losses. There are some academics and economists, who are usually paid by governments or businesses, who dispute this. But it doesn't take a genius to figure this one out. The minimum wage for Mexican workers is 59 cents an hour. The work week for Mexican workers is 48 hours. As AFL-CIO Secretary-Treasurer Thomas R. Donahue pointed out in testimony last year before the Senate Finance Committee: "Mexico's single comparative advantage is the poverty of its citizens and their willingness to work for subsistence wages. The skill, productivity and contributions of American workers become irrelevant in this context... No matter how productive, U.S. workers cannot compete with labor costs of less than \$1.00 a day."

Aside from wages, U.S. companies in Mexico enjoy the absence of many laws which exist in the United States to protect communities and citizens from environmental abuses and from industrial-related deaths and illnesses. The American companies located at Mexican border towns are allowed to pollute to their heart's content. This lack of regulation has tragic consequences. It recently was reported in the Baltimore Sun (1/18/92) that pollution from American factories in Matamoros, Mexico was the most likely cause of a rare defect in infants born in the Matamoros/Brownsville, Texas area. An unprecedented number of babies are being born with open skulls and no brain tissue.

U.S. Should Promote Exports

For the past decade, under the Reagan and now Bush administrations, imports to the United States have been greatly encouraged by American government policy. The United States is now taking a disproportionate share of the world's manufactured imports—in steel, in textiles, in autos. The United States has a trade deficit with most of the industrialized nations of the world. It is time for the United States to make trade a two way street once again. U.S. government policy must encourage a manufacturing capability and economy that will produce exports. The government has a vital role to play in trade negotiations. The role in such forums is not to give away the store, as the Reagan/Bush administrations have been inclined to do, but to establish mechanisms for a level playing field in the arena of world commerce.

To encourage exports, U.S. policy must encourage investment at home and in new plants and equipment, tax loopholes that encourage American companies to invest abroad must be closed. Critical industries must be viewed in the context of the national interest and as such supported and developed through government policies.

APL Lines, Sea-Land Team Up To Bolster U.S.-Flag Shipping

Two major American liner companies are coordinating their efforts to seek a U.S. government policy that will allow U.S.-flag ships to compete in the international shipping trade.

American President Lines (APL), a west coast-based company with 23 containerships under the U.S. flag operating between North America and Asia, and Sea-Land, which operates more than 41 U.S.-flag containerships serving 80 ports in 70 countries and territories around the world, have prepared a draft proposal urging that steps be taken quickly to encourage investment in the American fleet.

SIU President Michael Sacco, in response to the news of the liner companies' initiative, said he was encouraged by the fact that the two largest U.S.-flag shipping companies have put aside their differences in order to launch an effort to revitalize American shipping. In communicating with the two companies, both of which are signatories to collective bargaining agreements with the SIU, Sacco pledged the union's cooperation in seeking policies that will promote a U.S.-flag fleet.

While the two companies have not issued a final formal proposal, among the possible mechanisms that can be instituted to support U.S. shipping are: accelerated depreciation for ships (a practice of most nations), a favorable invest-

ment climate for putting money into ships, standardization of Coast Guard ship building regulations with world standards, making government procurement policies including those of the military—more effective and streamlining methods for booking PL 480 and other aid cargoes.

The carriers are looking towards tax policies which mirror those of other foreign countries that have adopted measures to assist their national fleets compete with flag-of-convenience operations.

In the area of manning, the shipping companies are seeking programs to increase productivity and have suggested adopting procedures similar to those of their international competition.

Sacco noted that while the SIU could not agree with all aspects of the program, there was certainly enough in the APL/Sea-Land draft proposal which made the union's cooperation possible.

In pointing to the need for new government policies, APL and Sea-Land note that the number of privately-owned freighters has fallen from 656 in 1957 to 171 today. These U.S.-flag vessels transport only 19 percent of American imports and exports. Other nations carry a much greater share of their cargoes. South Korea, for example, carries 54 percent of its commercial shipping on South Korean-flag ships.

Families Are Welcome at the Seattle Hall



Manuel Basas (right), a popular chief cook on the West Coast, recently brought his wife, Luce, and their new daughter, Samantha, to the Seattle hall before catching the Overseas Alaska, a West Coast tanker. Basas and his family live in Tacoma, Wash.

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'Work Tax' Status Unclear in Bush Reg Review

SIU Presses Fight Against Z-Card User Fee, Seamen Urge Action by Legislators

The status of the Coast Guard's proposed work tax on seamen and boatmen is unclear as a result of a call by President George Bush for a 90-day moratorium on any new federal regulations and a review of all existing rules to determine if they hinder the ability of American companies to be competitive.

The Seafarers International Union (SIU) has recommended to the Coast Guard that, in light of the regulatory review, the so-called user fees for the processing and issuance of merchant marine documents, licenses and certificates of registry be scrapped. The union, which has filed suit in Federal District Court to have the fees blocked on the basis that they are unconstitutional, pointed out to the Coast Guard that the levy on seamen is exactly the kind of regulation that should be tossed out under the president's review.

Review of Regulations

In his state of the union address to the nation on January 27, the president said, "I have this evening asked major Cabinet departments and federal agencies to institute a 90-day moratorium on any new federal regulations that could hinder growth. In those 90 days, major departments and agencies will carry out a top-to-bottom review of all regulations, old and new, to stop the ones that will hurt growth and speed up the ones that will help growth."

In its request to the Coast Guard that the user fee on document proposal be withdrawn in the regulatory review process, the SIU pointed out that the "merchant marine industry is struggling in an increasingly difficult economic time to maintain a declining market share in the very competitive world transportation market."

"The assessments at issue in this case will adversely affect American workers and U.S.-flag vessel owners and operators alike. The Coast Guard regulations at issue thus seem well suited for prompt rescission; job protection and creation certainly appear more important a goal than any marginal revenue enhancement possible through the Coast Guard's worker levy," the SIU statement said.

Impact on User Fee Unknown

The Coast Guard, contacted by the Seafarers LOG the day following the president's state of the union address, has not determined how the moratorium will impact on their proposed regulation which establishes a fee regime for the issuance of merchant marine documents, licenses and certificates of registry.

A representative of the agency's Office for Regulations and Administrative Law said the

Coast Guard had "no firm guidance yet" on how to handle pending and proposed regulations.

Meanwhile, the SIU continues to press its fight through the courts and in the halls of Congress to ensure that the punitive user fee scheme does not come to fruition. The SIU's court case asks that the plan to charge seamen and boatmen z-cards, endorsements and marine licenses, first announced by the Coast Guard in June 1991, be set aside. In its court brief, the union labels the scheme "a tax" and consequently charges it is unconstitutional. The SIU cited the fact that the Coast Guard considered seamen's ability to pay in determining the fee schedule.

The SIU case also notes that the Coast Guard fees cannot be accurate and as such do not pass the Administrative Procedures Act. The SIU contends that the studies used by the agency to determine the fee regime are rife with gross inaccuracies and guess work.

SIU Members Send Petitions

Seafarers around the country are writing their congressional representatives and submitting comments to the Coast Guard. Boatmen in the gulf collected hundreds of signatures on a circulating petition. Great Lakes seamen drafted a letter to go to Congress and distributed it to the men and women on all the Lakers. As a result, individual seamen wrote letters to their congressmen.

THE PROPOSED WORKER TAX

Background

In the Omnibus Budget Reconciliation Act of 1990, Congress rescinded a 1886 statute prohibiting the government from collecting fees for seamen's licenses and for the service of inspecting vessels. As part of a last-ditch effort to raise revenue for a deficit-ridden federal treasury, the Congress enacted a series of Coast Guard user fees, among which is a charge to seamen and boatmen for the issuance of merchant marine documents, licenses and certificates of registry. The president signed the bill into law in late 1990.

The Coast Guard was then charged with developing a rulemaking on the user fees. On June 20, 1991, the agency issued a notice of proposed rulemaking in the Federal Register, outlining its fee regime and explaining how those numbers had been calculated. The agency established a comment period on the proposal which was open until August 5. During this comment period, the Coast Guard received more than 500 communications. The great majority of those strongly opposed the levy.

Congress

As Congress has within its power the ability to amend existing laws, elected officials can repeal the seamen's work tax. Seafarers have been sending their elected representatives in both the House and the Senate petitions and letters outlining their strong opposition to the user fee for seamen's papers and marine licenses.

To communicate with congress, address letters to members of the House by putting their name and "Washington, DC 20515. Letters to the Senate should list the Senator's name and "Washington, DC 20510."

Coast Guard Comment Period

The Coast Guard has re-opened the comment period on the proposed rule until February 18. The agency said the comment period had been extended in order to allow the industry to submit data on the cumulative effect of all the user fees being slapped on the maritime sector. These include agricultural inspection fees, vessel documen-

tation fees and the user fees for seamen's documents and licenses. Additionally, the Coast Guard said parties responding in the original comment period had asked that time be extended to afford those mariners away from home a chance to submit their opinions.

Any individual or organization wishing to send the Coast Guard comments should address them before February 18 to: Executive Secretary, Marine Safety Council (G-LRA-2/3406) (CGD 91-992); U.S. Coast Guard Headquarters, 2100 Second Street, SW; Washington, D.C. 20593-0001.

Seafarers Law Suit

In December, the SIU moved to block the fees through court action. The Seafarers' law suit charged that the so-called user fees for the issuance of marine documents and licenses was nothing more than a tax and as such was unconstitutional. The union also said the fees did not pass muster under federal guidelines because they were based on inaccurate and muddled information. The Coast Guard has not responded to the SIU's suit as yet.

Fees Proposed

The Coast Guard proposed fees which range from \$135 to \$330. They are as follows:

Upper Level License	\$330
Lower Level License	180
Radio Officer	80
Renewals or Endorsements	135
Merchant Marine Document Endorsed with Qualified Rating	\$135
Merchant Marine Document Without Qualified Rating	35
Certificate of Registry Chief Purser, Purser, Senior Assistant Purser	\$80
Certificate of Registry Junior Assistant Purser, Doctor or Nurse	35
Duplicate or Replacement Fee	\$35

In addition, the Coast Guard is proposing to tack on a \$17 charge for an FBI criminal record check if the application is for an original license, certificate of registry or document.

CG Rule Reduces Benzene Exposure

Final rules limiting seafarers' exposure to the dangerous chemical benzene went into effect January 15. The Coast Guard is seeking to afford mariners, many of whom handle products which contain benzene such as crude oil, gasoline and other kinds of petroleum products, the same level of protection and exposure limits the Occupational Safety and Health Administration (OSHA) gives to land-based workers. Benzene is a known carcinogen and can cause death if inhaled in large quantities.

These rules apply to all chemicals and products containing as little as 0.5 percent benzene, although OSHA standards apply to all liquids containing 0.1 percent or more benzene. Because of the high toxicity of this chemical, exposure limits are set at one part of benzene per million parts of air (1 ppm) averaged over an 8-hour period. The short term exposure limit, which cannot be repeated over four times a day, is 5 ppm averaged over a 15-minute period. Employees must wait at least an hour between such exposures.

Coverage of these rules includes all inspected vessels including tank ships and barges which carry benzene and benzene-containing products in bulk. Not covered are terminals and uninspected vessels. However, terminals, governed by Environmental Protection Agency rules, are required to have vapor removal systems. Further, the Coast Guard requires that ships install vapor-tight storage and special transferring equipment without which terminals will not be allowed to load.

Crowley Issuing Cards

Many SIU-contracted companies, such as Crowley Maritime, currently are developing or have had already in place guidelines set out to comply with these new Coast Guard rules. For example, Crowley is developing a card for its employees which will on one side provide proof that the employee has been fitted with all three of the different types of respirators required for different exposure levels. On the other side will be space to fill in dates on

which he or she received the requisite medical check-ups.

Training in handling dangerous materials such as benzene, as well as the dangers it poses to health, is mandated by these new regulations. Classes in such topics are offered at the Lundeberg School. Lundeberg School instructors have been qualified to conduct training on benzene handling under the OSHA rules. They now have incorporated the new Coast Guard rules in many of the existing courses.

Under the regulation, employers are responsible for determining both compliance with all new rules, as well as ensuring the appropriate monitoring of exposed workers occurs in order to determine the exposure levels for different jobs during routine operations. However, the rules state that "monitoring one vessel of a class is sufficient for all vessels of that class provided the procedures, equipment, work practices, cargo,

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MEBA Members Dissolve Merger; Become D1 - PCD

The marine engineers that had been part of District No. 1 MEBA/NMU have voted to dissolve the 1988 merger that had relegated them to the status of a powerless "division" within their union.

In special membership meetings held around the country last month, by a vote of 823 to 46, the members of the former Licensed Division voted to undo the merger with the National Maritime Union (NMU) and to become District No. 1 - Pacific Coast District, Marine Engineers Beneficial Association (MEBA) once again.

In the move to control their own destiny, the MEBA marine officers, through their union—District No. 1 - PCD, MEBA—are now running their own affairs. Gordon M. Ward, who had been elected by the marine officers to head their organization in balloting late last year, said in a communication to the rank-and-file concerning the special meeting vote: "As a result of the action by the MEBA membership, the contracts and benefits will be administered by D1-PCD. We will continue to operate the hiring halls, enforce and negotiate our collective bargaining agreements with shipowners and other employers, and represent your interests on the Board of Trustees of the MEBA Benefits Plans."

The MEBA members at the January 15 meetings set an attendance record, giving an indication of how strongly the licensed shipboard officers felt about the situation of their union. The members enacted a resolution which not only called for dissolution of the merger, but also established a referendum on the matter and called for election of officers to take place in the fall of this year.

Seamen's Unions Add Support

A declaration of support for the action came from the heads of five unions representing American merchant seamen. The statement noted: "Organized labor has seldom witnessed more insidious activities, maneuvers, designed to thwart the will of a membership than those perpetrated on the seagoing membership of the Licensed Division, under the guise of constitutional prerogative. Though the membership has spoken, officials defeated in an election refuse to relinquish the control denied them by a vote of the membership."

The statement was signed by SIU President Michael Sacco, Sailors' Union of the Pacific President Gunnar Lundberg, Marine Firemen's Union President Henry "Whitey" Disley, District 2 Marine Engineers Beneficial Association-Associated Maritime Officers President Raymond T. McKay and International Organization of Masters, Mates & Pilots President Timothy A. Brown. (Subsequently, the MM&P General Executive Board has adopted a position of neutrality.)

The statement concluded: "The members of the Licensed Division are good and honest union brothers. They are heirs to a long

labor history and a tradition which impels them to act in defense of their rights. We agree with their decision and stand firmly with them in solidarity. We support the decision of the Licensed Division of District No. 1 to declare the 1988 merger invalid and return to their former status as District No. 1 - PCD, MEBA."

Fraudulent from Beginning

In seeking the end of the merger, the resolution adopted by the MEBA membership at their January 15 special meetings pointed out that the results of the joining of the two organizations had been hidden from the rank-and-file at the time of the referendum vote on the creation of District No. 1 — MEBA/NMU. Additionally, the resolution cited the widespread shenanigans of union officials in the 1988 merger referendum which were designed to ensure a positive outcome of the vote. For example, the resolution noted that numerous PCD, MEBA members who voted against the merger had their ballots changed by PCD, MEBA officials who marked them in favor of the merger.

At the time of the merger referendum vote, PCD, MEBA members were not advised that their officials were taking \$2 million from the union's treasury and calling it "severance pay."

"PCD, MEBA members were told that the MEBA and NMU pension funds would not be merged but shortly after the merger, PCD, MEBA officials acted to merge the pension funds," said the resolution. MEBA members also were not told that the structure of the union would be changed in such a way as to give shore-side workers control over the organization. And, the seagoing members were never advised that the rights and privileges they enjoyed in PCD, MEBA would be dismantled and overrun.

A Year of Struggle

The action taken by the MEBA membership to become PCD, MEBA again, takes place after a year of struggle to gain control of their own affairs. In balloting for the top posts and convention delegates of the then Licensed Division within the merged union, District No. 1—MEBA/NMU, in late 1990, the rank-and-file voted in a slate of members running under the auspices of a group called Members Advocating Democracy (MAD). As a result, all of the officials aligned with incumbent president C.E. "Gene" DeFries were voted out of office. The rank-and-file engineers elected to head their division assumed office in early 1991. With Ward, a chief engineer who sailed with Puerto Rican Marine Management (PRMMI), heading the group, the new officers moved to secure the union trustees to the MEBA benefits plans. In February the courts upheld the right of the Ward group to appoint the trustees.

Throughout the 1991, the parent structure of the Licensed Division—District No. 1—MEBA/NMU—took actions to

take away the majority vote and the power the Licensed Division had within the union. The Ward group charged that the District unilaterally established new divisions, new branches and made up new rules as it went along, reinterpreting the constitution to suit its own purposes.

The action by the membership on January 15 preceded a special convention scheduled for January 16 called by the District which the MEBA group believes had as its purpose adopting several amendments to the constitution and resolutions designed to cement their hold over the licensed shipboard officers, whose dues make up close to two-thirds of the union's income. After the convention, the District put the Licensed Division in trusteeship and fired all the officers. However, the position of the MEBA men is that the Licensed Division is not them—the action of the January 15 mem-

bership stands—and District No. 1 — PCD, MEBA will continue to operate.

NMU Dissident Gets New Vote

In this same time period, a federal district court judge in New York has ruled that a new merger referendum vote must be conducted. The decision is a result of a suit filed by NMU dissident Albert Jackson, who objected to the 1988 merger that created District No. 1 — MEBA/NMU on the basis that it put unlicensed seamen in a role of second-class citizens within their own union. (The merged organization's original constitution prevented NMU seamen from being able to hold either the president's or treasurer's job, and also allocated voting strength to dues received as opposed to membership.)

The ballots to the new merger referendum are supposed to be mailed this month.

Maritime Briefs

Persian Gulf Redeployment Continues

The redeployment of U.S. military equipment and ammunition used in the Persian Gulf War is continuing, with Ready Reserve Force (RRF) and commercial chartered vessels being laid up steadily as more cargo comes home. As of the end of January, the Military Sealift Command (MSC), the military's sealift transportation agency, was using 19 RRF vessels and 14 U.S.-flag commercial charters.

Nearly all of the U.S. unit equipment has been brought back to the United States from Saudi Arabia. Roughly half of the ammunition sent to the Middle East for the battle against Iraq has been shipped back.

Great Lakes Ships Lay Up

The Great Lakes shipping season came to an end last month, and all SIU-contracted vessels were docked by the first week of January. The Soo Locks closed in mid-January.

The weather was unusually mild in 1991-92 on the Great Lakes, and there was no ice in the rivers until late January. Reports indicate the Great Lakes shipping companies were able to fill all their stockpiling orders.

If the current weather trend continues, no problems are expected for fitout, which could start any time from mid-March to mid-April.

Mild Weather Helps Mississippi Tow Fleet

Mild weather with plenty of rain during the fall and early winter months is allowing pushboats to sail at full capacity along the Mississippi River. Many SIU-contracted tugs are supplying coal to the power plants.

Because the Coast Guard rescinded its voluntary load restrictions, the upper Mississippi and Ohio River tugs are handling 15 barges, while those sailing south of the Moore's Landing, Mo. staging area are pushing to 40 barges.

Coast Guard Proposes Vessel Inspection Fees

The Coast Guard is proposing to levy fees for the agency's inspection procedures directed at foreign and U.S.-flag vessels. In a December 18 *Federal Register* notice, the agency said it was establishing a rule that would set fees for the issuance of vessel Certificates of Inspection, Certificates of Compliance and related documents.

The agency is accepting comments on the proposal until February 18. Comments can be submitted to the Executive Secretary, Marine Safety Council (G-LRA-2/3406) (CG D 91-030); U.S. Coast Guard Headquarters; 2100 Second Street, SW; Washington, DC 20593-0001.

The proposed vessel documentation fees accompanied the *Federal Register* notice on an extension of the comment period on the agency's plan to charge for the issuance of marine licenses, merchant marine documents and certificates of registry.

Fish Vessel Operators to Be Licensed

The Congress received a Department of Transportation and U.S. Coast Guard proposal to require fishing vessel captains to be licensed. The Coast Guard recommended the plan after a two-year study on marine accidents involving fishing vessel. Congress had mandated the plan when it passed the Commercial Fishing Industry Vessel Safety Act.

The agency proposal allows Coast Guard-certified private sector facilities to conduct the required training and to allow those institutions to certify that fish vessel operators who take their course comply with federal professional competency standards.

Rover Rescues 22 from Sinking Korean Ship

Chief Steward Ernest Harris of the MV Rover described the rescue of 22 Korean seamen in the South China Sea on November 23 as one of the "most interesting" in which he had participated.

"I was in my room at my desk around 0900 when the captain knocked on the door and told me to make some extra food for lunch because a ship is sinking and we should be there around 1100 to rescue them," the 63-year-old steward recalled in an interview with the Seafarers LOG.

The Rover, loaded with jet fuel under a Military Sealift Command charter, had received a distress call from the Hanjin Karachi, a Korean-flagged vessel which was sinking approximately 60 miles north of the Philippines. Within three hours, the Rover arrived at the rescue site and was joined by three other ships, including an SIU crewed LNG vessel operated by Energy Transportation Corp, Harris said. Reports noted the sea had 15-foot swells, and winds were from the east at 25 to 30 knots.

The Korean crewmembers already had boarded themselves as well as their gear in a lifeboat and raft tied near the gangway of the sinking vessel. "It wasn't even listing or leaning," Harris remembered. "It was going down level."

Half of the Hanjin Karachi crew

came over in the lifeboat. However, the rudder of the lifeboat broke and none of the Koreans knew how to rig a sweep oar. Bosun Doyle Ellette and Chief Mate Sean Kearney manned the lifeboat, rigged a sweep oar as a

rudder and returned to the sinking freighter to rescue the remaining 11. As the remainder were loading themselves into the lifeboat, the Hanjin Karachi began drifting toward the Rover. AB Gavino Octavio witnessed Ellette and Kear-

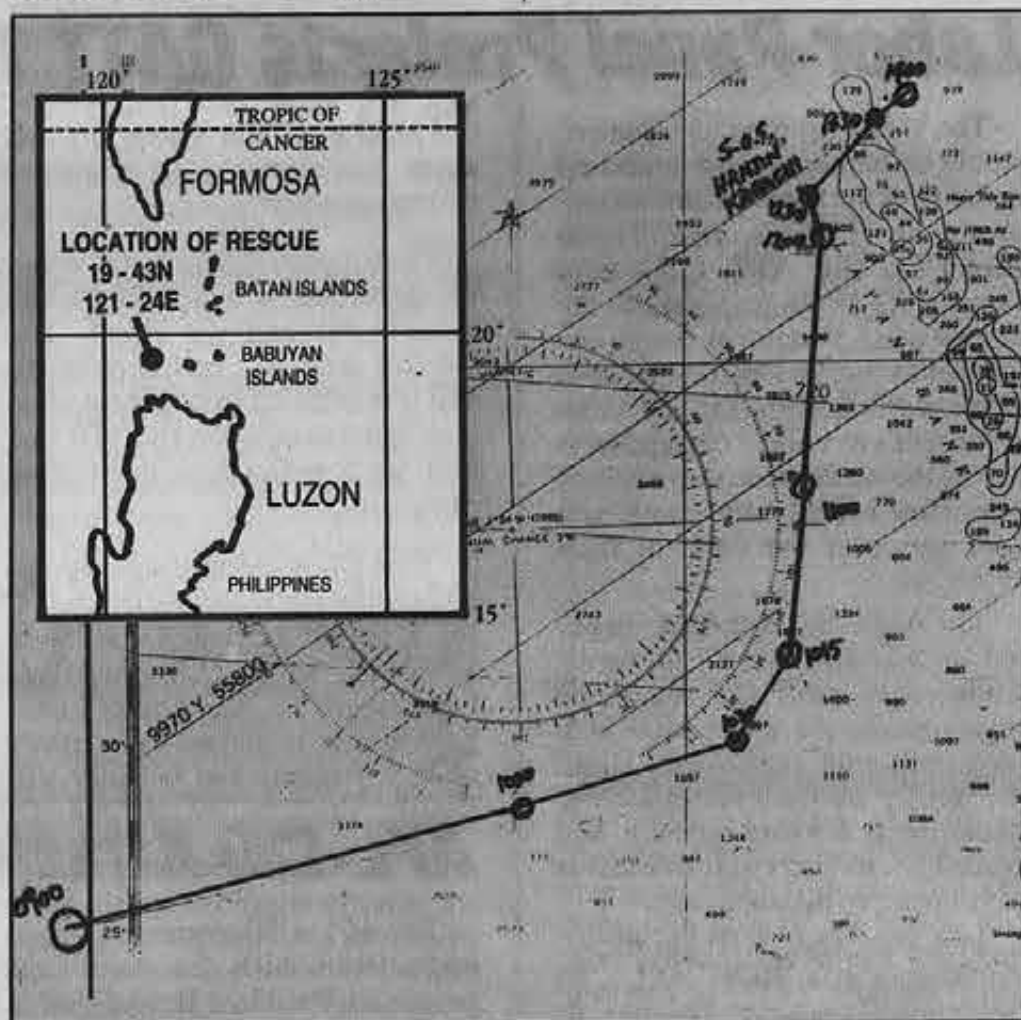
ney maneuver the lifeboat while the Rover shifted to keep a greater disaster from happening. "The men in the lifeboat could have been killed if the ships had collided," Octavio told the MSC's Sealift journal.

Harris noted the rescue took little more than an hour. With all 22 Koreans safely on board, the Rover set sail for its original destination of Okinawa.

"All of them were happy to be on board," said the galley gang member who joined the SIU in 1951. "They said they had sprung a leak in the engine room around 0200 and couldn't stop it. I remember looking back as we sailed away and saw the ship still was afloat."

In a letter reporting the incident to Rover's operators, Vulcan Carriers, Master Dimitrios Katsogiannos offered special commendations for both Ellette and Kearney.

The crew of the Rover received a message of thanks from K.H. Lee, senior vice president of Hanjin Shipping, "I would like to tender my heartfelt thanks to you and all your crewmembers for your successful rescue operation on our vessel... in distress in spite of bad weather and hard situation. With your considerate care and hospitality, our 22 crew(members) could arrive at their home safely."



Inset shows exact location of rescue of 22 Korean seamen by SIU crewed Rover.

Shipmates Recall SIU Member Killed Aboard Transglobe in 'Nam

With the drive launched by the Marine Firemen's Union (an SIUNA affiliate) to build a memorial to native California merchant mariners who lost their lives sailing in Vietnam comes word of another SIU member who died as a civilian in combat.

Ernest Goo was a 13-year veteran of the deck department when a Viet Cong rocket exploded in his fo'c'sle aboard the Transglobe on August 30, 1968. Brother Goo, 39, died almost immediately.

George Boomgaard, who sailed as the first engineer on the Transglobe, read about the California memorial in last month's Seafarers LOG. He called the LOG to ask if anyone was aware that aboard his vessel a union member had been killed in action in Vietnam.

Boomgaard, now sailing as the chief engineer aboard the Cove Liberty, recalled a deck department member losing his life when an armor-piercing shell exploded in the crew's quarters aboard the Hudson Waterways vessel.

The LOG was able to locate and contact the captain of the Transglobe, Leon Jean, who recounted the events of August 30, 1968 aboard the converted C-4 vessel.

The Transglobe was on its regular shuttle run between Okinawa and Saigon. The roll-on/roll-off ship was sailing in the Long Tau shipping channel 14 miles south of Saigon when it came under attack.

"Goo just had finished his watch

(4 to 8)," Jean told the LOG. "He was in his room washing for breakfast when a rocket came through the hull and exploded in his room."

"It scared the hell out of me. I ran aft and found his room loaded with blood. I remember calling the Navy and saying we were under attack."

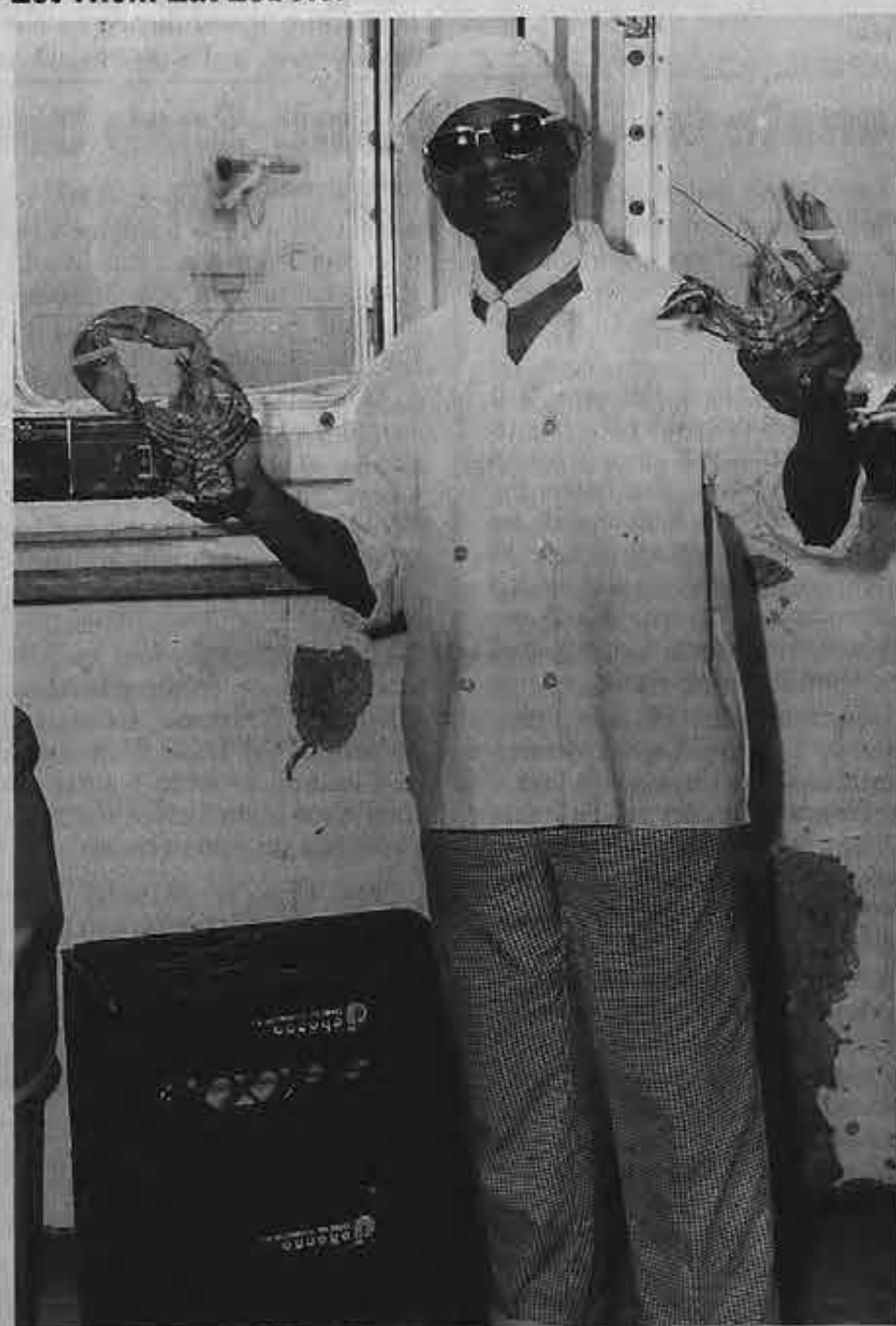
"We wrapped him up and tried to get the ramp down for the helicopter to land. It only took a couple of minutes (for the chopper to arrive) but it seemed like hours. He was DOA (dead on arrival) when they got him to Saigon."

Both Jean and Boomgaard said Goo was a hard worker and well-liked by his fellow crewmembers. "You don't forget about somebody like this," Jean said of the deck department member more than 23 years after the attack.

Goo joined the SIU in April 1955 in the port of San Francisco. According to his obituary in the October 25, 1968 edition of the LOG, he was buried in a military cemetery in his native Honolulu.

Shortly before word reached the union of Goo's death, the LOG had published a story in its September 27, 1968 issue about the Transglobe coming under attack. The story reported a warning from the Military Sea Transportation Service (the forerunner of today's Military Sealift Command) that the Viet Cong was employing "more effective weapons... in the hope of disrupting the prompt flow of vital supplies."

Let Them Eat Lobster



Jim Robinson, chief cook aboard the SIU-contracted Nosac Ranger, recently served these two New England lobsters to the ship's crew for dinner. Robinson is from Louisiana and specializes in creole-style cuisine.

U.S. Ship Gambling Bill Awaits Pres Signature

A bill that allows gambling to take place on U.S.-flag passenger ships now awaits approval by President Bush.

The House of Representatives on January 28 gave unanimous consent (passage without a hearing) to a bill which would allow gaming activities aboard U.S. ships. Already passed by the Senate, the bill, H.R. 3866, now goes to President Bush. Barring an unforeseen veto, the bill could become law within a few weeks.

H.R. 3866 was one of three separate pieces of legislation which included the gambling language. Passage and enactment of any of those three (including the crime bill and the original gambling bill, H.R. 3282) would legalize shipboard gambling on U.S.-flag cruise ships. If President Bush signs H.R. 3866 in the upcoming weeks, then legalized gambling on U.S.-passenger ships will become law.

The gambling legislation has the strong support of the SIU and others in the U.S.-flag shipping industry because, if enacted, the measure could provide sufficient incentive for investment in American-flag passenger ships. This would lead to thousands of new American jobs.

Currently, two federal laws (the Johnson Act and the Gambling Ship Act) prevent U.S.-flag cruise vessels from offering gambling. Foreign-flag ships are not subject to the same restrictions, even though most sail from U.S. ports.

More than 85 percent of all cruise passengers worldwide are Americans, but only two of the more than 120 deep-draft cruise ships in the world fly the U.S. flag (the SIU-crewed Independence and Constitution).

This problem exists largely because the Gambling Ship Act and the Johnson Act were enacted when transportation was the primary service of passenger ships. The concept of the cruise ship had not yet been developed, and ships

which offered gambling on the high seas were little more than casino barges operated to evade state anti-gambling laws.

H.R. 3866 passed the House and was amended by the Senate before the December adjournment.

Labor Panel Protests GATT Treaty Changes

The U.S.-flag merchant marine would be harmed by the proposed revision of the Generalized Agreement on Tariffs and Trade (GATT), the AFL-CIO said January 22 in its response to the compromise document being circulated by Arthur Dunkel, the head of the world trade talks. The document seeks to build a consensus to revive the world trade negotiations after they broke down close to a year ago over the issue of farm subsidies.

The AFL-CIO, speaking on behalf of a labor advisory group on trade, also said the proposed revisions would undermine U.S. environmental regulations, limit the ability of U.S. lawmakers to promote economic growth and place U.S. industry and workers at a competitive disadvantage.

In a letter to U.S. Trade Representative Carla Hills, AFL-CIO Secretary-Treasurer Thomas R. Donahue urged U.S. rejection of the proposal, drafted by Dunkel, because it would "result in layoffs, increased unemployment, a further weakening of this country's industrial base, and a serious loss of

the ability of the Congress and state legislatures to regulate economic activity.

"You have frequently stated that no agreement is better than a bad agreement, and we agree. The Dunkel draft is a bad agreement, and it is difficult to conceive of an outcome based upon this text that will be beneficial to the United States....

"The Dunkel draft final act represents the realization of our worst fears. Little of value has been achieved, while U.S. sacrifices loom large.... The ability of the government to defend the interests of U.S. workers and industry will

be dramatically weakened if the Dunkel text is adopted."

Donahue also pointed out that the text "does not authorize trade unions to bring cases and, indeed, it appears to exclude them from so doing.... The committee is especially disturbed by the absence of any specific prohibition of the use of temporary entrants as strikebreakers....

Donahue said the labor movement "believes that the surest way to achieve greater discipline over unfair trade practices is to maintain strong U.S. trade remedy laws. The draft text weakens U.S. law, doesn't even promise greater discipline, and should be rejected."

AFL-CIO Attacks Bush Agenda

The AFL-CIO expressed strong opposition with the economic proposals President Bush listed in his state of the union address.

In a news release, the AFL-CIO said Bush "has disappointed the country once again. After months of telling the suffering jobless to wait patiently for his address, President Bush has unveiled another version of the same old formula of tax cuts for the well-heeled."

From 1977 to 1992, the wealthiest one percent of America experienced a staggering average wage increase of 136 percent. Overall, the wealthiest 10 percent gained at least 11 percent during those years.

Conversely, the lowest 60 percent experienced marked drops in average family income, some as much as 13 percent.

Meanwhile, the AFL-CIO pointed out the numerous flaws and omissions in Bush's announcement. First, the capital gains cuts, real estate tax breaks and investment tax credit Bush seeks will not provide immediate relief for the unemployed, nor will any of these measures provide

needed investment in America's infrastructure, education and future. Even Bush's so-called "middle-class tax cuts" provide their greatest benefits to wealthier Americans, charged the Federation.

At a time when 16 million Americans are totally or partially out of work and thousands more are being laid off, the time for fiddling with the tax code has long since passed. The AFL-CIO urges immediate development of a program to create jobs by funding desperately needed public works projects and helping state and local governments restore essential services.

Moreover, the president gave no indication of moving toward a comprehensive solution to America's health care crisis.

"Finally, any economic recovery program should include a recognition that current trade policies are exporting America's jobs and industrial base," the AFL-CIO said in its statement. "If the president's goal is to generate consumer spending, what good does it do if that spending is not for domestic goods and services that put Americans to work?"

Senate to Take Up Anti-Scab Bill

Legislation which would make it illegal for employers to fire striking workers and then permanently replace them with scabs is expected to be considered by the Senate this spring.

The Workplace Fairness Bill last July was passed by the House of Representatives by a 65-vote margin. However, the battle for enactment in the Senate will be difficult. The legislation has 36 Senate cosponsors; 60 are needed to prevent a filibuster, and 68 are required to override the expected veto from President Bush.

The anti-scab bill was introduced by Senator Howard Metzenbaum (D-Ohio). It would close a loophole which allows employers to hire permanent replacements—scabs—who have crossed a picket line to assume jobs of striking employees.

The measure also would bar employers from offering preferential treatment and benefits to striking workers who cross the picket line and return to work. However, the bill would not change current practice which allows employers to use temporary workers as well as managers and supervisory personnel during a strike.

Bill Rights a Wrong

Keeping scabs employed after a strike ends is a phenomenon which began in the 1980s. The loophole allowing employers to permanent-

ly replace striking workers was created by a 1938 Supreme Court decision known as the Mackay Radio ruling, but few businesses used the tactic until the decade of the Reagan administration.

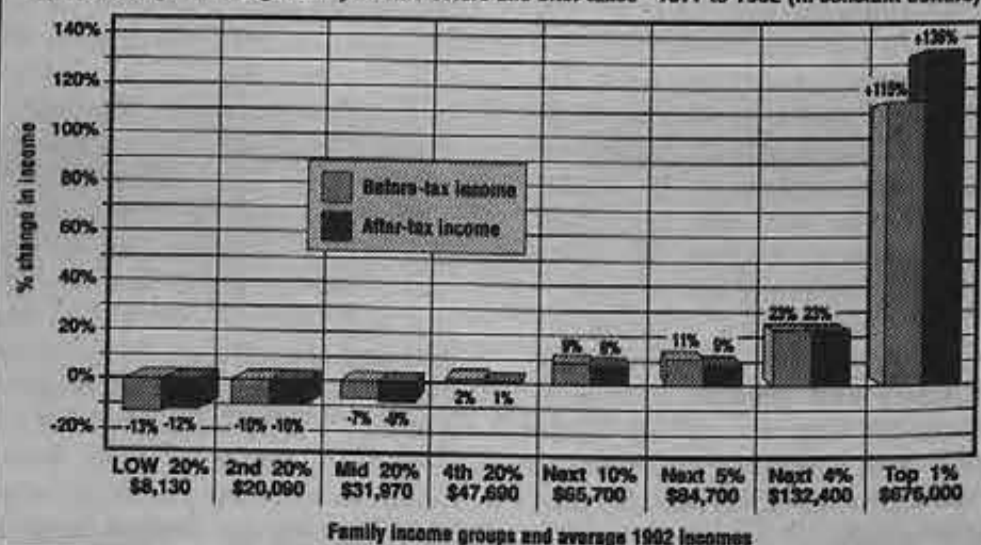
Workplace Fairness legislation would prevent situations such as those at Eastern Air Lines, Greyhound and the New York Daily News. Greyhound replaced 9,000 union bus drivers with 6,000 scabs (and watched its accident rate increase sharply); Eastern locked out its employees and hired scabs before folding; and the Chicago Tribune Company, owners of the Daily News, spent \$24 million to force a strike and then hired scabs before selling the paper to a pro-union owner.

The U.S. is virtually alone among world powers when it comes to the issue of hiring scabs. Canada, for example, adopted the National Labor Relations Act as a model for its labor laws but rejected the Mackay rule as inconsistent with free collective bargaining.

Major economic competitors including Japan, France and Germany also categorically prohibit the dismissal of striking workers. Employers in these nations recognize the importance of investing in human resources and have no desire to rid themselves of the skilled and loyal workforces they have assembled.

The rich get richer...

Percent change in average family income before and after taxes - 1977 to 1992 (in constant dollars)



SOURCE: Citizens for Tax Justice

Ex-Soviet Shipping Companies Taken Over by Republics

With a Soviet registry a thing of the past, the commercial ships once flying the Soviet flag on their sterns are now outfitted with the banners of Russia, Ukraine, Georgia or the three independent nations of Lithuania, Latvia and Estonia.

The December 21 action of 11 former Soviet republics establishing the Commonwealth of Independent States has thrown what was once a mighty fleet controlled by a strong-centralized government into many fragments.

But the process of re-organization actually began in the late 1980s, under Soviet President Gorbachev's economic policies that encouraged limited-privatization. After the coup in August, which weakened the Soviet government and strengthened the hand of the republics, maritime industry reforms were adopted by 14 Soviet republics and the Soviet merchant marine ministry's control was being dismantled. During the fall of last year, the republics began to make moves to control the shipping fleets based in their areas.

The independence of the Baltic states and the break-up of the Soviet Union has the new nations scrambling at an even faster pace to assume control of the various shipping companies that once made up the Soviet merchant marine.

So far, Russia is the republic with the largest fleet. The Journal of Commerce reports (December

27, 1991) that nine ex-Soviet shipping companies are now registering their ships with the state of Russia, in its newly-formed ministry of transport. The Journal of Commerce article listed the following nine shipping companies that are now supervised by the Russian Ministry of Transport: Baltic Shipping, Northern Shipping, Murmansk Shipping, Novorossisk Shipping, Far East Shipping, Arctic Shipping, Kamchatka Shipping, Primorsk Shipping and Sakhalin Shipping.

Black Sea Shipping Co. (Black Sea)—which has a 260-ship fleet, including passenger ships, tankers, bulk carriers and container ships—is now in the hands of the Ukraine government.

Sovcomflot, once a leading Soviet ship owner, operator and charterer, has transferred its entire fleet to the Cyprus flag. Sovfracht, the chartering company and general agent for the ex-Soviet fleet, is about to become a private stock-holding company.

The government of Lithuania has assumed ownership of 90 percent of Lithuanian Shipping Co., a bulk and general cargo carrier.

Status of Fleet

Many questions remain as to the future of what was once the Soviet fleet. Before the break-up, it had been reported in the Soviet press that more than \$180 million worth of debt to foreign companies had

been racked up by Soviet shipping companies.

Additionally, the age of many of the country's ships was quite high—with some 50 percent of the

Japan, Turkey, Poland, Yugoslavia, Romania and other countries. The Bank of the USSR and the Soviet merchant marine ministry had guaranteed more than

Composition of the Soviet-Registered Fleet As of June 26, 1991

Type of Ship	Number in Fleet	DWT
Tankers	356	5,920,851
Oil/Chemical Tankers	2	45,230
Chemical Tankers	4	21,572
LNG Carriers	8	189,520
General Tankers	6	20,597
Ore-Bulk-Oil	59	1,728,890
Ore-Bulk	169	4,933,714
General Cargo/Single Deck	867	3,305,156
General Cargo/Multi-Deck	630	6,216,148
General Cargo/Passenger	59	89,833
Container (specialized)	69	980,119
Fishing Processing	600	2,655,539
Fishing	2,763	2,047,843
Passenger Ferries	272	81,324
Supply Vessels	137	116,456
Tugboats	634	106,783
Dredges	72	107,587
Ice Breakers	38	117,587
Research	287	234,565
General	1,102	934,891
TOTAL	8,134	29,854,572

SOURCE: ARGO (a Greek magazine); November 1991.

fleet over 15 years old. As of November of last year, the Greek magazine ARGO reported that 132 ships at a cost of \$4 billion had been ordered by Soviet shipping companies. The shipbuilding agreements were held with yards in Spain, Portugal, South Korea,

\$600 million.

Shipping industry sources estimate it will take some time to sort out the role of the republics and their shipping companies. Among the issues is the degree of government ownership and the status of shipbuilding agreements and debt.

In US/USSR Ship Pact, Substance May Stay, Parties May Change

The dismantling of the Soviet Union into a commonwealth of independent states leaves the bilateral maritime agreement signed by the United States and that former nation in 1990 in the

hands of Russia, now a recognized country in and of its own right.

It is hoped that in the near future, as matters begin to sort themselves out and governments get organized in the various former Soviet

republics which are all now independent states, a new bilateral agreement will be discussed with Russia and Ukraine.

Most U.S. government sources believe, however, that the content of the current agreement will not be altered dramatically. It is expected that there will have to be changes in the port lists designated in the pact, which originally sought to open 42 Soviet ports to American shipping. Since their independence from the Soviet Union, the ports of Latvia, Lithuania and Estonia have not been considered "Soviet ports."



The Baltic states and the republics of Russia, Ukraine and Georgia now control what was once the Soviet merchant marine.

The majority of the 42 ports in the agreement are in the states of Russia, the Ukraine and Georgia. However, the ports of primary concern to U.S. shipping are those of Ukraine and Russia.

The former Soviet Ministry of the Merchant Marine and Transport Ministry are now in Russian hands. In Ukraine, a Ministry of Transport is being formed.

The U.S./USSR bilateral maritime agreement was negotiated in the first half of the year in 1990. In addition to opening 42 Soviet ports to American-flag ships, it established 42 ports in the United States in which Soviet ships could call. Since the original agreement was signed, an additional seven ports were added to each list.

The agreement also established a two-day arrival notice for Soviet ships arriving at American ports and allowed the Soviets to engage in trade between the United States and third nations, commonly known as "cross trades."

Ex-Soviet republics established the Commonwealth of Independent States on December 21. The commonwealth replaced the Soviet Union. Within the commonwealth, the states have all the rights of republics and can operate as independent nations.

The Washington Post (12/22/91) reported that a draft agreement between the republics suggests a structure that "envisages a conference of heads of state and government as the main political institution of the commonwealth. . . ." The newspaper said ministerial-level committees have been set up to coordinate activity in the areas of transportation, defense, economics, foreign affairs and social security.

Administration's Budget Calls For \$1.2 Billion for Sealift

According to a story published in the Journal of Commerce, President Bush's 1992 budget proposal calls for an additional \$1.2 billion dollars for sealift capacity. With previously allocated monies, this would bring the total sealift funding available for buying or building ships to over \$3 billion.

Most pressing of the military's needs it is thought are more fast sealift ships, roll-on, roll-off vessels and more pre-positioning ships. The fast sealift ships performed well during Desert Shield/Desert Storm, as did the pre-positioned ships, but the military exercise demonstrated a serious lack of RO-RO vessels under the U.S. flag. Most Ro-Ros chartered by the Military Sealift Command, the agency within the armed forces responsible for the waterborne transit of military materiel, were operated under foreign flags.

This budget reflects a change in thinking on military matters as these increases in sealift spending accompany cuts in other military items of around 25 percent. Most of these savings are coming from stoppage of big ticket weapon sys-

tems, such as the B-2 Bomber. Apparently, the Bush administration's new military philosophy relies on quick response provided by the fast ships and prepositioned vessels.

In other maritime related items, the President has asked for no funding for the loan guarantee program for commercial vessel construction. Overall, however, the Maritime Administration will receive a slight increase in its budget to \$518 million, most of which is slated for Ready Reserve Fleet maintenance and operating subsidies. The Coast Guard is scheduled under the proposal to receive \$414 million, out of a total budget of \$3.77 billion, for capital improvements to ships, buildings, and aircraft.

The President's budget is now being considered by Congress which can accept or reject any parts of the plan that they choose. It is unclear at the present how the maritime proposals will fare, although it is expected that the biggest fights Congress will wage are over other matters such as health care insurance programs, the capital gains tax and other tax-spending matters.

Coast Guard Sets Benzene Standard for Mariners

Continued from page 3

and control equipment are substantially the same."

Responsibility for ensuring compliance with safe practices by all employees and others carrying out benzene-related activities falls to the "Person in Charge" (PIC) of the operation. Specifically cited as "operations involving benzene" are: cargo transfer operations involving connecting or disconnecting liquid or vapor hoses; cargo tank gauging or sampling, and cargo tank venting, cleaning and gas freeing.

Lives Saved by Rule

The Coast Guard claims this rule is "expected to result in a 90 percent lowering of the number of leukemia deaths associated with the inhalation of benzene vapors." It is the vapors formed by this industrial chemical which are most harmful, although the liquid also causes irritation to skin and eyes which should be rinsed thoroughly with water after contact.

Besides leukemia, benzene can cause bone marrow disorders, bronchiopneumonia and a host of central nervous system disorders. Although a colorless liquid, benzene has a distinctive odor which should alert workers to its presence. The vapor, in higher con-

centrations, will cause irritations to the eyes, cause headaches, nausea, and, in the worst cases, convulsions, unconsciousness and even paralysis. Benzene is also extremely flammable and explosive.

The new regulations state employers "must provide, and the employees must submit to, [a] medical surveillance examination." Companies are required to schedule these examinations for all workers who were exposed to more than 10 parts per million of air (ppm) of benzene, as a time-weighted average (TWA), for at least 30 days in 1991 before October 17, or those who can reasonably be expected to be exposed to 1 ppm as a TWA for 8 hours on at least 10 days, or 0.5 ppm for an 8 hour period TWA for at least 30 days, this year.

Exams Due by June 16

This first examination must be completed by June 16, 1992 and the licensed physician must then provide both the employer and employee with a written evaluation of the results.

These results will include all medical conditions, if any, which the examining physician believes would subject the employee to a "greater than normal risk" of harm if exposed to benzene again. Physicians also may suggest

limitations on future exposure to benzene or use of respirators or other personal protective clothing.

The new rules focus on what are called "performance standards" or measures which can be undertaken by individuals, as opposed to engineering standards which involve sometimes expensive mechanical installations such as vapor removal systems. This means that all maritime workers who work in designated hazardous zones, marked by signs and other warning devices, must wear company-provided respirators and other protective clothing such as rubber gloves and boots.

The Coast Guard guidelines forbid persons who have to be fit with respirators from having facial hair (which would impede a proper fit of the protective gear). This may include beards, sideburns and goatees. Persons with glasses or contact lenses might also have to make adjustments. Soft or gas-permeable contact lenses are not allowed to be worn under full-face respirators.

These Coast Guard rules cover all workers on inspected vessels, as well as any non-employees, such as longshoremen, involved in benzene operations aboard ships.

Asst. VP G. Ripoll Retires

George M. Ripoll has retired after 37 years of service to the Seafarers International Union.

Ripoll, 58, joined the Seafarers after serving as a ranger in the Korean Conflict. He received several Bronze and Silver Stars for his service in the Army.

After joining the union in 1955 in the port of New York, Ripoll sailed in the deck and engine departments. He returned to New York in 1961 where he became the trainer at the Andrew Furuseth School. He taught boxing, karate and other self-defense courses.

Ripoll holds a sixth-degree black belt in karate, was the 1961 world jujitsu champion and earned a gold medal in international competition against the Soviet team in 1965.

While in New York, he earned his GED, attended Staten Island College and later received his bachelor's degree at what is now St. John's University.



George Ripoll at MTD Convention last year in Detroit.

Appointed a headquarters representative in 1978, Ripoll moved to Jacksonville, Fla. in 1983. He became an assistant vice president of the government services division in 1988.

While in Jacksonville, Ripoll was involved with many local and civic organizations, including Mayor Jake Godbold's economic council.

Throughout his years of service to the union, Ripoll was involved in many of its organizing drives.

Military's Pacific Fleet To Move Repair Center

Military Sealift Command-Pacific Fleet vessels will begin using a Navy logistics and repair support center in Singapore, possibly within the next few months, as the United States continued its withdrawal from the Subic Bay Naval Station.

The MSC Pacific Fleet is crewed by members of the Seafarers Government Services Division. In discussions with LOG reporters, these seamen expressed mixed emotions about leaving the Philippines. "It is hard to not come back to a place we've been calling on for years," said one mariner.

"But we have heard good things about Singapore," said another.

Transfer of military personnel from Subic Bay to Singapore could begin by spring. The Subic station must be vacated by December 31 of this year, since the U.S. and Philippine governments could not agree on an extension to lease the base.

The Singapore shipyard can dry-dock any U.S. warship except aircraft carriers. Previously it was home port and repair base for Britain's Pacific Fleet (until 1971).

However, only a small percentage of personnel from Subic Bay will transfer to Singapore. The Singapore facility is not as complex as the old base, which had been East Asia's largest U.S. military facility.

The Singapore facility is officially known as the 7th Fleet

Logistics Support Force. Navy workers there will process the supply and repair requests from ships in the west Pacific and Indian oceans and facilitate operations for Navy and MSC supply ships and oilers to get supplies to the fleet.

Meanwhile, the pullout from Subic Bay (50 miles west of Manila) should be more than half complete by the end of June.

The closing of Subic Bay and the other U.S. military base in the Philippines—Clark Air Force Base—comes about as a result of a vote in that country's senate.

The 23-member senate defeated the extension of the U.S. lease for the bases by a 12-11 margin on September 16. The administration of President Corazon Aquino, which had negotiated the lease agreement extension, sought an override of the vote; however, Aquino fell five votes short of the two-thirds majority needed.

The Subic Bay base had been worth \$203 million a year in lease payments, and it generated approximately \$344 million in annual payroll for 37,000 Filipino workers.

The Philippine bases have been dogged with trouble for the past year. In 1991, Clark Air Base was hit particularly hard by the June 9 volcanic eruption of Mt. Pinatubo. Ships docked at Subic Bay were dumped with tons of volcanic ash as a result of the eruption.



Ripoll taught boxing and other self-defense courses at the Furuseth School in 1961.

Philadelphia Exhibit Honors WWII Merchant Mariners

Merchant mariners who served during World War II are remembered in a small but stirring exhibit in Philadelphia. "The Forgotten



The exhibit opened December 7, coinciding with the 50th anniversary of America's entry into WWII.

War: A History of the U.S. Merchant Marine During World War II" opened December 7 at the National Archives Mid-Atlantic Region and will be displayed until December 1992. The opening coincided with the 50th anniversary of America's entry into the war.

Unappreciated for decades, WWII merchant mariners finally are receiving overdue rights and recognition. Four years ago, those mariners officially became veterans—although the status

exhibit, it evoked certain not-so-pleasant memories. In 1945, his last year as a Seafarer, "We came under attack by three Japanese submarines," Sweeney recalled. "They were chasing us and we went right up on the beach, 20 feet into the sand. We were pulled out the next day. . . It seems like it all happened just yesterday."

Pensioner Henry McCullough, a galley gang member for 40 years, described the Archives layout as "compact but well set up. It's very informative."

"I liked what I saw, but it was kind of short," added Joseph Bidzilya, a deck gang member who retired in May. "You know, even today most people don't know what the merchant marine is."

Reminders of WWII

"The Forgotten War" begins with a 1940 Philco radio apparently blaring orders and conversations which might have been heard on any merchant vessel. To the left are recruiting posters and ships' blueprints. To the right are mariners' medals, 50-year-old photographs and wartime newspapers.

In fact, use of the space has been maximized. The spread includes logbooks, signal flags, maps, dishes and vintage film footage. Visitors also may see uniforms, old Coast Guard documents, Naval Armed Guard reports, life rings and various other equipment. For the uninitiated, most items are ac-

corps suffered a higher rate of death among its forces than did the American merchant marine.

Additionally, thousands of other U.S. merchant mariners were wounded or permanently disabled.

The Japanese attack on Pearl Harbor on December 7, 1941 marked America's official entry into the war. But the merchant marine traces its involvement in

resentment from members of the armed forces. "I honestly believe the other military organizations thought we were overpaid," he said. "I heard that talk a lot."

"A lot of people just considered [the merchant mariners] civilians," McCullough added. "They were able to get on and off any ship, and they could go into other work, which many did after one trip.



Retired Seafarers (from left) Joseph Sweeney, Joe Bidzilya and Henry McCullough agree the display is well done but small.

the international conflict to 1939. As author John Bunker noted in *The Seafarers in World War II*, "Our merchant marine had its baptism of fire long before Pearl Harbor. Before any of the nation's armed services were ready for all-out duty in World War II, the merchant mariners were on the front lines of global action."

In 1939 the SS City of Flint, en route to Norway, was captured by a German battleship and charged with carrying contraband. In 1940 the Charles Pratt, a tanker, was torpedoed off the coast of West Africa. And on May 21, 1941 the SIU-crewed Robin Moor was sunk by a German U-boat.

During the war, more than 700 American-flag merchant vessels were sunk—more than half in U.S. waters. But, as Bunker noted, "SIU crews did their jobs with an efficiency that saved the nation millions of dollars. And they helped man the nation's cargo carriers long before there were guns or convoys to protect them."

So why have merchant mariners been overlooked? Pensioner Sweeney theorizes it started with

Some guys, like my father, had to have saltwater in their blood to go back out there.

"As for the money, you came back with all of it (from an entire voyage) at once. That made it seem like a lot, but we didn't make any more than any civilians. Heck, the guys in the shipyards made more than we did."

Bidzilya agrees. "The first thing everybody brought up was money. It was a big payoff, but you spend a lot of time out there. And show me someone on the beach who works seven days a week plus overtime."

The National Archives Mid-Atlantic Region is located at the William Penn Post Office Annex, 9th and Market Streets, Room 1350 in Philadelphia. Admission to "The Forgotten War: A History of the Merchant Marine During World War II" is free. The exhibit is open Monday-Friday from 8 a.m. to 5 p.m. and the first and third Saturdays of each month from 8 a.m. to noon.

For additional information about the exhibit, telephone (215) 597-3000.



The exhibit features authentic wartime photos, posters and certificates, as well as medals, safety equipment and various tools of the trade.

came with a big asterisk. The secretary of the air force arbitrarily set the seamen's cutoff date for veterans' benefits as August 15, 1945, instead of December 31, 1946 (the date used for armed services personnel).

After seeing the display in Philadelphia, several SIU pensioners noted the exhibit's excellent quality but also the irony of its location and size. Like the veterans status, the exhibit has a twist: It is tucked away in a modest room inside a large building. Even at a leisurely pace, one would be hard pressed to stretch a visit there to a full hour.

"It brought back a lot of memories, especially looking at (replicas of) the Liberty Ships," said retired deck department member Joseph Sweeney, 75. Sweeney joined the SIU in 1943 in New York, then joined the Navy a few years later. Though he enjoyed the

company by explanatory text.

Shawn Aubitz, curator of the exhibit, said attendance has been steady. "We have three or four people in here at any given time, and we've received lots of phone calls," he said. "So far it's going well. The merchant mariners seem very appreciative, and we get to hear a lot of interesting sea tales."

"It truly seems like they were forgotten, and some of those guys really went through hell. . . . We had a guy recently who recognized (in one of the photos) someone he had sailed with during the war. Without exaggerating, he started to cry."

Seafarers Take Active Role

World War II (1939-45) claimed more than 50 million lives, with two-thirds of the casualties civilian. More than 1,200 Seafarers lost their lives, and overall 6,775 U.S. merchant seamen were killed during the war. Only the Marine



About 250,000 Americans answered the call of the merchant marine during WWII.

1992 Elections: A Chance to Vote for U.S. Ships

A strong national sealift capability; policies which make American shipping viable in the global marketplace; keeping domestic waterborne commerce on vessels owned, operated and crewed by Americans; having U.S.-government generated cargoes transported on U.S.-flag ships—these issues, which to a large extent will determine if the United States is to have a strong merchant marine in the future, are on the agenda of the elected officials who make up the U.S. Congress.

The policies of government, established by laws enacted by elected officials, are evident in every aspect of seafaring and shipping. Whether seamen will be subjected to what amounts to a work tax, known as a "user fee" for obtaining merchant marine documents and licenses, is an issue that can be resolved by elected officials. How a U.S.-flag shipping company responds to a marine oil spill now is determined by guidelines set in an act of Congress and signed by the president known as the Oil Pollution Act of 1990.

Issues affecting the American maritime industry and the job security of Seafarers are taken up on almost a daily basis by Congress, the administration and its regulatory agencies and by state and local governments around the country.

These directly elected officials



The New York hall is one place SIU members can learn about registering to vote. Pictured above is New York Port Agent Kermet Mangram (right) explaining the registration procedure to Eugene Perez, Bert Macary, Larry Brown, Jim Davis, Jim Thornton, Shaif Yafi and Ahmed Alfageh.

must face the American electorate to be either returned to office or put in the job for the first time. This year, the top-elected job in the nation is up for grabs—the presidency. Additionally, one-third of the 100-member Senate face elections in 1992 and every Congressman will be on the ballot.

With the fate of the U.S.-flag merchant marine and the jobs of those who earn their livelihoods by working aboard American ships to be determined by elected officials, it is no wonder Seafarers have a tradition of being deeply involved in politics. This involvement has taken the form of voluntarily

giving money to the Seafarers Political Action Donation Fund (SPAD), which in turn makes contributions to candidates who support U.S. shipping on behalf of SIU members. Seafarers also make their positions known by participating in the electoral process.

To participate as a citizen in the electoral process, an individual must register to vote. Once registered with the local board of elections in the county, parish, township or city where one lives, the individual can vote in any election. (The chart on the following page provides information on elec-

tion dates by state. It also lists some of the elected officials who are up for election this year.)

Seafarers also participate in the political process with the entire American trade union movement, brought together under the banner of the AFL-CIO, the federation representing all of American labor. On a state and local level, the AFL-CIO, through its political program—known as COPE (Committee on Political Education)—brings information on candidates and their records on behalf of working people to millions of trade unionists and their families.

Working with the COPE program and the Maritime Trades Department (MTD), the AFL-CIO's department which brings together all unions with a membership that works in maritime and maritime-related industries, Seafarers assist in grassroots political activities.

This election year, with the president on the ballot, the stakes are high. On November 3—the general election date for 1992—and in primaries throughout the year, Seafarers will have a chance to cast their votes for politicians who support a strong U.S. shipping capability. Seafarers will have an opportunity to work with the rest of the labor movement to elect officials who support working people generally.

Procedures for Registering to Vote and Voting Absentee

Deciding whom to vote for can wait up to the last minute, but registering to vote and requesting absentee ballots are procedures that require some planning.

To ensure that one can cast a ballot on election day, an individual must register to vote in advance. Additionally, if an individual will be away from home on election day, an absentee ballot

must be secured. Waiting until the last minute to register or to request an absentee ballot could mean not being able to vote on election day.

Most states require that before an individual can vote in federal, state and local elections, he or she must register with the local board of elections. The registration process varies by state.

To cast a ballot in an election, the individual can vote on the designated day at his or her local polling place. But if a registered voter will be away from his or her home on election day, as is often the case with Seafarers, a vote can be cast through the absentee voting process.

Every local board of election has a system for issuing absentee ballots to individuals who will be out of town on election day. To find out how to request an absentee ballot, individuals can contact their local boards of election.

Procedures for Mariners

For individuals in the merchant marine and the armed forces, the process of registering to vote and voting by absentee ballot has been simplified through the voting assistance program of the Department of Defense (DOD).

DOD has developed a single request form that is recognized by every board of election in the United States. The agency has published a guide on how to fill out the form for every state. Copies of the guide and the forms have been mailed to every U.S.-flag ship by the Maritime Administration. Additionally, the SIU is in the process of sending the guide and forms to every ship's chairman. The guide and forms are also available at all SIU halls. Also, for Seafarers on

military ships, any U.S. base has a designated voting assistance officer who can supply the forms and who has the guide.

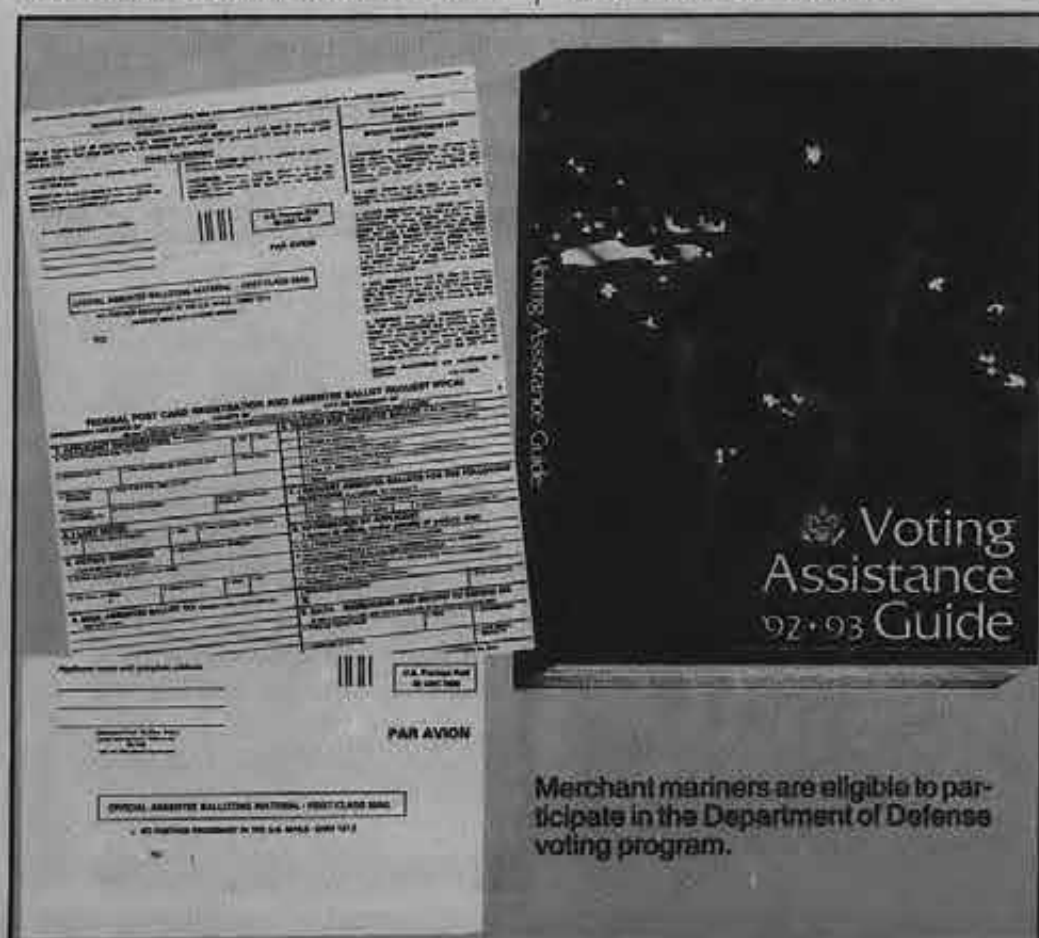
Seamen who are shipping out or who are already at sea or overseas may use the DOD's form—known as a Federal Post Card Registration and Absentee Ballot Request (FPCA). For more information on

For registration deadlines and polling hours, see chart on page 11.

the DOD FPCA program, the agency has an information center. The number is (703) 693-6500. This is not a toll free number, nor are collect calls accepted.

The officials at all SIU halls have information on candidates. Seafarers can consult their port agents for information on the voting records of candidates in their area.

Seafarers, who have so much at stake in the election process, owe it to themselves and their industry to participate in the electoral process. With both the DOD voting assistance program and the traditional mechanisms available for registering to vote and for voting available to Seafarers, there should be no barriers to full participation in the electoral process.



1992 Election Information by State: Nov. 3 General Elections

STATE	Presidential Election Primary Date	State Elections Primary Date	State Elections Runoff Date	Senate Race	Number of Congressmen from State	Governor Race	Registration by Party	Residency Requirement	Registration Deadline for General Election	Polling Hours	More Information Telephone Number
Alabama	June 2	June 2	June 30	Yes	7	No	No	None	Oct. 24	Varies	(905) 242-7210
Alaska	None	Aug. 25	None	Yes	1	No	Yes	30 days	Oct. 4	7am-8pm	(907) 465-4611
Am. Samoa	None	None	None	No	1 delegate	Yes	Yes	2 years	Oct. 4	6am-6pm	(684) 633-4962
Arizona	None	Sept. 8	None	Yes	6	No	Yes	29 days	Oct. 5	6am-7pm	(602) 542-8683
Arkansas	May 26	May 26	June 9	Yes	4	No	No	None	Oct. 13	7 or 8am-7:30pm	(501) 682-1010
California	June 2	June 2	None	Yes-2	52	No	Yes	None	Oct. 6	7am-8pm	(916) 445-0820
Colorado	March 3	Aug. 11	None	Yes	6	No	Yes	32 days	Oct. 9	7am-7pm	(303) 894-2211
Connecticut	March 24	Sept. 15	None	Yes	6	No	Yes	None	Oct. 13	6am-6pm	(203) 566-3106
Delaware	None	Sept. 12	None	No	1	Yes	Yes	6 months	Oct. 17	7am-8pm	(302) 739-4277
D.C.	May 5	Sept. 15	None	No	1 delegate	No	Yes	30 days	Oct. 6	7am-8pm	(202) 727-2534
Florida	March 10	Sept. 1	Oct. 1	Yes	23	No	Yes	None	Oct. 5	7am-7pm	(904) 488-7690
Georgia	March 10	July 21	August 11	Yes	11	No	No	None	Oct. 6	7am-7pm	(404) 656-2871
Guam	None	Sept. 5	None	No	1 delegate	No	Yes	None	Oct. 23	8am-8pm	(671) 477-9791
Hawaii	None	Sept. 19	None	Yes	2	No	No	None	Oct. 5	7am-6pm	(808) 453-8683
Idaho	May 26	May 26	None	Yes	2	No	No	30 days	Oct. 23	7 or 8am-8pm	(208) 334-2852
Illinois	March 17	March 17	None	Yes	20	No	No	30 days	Oct. 6	6am-7pm	(217) 782-4141
Indiana	May 5	May 5	None	Yes	10	Yes	No	30 days	Oct. 5	6am-7pm	(317) 232-3939
Iowa	None	June 2	None	Yes	5	No	Yes	10 days	Oct. 25	7am-9pm	(515) 281-5865
Kansas	April 7	Aug. 4	None	Yes	4	No	Yes	15 days	Oct. 29	7am-7pm	(913) 296-2236
Kentucky	May 26	May 26	None	Yes	6	No	Yes	30 days	Oct. 6	6am-6pm	(502) 564-7100
Louisiana	March 10	Oct. 3	None	Yes	7	No	Yes	None	Oct. 9	6am-8pm	(504) 925-7885
Maine	None	June 9	None	No	2	No	Yes	None	Election Day	6-10am-9pm	(207) 289-4189
Maryland	March 3	March 3	None	Yes	8	No	Yes	None	Oct. 6	7am-8pm	(301) 974-3711
Massachusetts	March 10	Sept. 15	None	No	10	No	Yes	None	Oct. 6	7am-8pm	(617) 727-2828
Michigan	March 17	Aug. 4	None	No	16	No	No	None	Oct. 5	7am-8pm	(517) 373-2540
Minnesota	April 7	Sept. 15	None	No	8	No	No	20 days	Oct. 13	7am-8pm	(612) 296-2805
Mississippi	March 10	March 10	March 31	No	5	No	No	30 days	Oct. 4	7am-7pm	(601) 359-1350
Missouri	None	Aug. 4	None	Yes	9	Yes	No	None	Oct. 14	6am-7pm	(314) 751-3295
Montana	June 2	June 2	None	No	1	Yes	No	30 days	Oct. 4	7am-8pm	(406) 444-4732
Nebraska	May 12	May 12	None	No	3	No	Yes	None	Oct. 23	8-8 central 7-7 mountain	(402) 471-2554
Nevada	None	Sept. 1	None	Yes	2	No	Yes	30 days	Oct. 3	7am-7pm	(702) 885-3176
N. Hampshire	Feb. 18	Sept. 8	None	Yes	2	Yes	Yes	10 days	Oct. 24	6 to 10am-7pm	(603) 271-3242
New Jersey	June 2	June 2	None	No	13	No	Yes	30 days	Oct. 6	7am-8pm	(609) 292-3760
New Mexico	June 2	June 2	None	No	3	No	Yes	None	Oct. 6	7am-7pm	(505) 827-3600
New York	April 7	Sept. 8	None	Yes	31	No	Yes	30 days	Oct. 10	6am-9pm	(518) 474-6220
N. Carolina	May 5	May 5	June 2	Yes	12	Yes	Yes	30 days	Oct. 5	6:30am-7:30pm	(919) 733-2186
North Dakota	June 9	June 9	None	Yes	1	Yes	No	30 days	No registration	7am-9am - 7pm-9pm	(701) 224-2904
Ohio	May 5	May 5	None	Yes	19	No	Yes	30 days	Oct. 6	6:30am-7:30pm	(604) 466-2585
Oklahoma	March 10	August 25	Sept. 15	Yes	6	No	Yes	None	Oct. 26	7am-7pm	(405) 521-2391
Oregon	May 19	May 19	None	Yes	5	No	Yes	20 days	Oct. 16	7am-8pm	(503) 378-4144
Pennsylvania	April 28	April 28	None	Yes	21	No	Yes	30 days	Oct. 6	7am-8pm	(717) 787-5280
Puerto Rico	March 15	June 14	None	No	1 res. comm.	Yes	Yes	1 year	Sept.	8am-4:30pm	(809) 724-4979
Rhode Island	March 10	Sept. 15	None	No	2	Yes	No	30 days	Oct. 3	7am-8pm	(401) 277-2340
S. Carolina	March 7	June 9	June 23	Yes	6	No	No	30 days	Oct. 3	7am-7pm	(803) 734-9060
South Dakota	Feb. 25	June 2	June 16	Yes	1	No	Yes	None	Oct. 19	8-8 central 7-7 mountain	(605) 773-3537
Tennessee	March 10	Aug. 6	None	No	9	No	No	20 days	Oct. 3	varies by county	(615) 741-7956
Texas	March 10	March 10	April 14	No	30	No	No	None	Oct. 4	7am-7pm	(512) 463-5701
Utah	None	Sept. 8	None	Yes	3	Yes	No	30 days	Oct. 13	7am-8pm	(801) 538-1040
Vermont	None	Sept. 8	None	Yes	1	Yes	No	None	Oct. 17	6-10am-7pm	(802) 828-2363
Virginia	None	June 9	None	No	11	No	No	None	Oct. 3	6am-7pm	(804) 786-6551
Virgin Islands	None	Sept. 8	None	No	1 delegate	No	Yes	90 days	Oct. 4	7am-7pm	(809) 774-3107
Washington	May 19	Sept. 15	None	Yes	9	Yes	No	None	Oct. 3	7am-8pm	(206) 753-7121
West Virginia	May 12	May 12	None	No	3	Yes	Yes	30 days	Oct. 4	6:30am-7:30pm	(304) 345-4000
Wisconsin	April 7	Sept. 8	None	Yes	9	No	No	10 days	Election Day	7-9am-8pm	(608) 266-8005
Wyoming	None	Aug. 18	None	No	1	No	Yes	None	Oct. 3	7am-7pm	(307) 777-7186



Oiler Enrique Crespo works on diesel engine.



Used for oceanographic research, the USNS Bartlett occasionally is on display to the public.

From Science to Public Relations

Bartlett Seafarers Wear Many Hats

The USNS Bartlett, whether at sea or docked, always seems to have an interesting mission which demands special skills of its crewmembers, report Seafarers aboard the oceanographic research ship.

At sea, while it can be a rough ride for the 208-foot, 1,600-ton ship, crewmembers operate the ship and its special features for teams of scientists and staff from various universities and other research facilities associated with the U.S. government. During these assignments deck department members handle the ship's vast array of winches and special over-the-side davits which are used to handle the scientists' research equipment.

When at port, there is a good chance the ship will be on display to the public or the oceanographic research community. Last summer, during one of these public-relations

assignments, the ship was on display in Baltimore's Inner Harbor, a waterfront commercial center which attracts thousands of visitors every day.

Bartlett crewmembers served as guides, escorting some 3,000 tourists through the ship on a daily basis, explaining the duties of the vessel and pointing out its interesting features. During the fall, the ship was on display in New Orleans to coincide with a conference.

Classified by the military as a T-AGOR ship, the Bartlett is one of two of its class of research vessel in the military's fleet. The ship, which was built in 1969, is subcontracted to Mar Ship Operators (MSO) for operation and maintenance. Crewmembers report that the Bartlett spends a great deal of time at sea, sailing primarily from east coast ports.



Checking the engine room gauges and dials is one of the jobs OMU D.A. Kinsler handles.



Preparing another specialty for the crew, Chief Cook Gale Flanigan dices vegetables for the evening meal.



From the left, WI Robert Closson, SA Musleh Zaidan, AB Joe Griffin and AB Robert Coulter relax between jobs.



Whether loading or unloading, Bosun Ted Larson provides a steady hand for any crane operations on board the ship.



Ready for time on the beach are Steward Assistants (left to right) Kathy Ball, Ken Kelly and Anne Hurd.



Purser Richard Lemon reviews his figures one more time before issuing pay to the crewmembers.



AB Joseph Griffin checks the Bartlett's lifeboat emergency radio.



D-MAC Fred Wrede comes up for some air while working beneath the deck on the USNS Bartlett.



The newlyweds are joined by fellow SIU members. From the left (kneeling) are Pumpman Delton Ard, AB Garvin Doyle, Electrician David Merida, Chief Cook Cathleen Martin, AB David Gardutte, (standing) John Bodin, AB Shannon Downey, New Orleans Port Agent Joe Perez, Groom Carlos Merida, Bride Hellen Mizell-Merida and AB Unieda Laitinen.



An antique horse-drawn wagon takes Chief Steward Hellen Mizell to her wedding. Her father, Calvin Coleman, is at the reins.



The bride and her husband, an AB, lead the wedding guests to a reception following the ceremony.

Seafarers Tie Knot At Country Hoedown

Chief Steward Hellen Mizell decided she wanted to do something different when she married AB Carlos Merida. And different it was—a complete country-and-western hoedown on her father's Mississippi ranch.

"It was different," Mizell-Merida told a reporter for the Seafarers LOG about the December 15 wedding of the two SIU members. "I thought it up. I was raised in the country and this was right down my alley."

But a western theme was not the only aspect of the Mizell-Merida wedding ceremony that made it unique. The event also had a Seafarer label. Besides the daughters, who served as bridesmaids, 10 fellow SIU members served as witnesses to the Gulfport, Miss. wedding.

The western flavor of the event was evident in the couple's wedding-day outfits. Additionally, the bride, who joined the SIU in 1985, rode to the wedding in an antique wagon driven by her father, Calvin Coleman.

Mizell-Merida said of her husband, an SIU member since 1978,

"I took a New Orleans boy and put him in the country."

The couple met on the Overseas Chicago two years ago. "Captain William Harkness introduced us," the steward recalled. "We were the only two single people on the ship. The captain told me 'Here's a perfect match for you.'"

The pair started dating after they signed off. They tried to sail together when they could, managing to be together on three or four ships since meeting. Mizell-Merida said they both realized they would be on the beach over the holidays and decided to hold the wedding then.

Besides having shipping in common, both are single parents, which she admitted was hard for them to handle while at sea. Chief Steward Mizell-Merida's daughter, Desiree, is 12 while AB Merida's daughter, Holly-Lyn, is 15. "They're both my daughters now," Mizell-Merida said with pride.

"We still want to sail together," she said about the family's future. "Our parents will help take care of the children while we are gone."

Alpena Crew Gets Rare Visit from Bald Eagle

Shortly after dinner on September 14, crewmembers of the SS Alpena noticed their every move was being observed from the bridge. Not by an officer, but by an adolescent bald eagle who decided to make the bridge wing its perch.



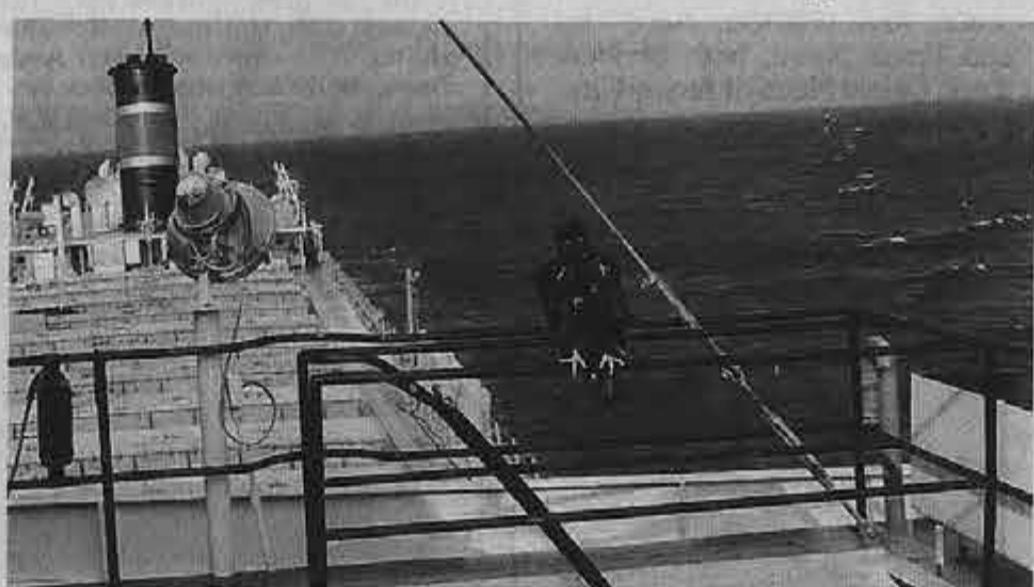
The Alpena adopted this eagle as their mascot after the bird adopted the steamer as its home.

AB Watchman Jon L. Watson provided the Seafarers LOG with photographs of the bird as well as a description of its brief visit to the vessel.

"It was just after 1800 hours and we were 35 miles off the Wisconsin shore around Milwaukee when we first noticed we had picked up an unexpected guest," Watson wrote in his letter.

The eagle stayed on the bridge for approximately 24 hours but was disturbed by the commotion created by the crew as the ship prepared to dock in Alpena, Mich. It returned a short time later and made its home on top of the aftermast. "It stayed while we loaded," Watson continued.

Some crewmembers called a local wildlife officer to examine



A young bald eagle surveys the deck of the Alpena from its perch on the bridge.

and capture the bird to return it to the wild. The officer said the eagle looked healthy, "but must be lost and confused. He didn't think it was safe to try and capture it," the AB reported.

The eagle stayed aboard as the Alpena set sail. "After rinsing down the deck, the bird came off the mast and stayed on deck where we were able to feed and pet it," Watson reported.

Stan Wiemeyer, a research biologist studying migratory birds for the Patuxent Wildlife Research Center in Maryland, said "it is relatively unusual" for an eagle to perch on a vessel.

"My gut reaction is the bird may have gotten too far off shore," Wiemeyer told a reporter for the LOG. "It may have been weakened and was unable to return to shore, so it landed where it could."

When told the bird allowed crewmembers to feed and pet it, Wiemeyer responded, "This is

very strange. It might not have been in good health or it may have been accustomed to people. Very strange."

The researcher noted birds of prey, like eagles, may land on ships in extraordinary circumstances. "Birds of prey may have been attracted to smaller birds that could be around a ship. They fly from their perches to capture their prey, then return to tear it and feed on it."

"Bald eagles are more fish-eating. They will take waterfowl, but I don't recall seeing any ornithological literature or studies of them landing on ships," Wiemeyer added.

Watson's note about the Alpena's eagle ended on a sad note. As the bird was soaring off the stern during its evening flight, a wind gust caught it as it was attempting to land on the bridge and slammed it into the bulkhead. The crew watched as the eagle fell lifeless into the lake.

Bald Eagle Makes Temporary Home on USNS Wilkes



USNS Wilkes crewmembers also were treated to a rare visit by an adult bald eagle. This ship's winged visitor rests on the aft-quarter deck while the vessel was docked in Adak, Alaska in December.

Cutoff for WWII Seamen Blocked by Vet Panel

The House Veterans Affairs Committee continues blocking progress on a bill providing World War II-era merchant mariners with the same cutoff date for veteran status as was received by other members of the U.S. military.

Congress convened on January 28, and for the third straight session Veterans Affairs Committee Chairman Sonny Montgomery (D-Miss.) has not scheduled a meeting for the bill, the Merchant Mariners Fairness Act of 1991.

The legislation would extend World War II veteran status to American merchant mariners who sailed between August 15, 1945 and December 31, 1946, the date President Harry Truman declared as the end of hostilities.

Seamen who sailed between December 7, 1941 and August 15, 1945 were declared veterans in January 1988 by the secretary of the Air Force (the branch of the Department of Defense which oversees matters pertaining to

veterans). The recognition came after seamen and their allies fought for veteran status for WWII mariners for more than 40 years.

But in selecting August 15, 1945 as the cutoff date, the Department of Defense excluded approximately 2,500 living seafarers who deserve WWII veteran status.

Rep. Montgomery and other opponents of the bill (which also is known as H.R. 44) say that after August 15, 1945, merchant seamen were no longer subject to military control. Yet while the mariners technically were still civilians, they were, in fact, subject to military discipline. Moreover, much of their work was similar to the work of the armed forces.

Jack Fields (R-Texas) introduced the bill three years ago and has helped to repeatedly push it through the Merchant Marine and Fisheries Committee, of which he is a member.

Former Official Neira Dies at 74

Louis "Blackie" Neira, retired SIU official, passed away January 15 from cancer. He was 74.

Brother Neira joined the SIU in his native New York in 1943. A member of the engine department, he sailed during World War II.

In the mid-1940s, Neira came ashore to serve as an SIU patrolman assigned to Mobile. He later became Mobile port agent.

Neira, who spoke fluent Spanish, was one of the cadre of union officials who SIU President Paul Hall could assign to any beef. He played a big role in the American Banner Lines and longshoremen's beefs in the '50s.

During the '70s, when the union was conducting crew conferences, Blackie Neira was one of the instructors, shuttling between his port agent job in Mobile and his instructor assignment at the Lundberg School. Neira proved his worth as a versatile and skilled official. He retired from his union post in 1977.

Brother Neira lived in Mobile for 50 years and was buried in Mobile's Pine Crest Cemetery.

He is survived by his wife, Rena; two daughters, Rebecca J.

Neira of Thomasville, Ala., and Delores Neira Appling of Lawrenceville, Ga.; a sister, Josephine Flanagan of New York; four brothers, Joe Neira and Frank Neira, both of New York, Orient Neira of Jersey City, N.J., and John Neira of Parlin, N.J.; two grandchildren, nieces, nephews and other relatives.



Mrs. Rena Neira (seated at right) accepts condolences at graveside service for her husband.



This 1954 photograph shows Brother Neira handing shipping card to a Seafarer at the conclusion of a longshore strike.

Tribute Paid to WWII Merchant Marine



The American Battlefield Monuments Commission has added tributary words to the base of the central pylon at its East Coast memorial statue at Battery Park in New York City.

The new tribute honors the 6,185 seamen of the U.S. merchant marine and the 529 seamen of the U.S. Army Transport Service who lost their lives

during World War II.

Charles Dana Gibson, the historian and author who specializes in maritime and military history, helped coordinate the effort.

The photo above shows the full eagle statue from the front. The photo below shows the new wording on the base of the statue which pays tribute to the WWII merchant marines.



MarAd Clarifies Gulf Medal Process

Last month's issue of the Seafarers LOG stated that the Maritime Administration (MarAd) will begin issuing the Merchant Marine Expeditionary Medal to those seamen who qualified during Operation Desert Shield/Storm.

Bruce J. Carlton, Director of that department's Office of Maritime Labor and Training, has issued a clarification of that article. He notes that distribution of the medals will be handled directly by authorized vendors, not by MarAd. The vendors will order both the full size and miniature medals and the ribbon bars from the manufacturer very soon.

The Office of Maritime Labor and Training is keeping the names and addresses of all individual who have inquired about the medal, and each one will be notified promptly by letter as to when the medals are available for purchase from the vendors.

Inquiries regarding the Merchant Marine Expeditionary Medal and all other merchant marine awards and decorations should be addressed to the Office of Maritime Labor and Training, Maritime Administration, Room 7302, Washington, DC 20590.



MarAd notes delay in ordering of medals by authorized vendors.

SPECIAL SUPPLEMENT

A guide for Seafarers to refer to when preparing 1991 tax returns due to the Internal Revenue Service and state governments on April 15, 1992.

SEAFARERS LOG TAX TIPS FOR SEAMEN

February 1992



**Deadline for
filing taxes:**

April 15, 1992

For seamen, the tax filing process can become extremely complicated. The nature of seafaring work raises many issues at tax time that most shoreside workers do not have to consider.

Among the concerns raised by seamen interviewed by the Seafarers LOG were questions of claiming a residence for purposes of filing state tax returns and the issue of what is considered a work-related tax deductible expense. One seaman questioned whether maintenance and cure payments are considered reportable income. Others simply asked about the procedure for filing a request for an extension and some wanted to know numbers to call to obtain more information.

In preparing this guide of tax tips for seamen, the staff of the LOG, working with a certified public accountant familiar with the maritime industry, has attempted to gather information that addresses the concerns of Seafarers.

INFORMATION BY PHONE

The IRS is prepared to answer questions by phone. Through the agency's tax-payer information service, publications covering all aspects of tax-filing can be ordered.

The "Tele-Tax" Service has recorded tax information covering more than 140 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the "*" button will repeat the topic and the "0" button will stop the message. To listen to a directory of topics after the introductory message finishes, dial 3-2-3.

This telephone service is available from 7:00 am until midnight when calling from a touch tone phone. Rotary dial phone users can call the service between 8:00 am and 4:15 pm.

The status of an individual's refund can be obtained through the Tele-Tax system as well. After a person has submitted a tax return, he or she can call this 1-800-829-4477 to find out about the status of an expected refund. When making this kind of call, the individual should have the following handy: the social security number shown first on the tax return in question, its filing status and the amount of the refund.

FOR MORE INFORMATION

General Information: 1-800-829-1040 can be called for general information. IRS staff answer questions Monday through Friday from 8:00 am to 4:15 pm. These times are consistent throughout the country, no matter the time zone.

Publications: 1-800-829-3676 operators will take orders for publications. IRS Publication 553 entitled "Highlights of 1991 Tax Changes" and IRS Publication 552 called "Record Keeping for Individuals" are two frequently-ordered publications.

Walk-In Help: IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the

location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help: IRS representatives are available to help with tax questions. If needed, call the IRS using the toll-free number listed in the telephone directory.

Send IRS Written Questions: Written questions regarding the tax returns can be sent directly to an IRS District Director. Include a social security number with the letter.

WHERE TO FILE

Tax returns should be mailed to the Internal Revenue Service Center designated for the area in which the taxpayer lives. These addresses are listed below. No street address is needed for the IRS.

For individuals living in the following states

Florida, Georgia, South Carolina

Use this address:

IRS
Atlanta, GA 39901

New Jersey, New York (New York City and counties of Nassau, Rockland, Suffolk and Westchester)

IRS
Holtsville, NY 00501

New York (all other counties), Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont

IRS
Andover, MA 05501

Illinois, Iowa, Minnesota, Missouri, Wisconsin

IRS
Kansas City, MO 64999

Delaware, District of Columbia, Maryland, Pennsylvania, Virginia

IRS
Philadelphia, PA 19255

Indiana, Kentucky, Michigan, Ohio, West Virginia

IRS
Cincinnati, OH 45999

Kansas, New Mexico, Oklahoma, Texas

IRS
Austin, TX 73301

Alaska, Arizona, California (counties of Alpine, Amador, Butte, Calaveras, Colusa, Contra Costa, Del Norte, El Dorado, Glenn, Humboldt, Lake, Lassen, Marin, Mendocino, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Sierra, Siskiyou, Solano, Sonoma, Sutter, Tehama, Trinity, Yolo and Yuba), Colorado, Idaho, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Oregon, South Dakota, Utah, Washington, Wyoming

IRS
Ogden, UT 84201

California (all other counties), Hawaii

IRS
Fresno, CA 93888

Alabama, Arkansas, Louisiana, Mississippi, North Carolina, Tennessee

IRS
Memphis, TN 37501

American Samoa

IRS
Philadelphia, PA 19255

Guam

Commissioner of
Revenue and Taxation
855 West Marine Dr.
Agana, GU 96910

Puerto Rico (or if excluding income under section 933), Virgin Islands: Nonpermanent residents

IRS
Philadelphia, PA 19255

Virgin Islands

V.I. Bureau of Internal
Revenue
Lockharts Garden No. 1A
St. Thomas, VI 00802

All A.P.O. or F.P.O. addresses

IRS
Philadelphia, PA 19255

STANDARD DEDUCTION

This is the standard deduction chart for most people. It should not be used if taxpayer is 65 or older or blind or if a dependent.

Filing Status	Standard Deduction
Single	\$3,400
Married filing joint return or Qualifying widow(er) with dependent children	\$5,700
Married filing separate return	\$2,850
Head of household	\$5,000

W-2's, DEDUCTIONS AND OTHER INFORMATION

EMPLOYER W-2's: Employers are required to mail W-2 forms to employees by January 31. If an individual believes he or she is missing W-2's, contact the employer. For seamen who have ever used a union hall as a return address, check with the SIU port agent to determine if a W-2 has been sent to that address.

SEAFARERS VACATION PLAN W-2's: If a Seafarer has received monies from the Seafarers Vacation Plan (SVP), he or she should receive a W-2 from that fund. Seafarers who have received SVP monies but who have not received a W-2 from the plan should contact their union hall or call Andy Marmo at the SVP office in Camp Springs, Md.; 301-899-0675.

INCREASED DEDUCTIONS: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,150 per person.

STANDARD DEDUCTION HAS INCREASED: The standard deduction has increased for most people. Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

PERSONAL INTEREST DEDUCTIONS: For 1991, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

INTEREST ON SECURED LOANS DEDUCTIBLE: Interest paid on mortgages or secured loans is 100 percent deductible.

UNION DUES DEDUCTION: Union dues are only deductible if they exceed 2 percent of gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

DEDUCTING WORK-RELATED EXPENSES: Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug test are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

DEDUCTING WORK-RELATED CAR EXPENSES: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 27.5 cents per mile. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

DEDUCTING WORK-RELATED MEALS WHEN TRAVELING: Workers in transportation are allowed a special rate on the meal allowance of \$30.00 a day. Otherwise the IRS standard meal allowance is generally \$26, in some locations it is \$34 and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

LIMIT ON ITEMIZED DEDUCTIONS: Beginning in 1991, itemized deductions may be limited for an individual earning more than \$100,000 of federal adjusted gross income (or \$50,000 if married and filing separately).

KEEPING RECORDS: Keep records of income, deductions and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years.

FAST REFUND: If a tax refund is expected for 1991, instead of mailing the return to the Internal Revenue Service, it can be filed electronically. When filed electronically, a refund will be re-

TAX TIPS FOR SEAMEN

REPORTED INCOME

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported:

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from SEPs and DEC's.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.

NON-REPORTED INCOME

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance damages, etc. for injury or sickness.
- Veterans Administration disability retirement payments (and other benefits).
- Child support.
- Gifts, money or other property inherited or willed.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.

ceived in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.

DEPENDENT'S SOCIAL SECURITY NUMBER: If an individual claims an exemption for a dependent who is at least 1 year old by December 31, 1991, he or she must list the dependent's social security number on Form 1040 or Form 1040A. A social security number requirement applies to all dependents (not just children) claimed on the tax return who are at least 1 year old.

GIFT TO REDUCE THE PUBLIC DEBT: An individual may make a gift to reduce the public debt. To do so, enclose a separate check with the income tax return. Make it payable to "Bureau of the Public Debt." Do not add it to any tax owed.

CHANGE OF ADDRESS: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

EDUCATION SAVINGS BONDS PROGRAM: All or part of the interest for certain U.S. savings bonds can be excluded from income if one pays qualified higher education expenses during the year he redeems the bonds.

DEATH OF A TAXPAYER: If a taxpayer died before filing a

FILING AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A or Form 1040. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 17, 1992 to file his or her 1991 federal tax return. The IRS will only contact the individual directly if the request for an extension is denied.

To be able to extend the period of time in which one can file his or her tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due (as noted on line 6 of the form).

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary and mailing it to the correct IRS location (see "Where to File" on page 1 of this supplement).

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688.

To obtain an IRS form 4868, an individual can call the agency's toll free number which is dedicated to tax form requests. That number is 1-800-TAX-FORM (1-800-829-3676). Also, Form 4868 is available from all main IRS branch offices. If a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate.

It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay his or her taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension. The deadline for filing the form and the taxes monies due is April 15.



OVERSEAS?

Should a seaman find himself or herself overseas and seeking IRS forms or IRS assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates. The U.S. embassies and consulates located in the following cities can provide IRS assistance: Bonn, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia and Tokyo, Japan.

required return for 1991, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

ROUNDING OFF TO WHOLE DOLLARS: Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$2.50 becomes \$3.

UNEMPLOYMENT COMPENSATION: Unemployment compensation (insurance) is fully taxable. By January 31, 1992, an individual who has received unemployment compensation should receive a Form 1099-G showing the total unemployment compensation paid during 1991.

Use line 20 on the tax return to report unemployment compensation.

EARNED INCOME CREDIT: To qualify for the earned income credit, families must have an income of less than \$21,250 and have at least one child living with them. The maximum credit for families with one child is \$1,192. Families with 2 or more children may receive up to \$1,235. With a child born in 1991, the family may qualify for an additional \$357 credit and if the family paid for part of the premiums for a health insurance policy covering a child an additional credit of \$428 may be due. To apply for the earned income credit, a family must file use a Form 1040 or 1040A, but not a 1040EZ, and attach IRS Schedule EIC.

PREPARING A RETURN

Step 1. Get all records together.

- Income records, which include any W-2, W-2G and 1099 forms.
- Records for itemized deductions and tax credits.
- Medical and dental payment records.
- Real estate and personal property tax receipts.
- Interest payments records for items such as a home mortgage or home equity loan.
- Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1991 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099 to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040.

TAX TIPS FOR SEAMEN



STATE TAXES NOT WITHHELD

The law prohibits employers from withholding state and local taxes from the wages of seamen working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(II)] provides that "no part of the wages due or accruing to a master, officer, or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, inter-coastal, interstate, or noncontiguous trade shall be withheld pursuant to the provisions of the tax laws of any State, Territory, possession, or Commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same State if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. A seaman, just like any other citizen of any given state, must meet his or her obligations to the government of the area in which he or she lives.

For some seamen, claiming a domicile is an elusive matter because they spend much of the year sailing or

guidelines. However, each state has determined a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure as to his residency status.

For example, in California, in the early '70s, a case before the California State Board of Equalization stated that a merchant seaman — despite the fact that he was on a ship for 210 days of the year — was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank. [Appeal of Bernard and Helen Fernandez, SBE, June 2, 1971].

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

In this supplement are two charts for seamen to use if questions arise on residency and state tax issues. The first is a list of phone numbers of state tax boards and offices to call for more information (see below). The second provides information on what each state considers to be taxable income for residents and non-residents (non-residents). The chart indicates that seven states do not require state taxes to be paid of its residents and three states limit state taxes to profits earned from investments but do not consider wages subject to taxation.

DIRECTORY FOR ADDITIONAL STATE TAX INFORMATION

STATE	LINE OR DEPARTMENT	LOCAL #	TOLL FREE NUMBER*
ALABAMA	Taxpayer's Assistance, P.O. Box 327410, Montgomery, AL 36132-7410	(205) 242-1175	
ALASKA	Department of Revenue, Pouch SA, Juneau, AK 99811-0400	(907) 465-2320	
ARIZONA	Department of Revenue, P.O. Box 29086, Phoenix, AZ 85038-9086	(602) 255-3381	(800) 352-4090
ARKANSAS	Tax Administrator, P.O. Box 3628, Little Rock, AR 72203-3628	(501) 682-7250	(800) 482-8811
CALIFORNIA	Taxpayer Information, P.O. Box 942840, Sacramento, CA 94240-0040	(916) 852-5711	(800) 852-5711
COLORADO	Taxpayer's Assistance, 1375 Sherman St., Denver, CO 80261	(303) 534-1209	(800) 332-2097
CONNECTICUT	Taxpayer's Assistance, 92 Farmington Ave., Hartford, CT 06105	(203) 566-8520	(800) 321-7829
DELAWARE	Taxpayer's Assistance, Ninth and French Streets, Wilmington, DE 19801	(302) 577-3310	(800) 292-7826
WASHINGTON, DC	Taxpayer's Assistance, 300 Indiana Avenue, NW, Washington, DC 20001	(202) 727-6103	
FLORIDA	Department of Revenue, Carlton Bldg., Tallahassee, FL 32399-0135	(904) 488-6800	
GEORGIA	Revenue Information, P.O. Box 38007, Atlanta, GA 30334	(404) 656-4188	
HAWAII	Department of Taxation, P.O. Box 3559, Honolulu, HI 96811-3559	(808) 548-6515	(800) 222-3229
IDAHO	Tax Commission, P.O. Box 56, Boise, ID 83756	(208) 334-3660	
ILLINOIS	Tax Information, P.O. Box 19001, Springfield, IL 62794-9001	(217) 782-3336	(800) 732-8866
INDIANA	Taxpayer Information, 100 N. Senate Ave., Rm. 209, Indianapolis, IN 46204-2253	(317) 232-2240	
IOWA	Taxpayer Services, Hoover State Office Bldg., Des Moines, IA 50319	(515) 281-3114	
KANSAS	Department of Revenue, P.O. Box 12001, Topeka, KS 66612-2001	(913) 296-3051	
KENTUCKY	Revenue Cabinet, 1266 Louisville Road, Frankfort, KY 40620	(502) 564-4580	
LOUISIANA	Taxpayer Information, P.O. Box 3440, Baton Rouge, LA 70823-0001	(504) 925-4611	
MAINE	Bureau of Taxation, State Office Bldg., Augusta, ME 04332-1067	(207) 626-8475	(800) 452-1983
MARYLAND	Comptroller of the Treasury, Income Tax Division, Annapolis, MD 21411-0001	(301) 974-3981	(800) 638-2937
MASSACHUSETTS	Massachusetts Dept. of Revenue, P.O. Box 7071, Boston, MA 02204	(617) 727-4545	(800) 392-6089
MICHIGAN	Taxpayer Information, Treasury Bldg., 420 Walnut & Allegan Streets, Lansing, MI 48922	(517) 373-9419	(800) 487-7000
MINNESOTA	Taxpayer's Assistance, Mailing Station 4000, St. Paul, MN 55146-4450	(612) 296-3781	(800) 652-9094
MISSISSIPPI	Tax Commission, P.O. Box 23050, Jackson, MS 39225-3050	(601) 359-1140	
MISSOURI	Department of Revenue, P.O. Box 2200, Jefferson City, MO 65105-2200	(314) 751-5600	
MONTANA	Department of Revenue, P.O. Box 5805, Helena, MT 59604	(406) 444-2837	(800) 332-6103
NEBRASKA	Taxpayer's Assistance, 301 Centennial Mall South, Lincoln, NE 68509-4818	(402) 471-5729	(800) 626-7899
NEVADA	Department of Taxation, Capital Complex, Carson City, NV 89710-0003	(702) 687-4820	
NEW HAMPSHIRE	Department of Revenue, P.O. Box 637, Concord, NH 03302-0637	(603) 271-2191	
NEW JERSEY	Taxpayer Information, 50 Burrack St., CN 269, Trenton, NJ 08646-0269	(609) 292-6400	(800) 323-4400
NEW MEXICO	Department of Taxation & Revenue, P.O. Box 630, Santa Fe, NM 87509-0630	(505) 827-0700	
NEW YORK	Taxpayer's Assistance, W.A. Harriman Campus, Albany, NY 12227-0125	(518) 438-8581	(800) 225-5829
NORTH CAROLINA	Department of Revenue, Two South Salisbury St., Raleigh, NC 27602	(919) 733-4147	(800) 222-9965
NORTH DAKOTA	Taxpayer Information, State Capitol, Bismarck, ND 58505-0599	(701) 224-3450	
OHIO	State Information, P.O. Box 2476, Columbus, OH 43266-0076	(614) 846-6712	(800) 282-1780
OKLAHOMA	Taxpayer Information, 2501 Lincoln Blvd., Oklahoma City, OK 73194-0009	(405) 521-3146	(800) 522-8165
OREGON	Tax Help Office, 955 Center St., NE, First Floor, Room 135, Salem, OR 97310	(503) 378-4988	(800) 356-4222
PENNSYLVANIA	Taxpayer's Assistance, Department 280304, Harrisburg, PA 17128-0504	(717) 787-8094	
RHODE ISLAND	Taxpayer's Assistance, One Capitol Hill, Providence, RI 02908-5801	(401) 277-2905	
SOUTH CAROLINA	Public Assistance, P.O. Box 125, Columbia, SC 29214	(803) 737-4660	(800) 768-6611
SOUTH DAKOTA	Department of Revenue, 700 Governors Drive, Pierre, SD 57501-2291	(605) 773-3311	
TENNESSEE	Taxpayer's Resource, 807 Andrew Jackson State Office Bldg., Nashville, TN 37242-0482	(615) 741-4877	
TEXAS	Taxpayer Assistance, Capital Station, Austin, TX 78774	(800) 252-5555	(800) 252-5555
UTAH	Taxpayer Assistance, 160 East Third South, Salt Lake City, UT 84134-0201	(801) 530-4848	(800) 662-4335
VERMONT	Tax Commissioner, Pavillion Office Bldg., Montpelier, VT 05609-1401	(802) 828-2865	
VIRGINIA	Taxpayer Information, P.O. Box 1115, Richmond, VA 23208-1115	(804) 367-8031	
WASHINGTON	Taxpayer Information & Education, P.O. Box 47476, Olympia, WA 98504	(206) 753-5525	
WEST VIRGINIA	Taxpayer Services, P.O. Box 3784, Charleston, WV 25337-3784	(800) 642-9016	
WISCONSIN	State Government Switchboard, 4638 University Ave., Madison, WI 53705	(608) 266-2772	
WYOMING	Department of Revenue, 122 West 25th Street, Cheyenne, WY 82002	(307) 777-7962	

* Some toll free numbers are only functional within that state and thus are not accessible from anywhere in the country.

TAXABLE INCOME BY STATE

STATE	RESIDENT	NON-RESIDENT	STATE	RESIDENT	NON-RESIDENT
Alabama	Subject to state income tax on entire net income.	Taxable on income from property owned or business transacted in Alabama.	Minnesota	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income allocable to sources within Minnesota.
Alaska	No state tax.	No state tax.	Missouri	Subject to tax on Missouri taxable income.	Subject to tax on income derived from sources within Missouri.
Arizona	Subject to tax on entire net income. A credit is only allowed for taxes paid to another state on income derived from sources within that state which are taxable under that state's laws without regard to the residence or domicile of the recipient. No credit is allowed if the other state allows residents of Arizona a credit against taxes imposed by that state for taxes paid to Arizona.	Subject to tax on net income derived from sources within Arizona.	Mississippi	Subject to tax on entire net income.	Subject to tax on entire net income from sources within Mississippi.
Arkansas	Subject to state income tax on entire net income.	Subject to state income tax on all net income from sources within the state such as all property owned, and from every business, trade or occupation carried on in Arkansas.	Montana	Subject to tax on federal adjusted gross income with certain modifications. Credit for taxes paid to other states is allowed.	Subject to tax on net income derived from sources within Montana.
California	Subject to state income tax on entire taxable income.	Subject to state income tax on all taxable income derived from sources within the state.	Nebraska	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within Nebraska.
Colorado	Subject to state income taxation on federal adjusted gross income with certain modifications.	Subject to state income tax on federal adjusted gross income attributable to sources within Colorado.	Nevada	No state tax.	No state tax.
Connecticut	Subject to tax on certain dividends, interest and capital gains income.		New Hampshire	Subject to tax on interest and dividends over \$1,200.	
Delaware	Subject to state income taxation on federal adjusted gross income with certain modifications.	Subject to state income tax on federal adjusted gross income attributable to sources within Delaware.	New Jersey	Subject to tax on entire New Jersey gross income and credit is allowed for tax paid to another state on income subject to New Jersey income tax.	Subject to tax on certain specified categories of New Jersey gross income from New Jersey sources.
District of Columbia	Subject to D.C. income tax on entire net income.	Not subject to the income tax.	New Mexico	Subject to tax on federal taxable income with certain modifications and with the possibility of a credit for taxes paid to another state.	Subject to tax on net income derived from within New Mexico.
Florida	No state tax.	No state tax.	New York	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within New York.
Georgia	Subject to tax on federal adjusted gross income less certain items.	Subject to tax on net taxable income derived from certain specified activities within Georgia.	North Carolina	Subject to tax on net income with the possibility of a tax credit for taxes paid to another state.	Subject to tax on net income derived from sources within North Carolina.
Hawaii	Subject to tax on entire income and a credit is allowed for taxes paid to another state which are paid on income derived from sources outside the state.	Subject to tax on income derived from sources within Hawaii, with the possibility of a credit for taxes paid to other governments outside the state.	North Dakota	Subject to tax on federal taxable income with certain modifications.	Subject to tax on net income from sources within North Dakota.
Idaho	Subject to tax on federal taxable income with a credit for income taxes paid to another state or territory.	Subject to tax on federal taxable income attributable to certain sources within Idaho.	Ohio	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on adjusted gross income derived from sources within Ohio.
Illinois	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on all income attributable to certain activities within Illinois.	Oklahoma	Subject to tax on the federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within Oklahoma.
Indiana	Subject to tax on federal adjusted gross income with certain modifications and with the possibility of a credit for state taxes paid in another state.	Subject to tax on federal adjusted gross income derived from sources within Indiana with the possibility of a credit for state taxes paid in another state.	Oregon	Subject to tax on federal taxable income with certain modifications and credit against Oregon income taxes for taxes imposed by another state.	Subject to tax on federal taxable income derived from sources within Oregon.
Iowa	Subject to tax on federal adjusted gross income with modifications and with the possibility of a credit against Iowa tax for taxes paid to another state on income subject to tax in Iowa.	Subject to tax on federal adjusted gross income derived from sources within Iowa, with the possibility of a credit against Iowa tax for taxes paid to another state or foreign country on income subject to tax in Iowa.	Pennsylvania	Subject to tax on entire income with a credit for taxes paid to another state on income also subject to tax in Pennsylvania.	Subject to tax on income from sources within Pennsylvania.
Kansas	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on that portion of federal adjusted gross income derived from sources within Kansas.	Rhode Island	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on taxable income derived from sources within Rhode Island.
Kentucky	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within Kentucky.	Tennessee	Subject to tax on dividends from stock and interest on bonds.	
Louisiana	Subject to tax on all net income which is defined generally as gross income of whatever kind minus the deductions allowed.	Subject to tax on net income derived from sources within Louisiana.	South Carolina	Subject to tax on the entire net income.	Subject to tax on taxable income derived from sources within South Carolina.
Maine	Subject to tax on taxable income with the possibility of a reduction of taxes for taxes paid to another jurisdiction.	Subject to tax on the portion of federal adjusted gross income derived from sources within Maine with the possibility of a reduction in taxes for taxes paid to another jurisdiction.	South Dakota	No state tax.	No state tax.
Maryland	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on the portion of federal adjusted gross income derived from sources within Maryland.	Texas	No state tax.	No state tax.
Massachusetts	Subject to a tax on federal adjusted gross income. A credit for taxes paid to other states is allowed.	Subject to tax on the portion of federal adjusted gross income derived from sources within Massachusetts.	Utah	Subject to tax on federal taxable income with certain modifications.	Subject to tax on taxable income derived from sources within Utah.
Michigan	Subject to tax on federal adjusted gross income allocable to sources within Michigan.	Subject to tax on taxable income allocable to sources within Michigan.	Vermont	Subject to tax on federal adjusted gross income with a credit for income taxes paid to another state or territory upon income derived from sources within that state or territory.	Subject to tax on federal adjusted gross income derived from sources within Vermont.
			Virginia	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on taxable income derived from sources within the state.
			Washington	No state tax.	No state tax.
			West Virginia	Subject to taxable income as defined in terms of federal adjusted gross income with modifications.	Subject to tax on taxable income derived from sources within West Virginia.
			Wisconsin	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on taxable income derived from sources within Wisconsin.
			Wyoming	No state tax.	No state tax.

SOURCE: Department of Defense, Office of the Secretary of Defense, Federal Voting Assistance Program; *Voting Assistance Guide 1992-1993*; Appendix G. State Income Tax Liability; p. 265-285.

March & April Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
Monday, March 2
Monday, April 6
New York
Tuesday, March 3
Tuesday, April 7
Philadelphia
Wednesday, March 4
Wednesday, April 8
Baltimore
Thursday, March 5
Thursday, April 9
Norfolk
Thursday, March 5
Thursday, April 9
Jacksonville
Thursday, March 5
Thursday, April 9
Algonac
Friday, March 6
Friday, April 10
Houston
Monday, March 9
Monday, April 13
New Orleans
Tuesday, March 10
Tuesday, April 14
Mobile
Wednesday, March 11
Wednesday, April 15
San Francisco
Thursday, March 12
Thursday, April 16
Wilmington
Monday, March 16
Monday, April 20
Seattle
Friday, March 20
Friday, April 24
San Juan
Thursday, March 5
Thursday, April 9
St. Louis
Friday, March 13
Friday, April 17
Honolulu
Friday, March 13
Friday, April 17
Duluth
Wednesday, March 11
Wednesday, April 15
Jersey City
Wednesday, March 18
Wednesday, April 22
New Bedford
Tuesday, March 17
Tuesday, April 21

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

Personals

ANDREW CRESPO

Please contact your sister, Maria D. Faircloth, at 7304 N. Taliaferro Ave., Tampa, Fla. 33604.

ALBERT C. MINICHELLO

Anyone knowing the whereabouts of Albert C. Minichiello, please get in touch with his brother, Arthur F. Minichiello, at 6 Coronation Circle, Dedham, Mass. 02026, or call (617) 326-2045.

JAY ROCHE

Please contact Gina Demaree-Fortier at 18040 Midway Road, #137, Dallas, Texas 75252, or call collect at (214) 250-1731.

R. FEE

RICHARD HAMILTON

Please contact Mark Avery at 500 Verret, New Orleans, La. 70114, or call (504) 392-6082.

STEVE NORMAN

Please contact me. Real important. It concerns my wedding on September 19. Richard Kent, 6590 Harley St., Riverside, Calif. 92506; (714) 788-4119.

Dispatchers' Report for Deep Sea

DECEMBER 16, 1991 — JANUARY 15, 1992

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	40	20	11	20	20	10	9	54	18	22
Philadelphia	2	6	4	0	3	4	1	2	6	4
Baltimore	9	6	6	3	11	8	13	8	7	3
Norfolk	14	13	3	12	10	2	5	20	13	5
Mobile	17	13	23	10	12	13	3	29	17	24
New Orleans	29	17	17	18	14	15	2	39	15	27
Jacksonville	24	16	15	17	11	15	6	43	18	21
San Francisco	36	21	19	27	24	5	10	60	25	25
Wilmington	22	17	7	8	14	8	5	35	20	14
Seattle	42	15	13	25	12	5	9	56	16	19
Puerto Rico	11	3	4	3	2	3	2	21	1	3
Honolulu	4	13	5	2	12	8	4	4	10	5
Houston	27	20	24	28	16	13	9	35	21	25
St. Louis	0	3	2	0	1	0	0	0	3	4
Piney Point	0	2	2	0	4	4	4	1	6	2
Algonac	1	0	1	2	0	1	0	0	2	1
Totals	278	185	156	175	166	114	82	407	198	204
ENGINE DEPARTMENT										
New York	19	9	13	23	5	11	10	26	13	12
Philadelphia	2	1	3	2	1	3	0	3	4	7
Baltimore	3	7	3	4	4	4	2	5	7	2
Norfolk	5	10	8	3	7	3	1	8	5	9
Mobile	12	11	7	8	8	6	5	21	11	4
New Orleans	20	15	16	12	11	12	3	34	12	12
Jacksonville	16	7	5	9	3	6	2	22	9	9
San Francisco	14	14	8	18	10	6	7	27	19	9
Wilmington	9	9	14	6	9	9	6	14	11	22
Seattle	21	10	12	13	6	6	9	24	6	9
Puerto Rico	4	2	0	4	1	0	0	7	1	0
Honolulu	6	11	7	3	6	1	1	4	16	8
Houston	15	8	13	9	6	8	4	24	18	11
St. Louis	2	2	4	0	0	2	1	2	3	2
Piney Point	3	7	4	1	11	6	5	3	6	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	151	123	117	115	88	83	56	224	141	120
STEWARD DEPARTMENT										
New York	20	4	5	12	5	4	17	29	3	6
Philadelphia	2	3	0	0	1	1	0	3	3	0
Baltimore	7	4	0	5	3	0	2	5	4	3
Norfolk	3	3	5	6	1	4	9	6	4	6
Mobile	6	4	1	8	3	1	3	11	4	8
New Orleans	8	8	2	4	4	3	5	19	9	4
Jacksonville	12	9	0	8	2	2	7	19	9	2
San Francisco	45	17	5	20	8	5	13	91	23	12
Wilmington	13	2	6	8	3	2	5	27	3	6
Seattle	21	9	3	12	5	3	12	32	12	3
Puerto Rico	1	1	1	2	0	1	1	3	1	0
Honolulu	13	25	13	3	19	14	79	18	28	21
Houston	10	5	0	7	1	2	1	18	5	1
St. Louis	1	0	1	1	1	1	0	2	0	0
Piney Point	2	7	0	0	8	4	0	4	10	3
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	164	101	42	96	64	47	154	154	119	75
ENTRY DEPARTMENT										
New York	9	26	56	8	22	22	0	16	39	136
Philadelphia	1	3	3	0	3	0	0	2	5	7
Baltimore	1	8	3	0	4	1	0	4	10	3
Norfolk	5	16	14	5	7	8	0	7	19	20
Mobile	3	13	12	0	5	5	0	4	34	20
New Orleans	7	22	20	5	12	14	0	11	45	44
Jacksonville	5	11	19	1	15	4	0	6	26	41
San Francisco	15	26	51	10	13	10	0	35	46	83
Wilmington	4	12	12	4	7	6	0	10	20	26
Seattle	14	13	8	6	11	7	0	19	16	22
Puerto Rico	9	13	5	3	5	4	0	15	14	8
Honolulu	0	47	171	3	32	129	0	1	53	208
Houston	2	22	10	1	16	3	0	5	33	22
St. Louis	0	2	0	1	0	0	0	1	3	0
Piney Point	0	57	4	0	43	4	0	0	51	5
Algonac	0	2	0	0	0	0	0	0	5	0
Totals	75	293	388	47	195	217	0	136	419	645
Totals All Department	668	702	703	433	513	461	292	1054	877	1044

* "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.

A total of 1,699 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,699 jobs shipped, 433 jobs or about 25 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From December 16, 1991 to January 15, 1992, a total of 292 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 15,601 jobs have been shipped.

Dispatchers' Report for Great Lakes

DECEMBER 16, 1991 - JANUARY 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	1	0	10	1	0	28	3
ENGINE DEPARTMENT									
Algonac	0	7	1	0	13	2	0	9	0
STEWARD DEPARTMENT									
Algonac	0	4	0	0	2	1	0	8	0
ENTRY DEPARTMENT									
Algonac	0	27	5	0	0	0	0	29	17
Totals All Departments	0	66	7	0	25	4	0	74	20

* "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

DECEMBER 16, 1991 - JANUARY 15, 1992

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	11	0	2	3	0	0	37	2	7
Gulf Coast	0	1	5	1	1	1	1	0	6
Lakes & Inland Waters	15	0	0	4	0	0	43	0	0
West Coast	0	0	0	0	0	1	1	0	1
Totals	26	1	7	8	1	2	82	2	14
ENGINE DEPARTMENT									
Atlantic Coast	8	0	1	1	0	0	14	4	1
Gulf Coast	0	0	1	0	0	0	0	0	1
Lakes & Inland Waters	9	0	0	0	0	0	30	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	17	0	2	1	0	0	44	4	2
STEWARD DEPARTMENT									
Atlantic Coast	4	0	0	1	0	0	8	3	1
Gulf Coast	0	0	1	0	0	0	0	0	1
Lakes & Inland Waters	2	0	0	0	0	0	14	0	0
West Coast	1	0	0	0	0	0	1	0	0
Totals	7	0	1	1	0	0	23	3	2
Totals All Departments	50	1	10	10	1	2	149	9	18

* "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.

Belated Holiday Greetings

SIU members, pensioners and their families and friends had an opportunity to send their holiday greetings in the December 1991 Seafarers LOG. Due to the nature of the mail, however, some of the greetings were not received in time for the holiday issue. They are printed below in the hopes that the sentiments expressed will last well into the new year.

To Mr. President, crewmembers, retired members and all Seafarers

As a retired member of the SIU, we express our best wishes for all members of the Seafarers International Union. We admire all your courageous lashing operations during severe weather conditions in order to give aid to those in need, especially the refugees. I thank you. With great respect.

Hilda and Fruns De Keyser

To Dawn-Dawn, X-Man, Bonehead and everyone else out there from Hawaii
Merry Xmas, Happy New Year. Hawaii reunion at Hussy's wedding!

Yvonne DeSilva

To Mr. Joe Sacco
You're doing a very good job.

Gordon Lee

To Paul A. Peralta
The very nicest thing about Christmas is sharing it with you. For this greeting brings such happy hopes for Lupe and you on Christmas Day. Your brother always.

Magdalena A. Peralta

To (Father) Allen and Jax and Norfolk Halls
Hello from the Indomitable. Have a Merry Christmas and a Happy New Year. May our ships sail smoothly.

Dannis Allen Thompson

Rewarding the Instructor



The students in the Third Assistant Engineers Class of December graduates were so pleased with the teaching of their instructor, Eric Malzkahn, that they decided to show him their appreciation. Pictured is class representative Frank Tymczyszyn presenting an award plaque to Malzkahn.

DeCola Promotes Upgrading at Lundeborg School

Chief Cook Jerry DeCola recommends that all Seafarers upgrade their skills at the Lundeborg School.

That is what the veteran Seafarer told a LOG reporter during an interview for the "Inquiring Seafarer" column which appeared in the August issue. However, while DeCola's message was reported accurately, the LOG misidentified him as a retired messman.

DeCola sailed as a chief cook and now works for the union at the SIU hall in Philadelphia.



Chief Cook Jerry DeCola

Seafarers International Union Directory

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
George McCartney
Vice President West Coast
Roy A. "Buck" Mercer
Vice President Government Services
Jack Caffey
Vice President Atlantic Coast
Byron Kelley
Vice President Lakes and Inland Waters
Dean Corgie
Vice President Gulf Coast

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Kirkland Responds to 'Lazy U.S. Worker' Charge

(Editors Note: The following is a column by AFL-CIO President Lane Kirkland issued last month in response to a statement by a Japanese parliamentarian about U.S. workers.)

When a senior Japanese politician blamed America's economic and trade problems on U.S. workers, President Bush was handed a perfect opportunity to recover some of the public relations ground he had lost on his recent, ill-fated trip to Tokyo.

Once again, however, he dropped the ball.

What Yoshio Sakurachi, the speaker of Japan's lower house of parliament, was reported to have said is, "the source of the problem is the inferior quality of U.S. labor," that "U.S. workers are too lazy" and that "they want high pay without working." He was also quoted as saying that 30 percent of the American workforce "cannot even read."

Although we are told that such comments appear often in Japanese industry magazines and other publications, they bear no resemblance to the truth, which is that the average American worker—by all measures and accounts—is the most productive in the world.

Measured by Gross Domestic Product per employed person, Japanese workers produce, on average, only 77 percent as much as their American counterparts, despite the fact that they work 15 percent more hours per year.

While it is true that Japan's productivity has grown faster over the past few decades, they've had a lot of catching up to do. And since the 1982 recession, the U.S. has done well even by this measure, with our productivity growing 37 percent to Japan's 38 percent. Meanwhile, the absolute level of worker productivity remains substantially higher in the United States.

And despite Japanese complaints about American wages, the facts show that unit labor costs in U.S. manufacturing actually

decreased slightly in the second half of the past decade, while that of Japan rose 63 percent. Although it's nothing to brag about, U.S. manufacturing workers are now paid less than those in a dozen other industrialized countries, whose international "competitiveness" nevertheless exceeds our own.

Can it be that "competitiveness" is not measured by labor cost and efficiency, but by the prowess of other countries in pursuing and defending market share through—I say it—mercantilism?

Needless to say, claims of a 30 percent illiteracy rate in the U.S. are wholly without foundation. The real illiteracy rate is less than five percent.

The fact of the matter is the working men and women of America have borne the brunt of the sacrifices that our business and government leaders have decreed were necessary to make America more competitive in the global marketplace. Business leaders, on the other hand, have arranged to shelter themselves very cozily from the harsh winds of competition.

So when American workers are maligned, as they were last week by one of Japan's most senior politicians, they certainly deserve more than silence from the president of the United States, especially one who campaigned for the office while wrapped in the American flag and loudly promising to defend American values at home and throughout the world.

In this case, when the available evidence so clearly refutes the Japanese statements concerning the productivity of American workers, it would have been easy for the president to live up to this promise. His failure to do so may indicate his concurrence with what has been said or his reluctance to challenge the Japanese big shots on his Rolodex. Why doesn't he just say so?

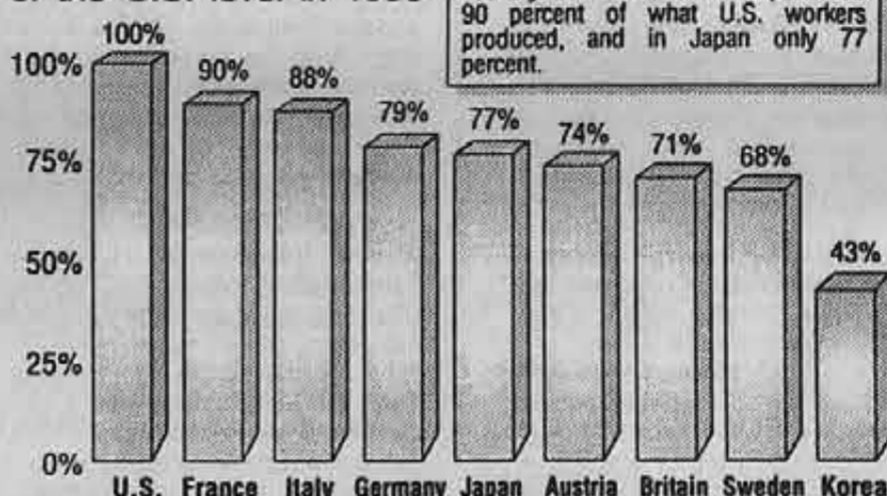
In either case, working American men and women deserve better.

Significant statistics

an AFL-CIO Newsgraphic

America leads in productivity

Gross domestic product per worker as a percent of the U.S. level in 1990



The U.S. worker produced more value than workers in any other country. Workers in France produced 90 percent of what U.S. workers produced, and in Japan only 77 percent.

Source: Bureau of Labor Statistics

American workers still lead all other industrial nations in productivity, despite the continuing deficit in merchandise trade, according to data compiled by the Bureau of Labor Statistics. U.S. labor costs have actually declined between 1985 and 1990, while rising in all other major trading countries, including Japan, Germany, Britain, Sweden, Italy, Korea and Taiwan.

Meanwhile, real wages and benefits for the average American worker slipped 0.4 percent between 1985 and 1990. During the same period, total worker compensation rose 19 percent in Germany, 14 percent in Japan, 12 percent in Britain and Italy, 8 percent in Sweden, 3 percent in France and 2 percent in Canada.

U.S. workers lag in compensation

Hourly wage and benefit costs for production workers in all manufacturing, 1991

Norway	\$21.86
Germany	\$21.53
Sweden	\$20.93
Switzerland	\$20.83
Finland	\$20.76
Belgium	\$18.94
Netherlands	\$18.22
Denmark	\$17.85
Austria	\$17.01
Italy	\$16.41
Canada	\$16.02
France	\$15.23
U.S.	\$14.77

Source: Bureau of Labor Statistics

'Outstanding' Fare on LNG Libra



LNG Libra Engine Delegate Bill Sullivan, who sent the above photo to the LOG, says the ship's galley crewmembers outdid themselves with their Christmas dinner. From left to right are: Chief Cook Martin Buck, SA George Rueth, Steward Willie Schmale, SA Tom Laffey and SA William Smalley.

Special Guests, Special Food



Army personnel and seamen alike got a chance to partake in a culinary feast prepared by Third Assistant Cook Wigberto Reyes and the rest of the Cape Catoche galley gang. Chief Cook Kimberly Carter doubled as both cook and photographer for the event.

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 first 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. The minutes are then forwarded to the Seafarers LOG.

SPIRIT OF TEXAS (Seahawk Management), October 6 — Chairman S.W. Parr, Secretary J. Tucker, Engine Delegate Stephen Treece. Chairman noted ship headed for Sudan. No beefs or disputed OT reported. Crew noted mail to be sent from Suez Canal.

AMBASSADOR (Crowley Caribbean Transport), November 26 — Chairman Leon T. Jekot, Secretary Milton Yournett. Chairman announced payoff. Secretary thanked all hands for job well done. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew noted dishwasher's motor broken. Crew extended vote of thanks to galley gang for job well done.

AMERICAN EAGLE (Pacific Gulf Marine), November 3 — Chairman Billy Eastwood, Secretary Kevin Deegan, Educational Director W. Jones. No beefs or disputed OT reported. Crew asked contracts department for clarification on pay for transporting hazardous material.

CAPE HORN (IOM), November 3 — Chairman J. Sosa, Secretary D. Banks, Deck Delegate R. Meyer, Engine Delegate S. Nolan, Steward Delegate Norman Erickson. No beefs or disputed OT reported. Crewmembers conveyed wishes for happiness to all SIU brothers in the new year.

CAPE HORN (IOM), November 17 — Chairman J. Sosa, Secretary D. Banks, Steward Delegate Norman Erickson. No beefs or disputed OT reported. Chairman thanked deck department for excellent work.

CAPE HORN (IOM), November 24 — Chairman J. Sosa, Deck Delegate R. Meyer, Secretary D. Banks, Steward Delegate Norman Erickson. Secretary noted company approved microwave. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

CHARLES L. BROWN (Transoceanic Cable), November 30 — Chairman Jeremiah Harrington, Secretary Donna Lindsey, Engine Delegate D. Wise, Steward Delegate Erik Ivey. Crew requested telephone at gangway be rewired to outside line for crew use. Chairman reminded crew about importance of respecting fellow crewmembers

and their belongings. Treasurer noted ship's fund was used to purchase softball equipment. No beefs or disputed OT reported. Crew noted refrigerator needs repair, and new First Aid kit also needed. Next port: Honolulu.

GOLDEN ENDEAVOR (Apex Marine), November 25 — Chairman Luke Wells, Secretary F.W. Bishop. Chairman urged members to upgrade at Lundeberg School and support SPAD. He announced schedule for cleaning tanks. No beefs or disputed OT. Crew received copies of Seafarers LOG. Crew asked contracts department for clarification on deck department overtime. Crew extended vote of thanks to steward department.

GROTON (Sheridan Transportation), November 24 — Chairman Neil Matthey, Secretary M. DeLoatch, Educational Director R. Naloi, Deck Delegate Phil Poole, Engine Delegate Abraham Daif, Steward Delegate Abdul Aziz. Chairman announced payoff scheduled for Mobile, Ala. He suggested crewmembers donate to SPAD. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang.

GULF TRADER (All Marine Services), November 19 — Chairman Steve Castle, Secretary J. Williams, Educational Director George Wallis, Deck Delegate A. Galib, Engine Delegate Thomas Betz, Steward Delegate Russell Barnett. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman asked members to reduce noise. Crew noted mail service slow.

LONG LINES (Transoceanic Cable), November 12 — Chairman Joseph Olson, Secretary Michael Bonsignore, Deck Delegate J.D. Harris, Engine Delegate E. Cox, Steward Delegate R. Rowe. Chairman reminded members about separating plastic from trash. He noted importance of proper care and cleaning of crew lounge. Secretary expressed need for fellow shipmates to upgrade at Lundeberg School. He noted school's excellent teachers and facilities, including outstanding library. Treasurer reported \$94 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to steward department, with special thanks to Chief Cook Benny Corpus and Chief Steward Bonsignore for putting out terrific food for crew of 121. Next port: England.

OVERSEAS ALASKA (MOS), November 17 — Chairman L. Temple, Secretary Steven Parker, Deck Delegate Jeffrey Kass, Engine Delegate U. Barber. Chairman reminded all crewmembers to keep doors locked, as one member recently had cash stolen while ship was docked. Secretary requested information from contracts department on manning for steward department. He thanked crew for helping secure everything during rough weather. He reminded members to separate plastics. Treasurer reported \$286 in ship's fund. He noted crew voted unanimously to donate to crewmember whose money was stolen. No beefs or disputed OT reported. Recent storm wiped out all trash barrels on fantail, also took out deck rails, electrical cable housings and telephone hookups. Crew gave galley gang special vote of thanks, especially Chief Cook Manny Basas for his in-

novative Oriental cuisine. Thanks also to deck gang for cooperation in keeping messhalls clean and secured in rough Alaskan weather. Thanks also to engine department for constant hot water.

OVERSEAS HARRIETTE (MOS), November 11 — Chairman W. Jefferson, Secretary C. Hazzard. Chairman announced payoff scheduled for New Orleans. No beefs or disputed OT reported.

SEA-LAND EXPEDITION (Sea-Land Service), November 24 — Chairman Carlos DeGracia, Secretary E. Vazquez, Educational Director Dann Manthel. Chairman noted everything running smoothly. Secretary thanked crew for keeping messhall and lounge clean. No

non, Steward Delegate P. Zilkow. Crew still waiting for furniture. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

CHARLES L. BROWN (Transoceanic Cable), December 31 — Chairman J. Harrington, Secretary D. Lindsey, Deck Delegate Richard Morris, Engine Delegate W. Carroll. Chairman explained layoff routes. No beefs or disputed OT reported. Chairman explained SAB Action 358, which allows Piney Point OSs to stay aboard cable ships for 240 days and then upgrade to AB. He stressed safety.

Liberty Sun Pays Off in New Orleans



Crewmembers aboard the Liberty Sun get a chance to discuss union business with SIU Patrolman Steve Judd (far left). They are (front row) Chief Cook Jerome Johnson, AB L. Hoffman, (second row) Bosun P.H. Greenwood, Wiper German C. Valerio, AB R.L. Favalora, (third row) Larry Martin, AB J.M. Cornwell and Wiper Gary Toomer.

beefs or disputed OT reported. Crew extended vote of thanks to galley gang for good chow.

SEA-LAND INTEGRITY (Sea-Land Service), November 17 — Chairman D. Leon, Jr., Secretary Pedro Laboy, Educational Director M. Rivera, Deck Delegate Carlos Irizarry, Steward Delegate B. Santos. No beefs or disputed OT reported. Chairman extended extra votes of thanks to steward department and other crewmembers for jobs well done and pleasant voyage.

THOMPSON PASS (IOM), November 11 — Chairman J.R. Colson, Secretary F. King, Educational Director M. Wells. Secretary reported smooth sailing, thanked crew for cooperation. Educational director called for improved communication between crewmembers. No beefs or disputed OT reported.

USNS BARTLETT (Mar Ship Operators), November 2 — Chairman Carl Larson, Secretary James Dunne, Engine Delegate Fred Wrede. No beefs or disputed OT reported. Crewmembers have not received mail at any port.

WESTWARD VENTURE (IOM), November 29 — Chairman Michael Kadderly, Secretary R.B. Sanderson, Educational Director Chris W. Cunningham, Deck Delegate George Vukmir, Engine Delegate Ahmed Hussain, Steward Delegate Terry White. Radio still ashore for repairs. Secretary urged members to donate to SPAD and save the Jones Act. Educational director encouraged members to read Seafarers LOG and donate to SPAD. No beefs or disputed OT reported. Crew reviewed LOG and discussed current issues. Crew needs new TV, as old picture tube finally went after 11 years. Crew thanked galley gang for Thanksgiving dinner. Steward department thanked crew for cooperation from all departments. Next port: Tacoma, Wash.

AMERICAN FALCON (Crowley Caribbean Transport), December 1 — Chairman William Dowzicky, Deck Delegate O. Rappana, Engine Delegate R. Han-

CAPE COD (OMI Corp.), December 8 — Chairman E. Bronstein, Secretary Stephen Bates, Engine Delegate Ali Hassan, Steward Delegate Gerald Hyman. New dryer has been installed in crew laundry. Chairman read AIDS awareness pamphlet and discussed current legislation affecting merchant mariners. He emphasized importance of SPAD and upgrading at Lundeberg School. Secretary thanked crew for cooperation. No beefs or disputed OT reported. Crew reviewed parts of SIU constitution, welfare plan and retirement procedures. Lounge needs new TV and VCR. Crew thanked galley gang for outstanding job: great food and spotless messhall and galley. Crew expressed pride about Cape Cod being last C23A type vessel still running following Persian Gulf War.

EQUALITY STATE (IOM), December 19 — Chairman Claude Leycock, Educational Director Mann Aroon, Deck Delegate James World, Engine Delegate Michael Manuel, Steward Delegate Dwight Brandon Maeda. Chairman reported more than \$1,500 in ship's fund. He reminded crew that payoff will not commence until union patrolman is on board. Secretary reminded crewmembers they may not vacate vessel until properly relieved. Educational director urged members to take advantage of upgrading courses at the Seafarers Harry Lundeberg School of Seamanship. No beefs or disputed OT reported. Chairman thanked crew for overcoming difficulties and getting the job done. Crew thanked galley gang for many fine meals. Next port: Oakland, Calif.

GALVESTON BAY (Sea-Land Service), December 1 — Chairman Joe Heron, Secretary Dan Brown, Educational Director Mike Scinto. Chairman urged members to read President's Report in Seafarers LOG. Educational director reviewed new required-viewing safety videotapes on board. He stressed importance of upgrading at Lundeberg School.

Ultrasea Is Good Feeder



Chief Cook Joe Brooks and Acting Steward Rodolfo ("Rudy") Xatruch help make voyage 045 aboard the Ultrasea a culinary success.

Continued on page 20

The Seafarers Pension Plan announces the retirement of 39 members this month. Twenty-nine of those signing off sailed in the deep sea division, while seven sailed in the inland division. One sailed in the Great Lakes division, one sailed in the railroad marine division and one sailed in the Atlantic Fishermen's division.

Galley gang member Earl Pippens, 76, is the oldest of the new pensioners. Brother Pippens joined the SIU more than 20 years ago, after a 21-year career in the Navy.

Engine department member Joe Atchison has been a member longer than any of the others who are retiring. Brother Atchison joined the Seafarers in 1945.

Brief biographical sketches of Pippens, Atchison and the other new pensioners follow.

DEEP SEA



JOE ATCHISON, 64, joined the SIU in 1945 in the port of Mobile, Ala. The Alabama native shipped in the engine department and upgraded frequently at the Lundeberg School. A veteran of three wars, Brother Atchison worked for the Sea-Land shore gang for eight years before retiring. He was honored last October at the West Gulf Ports Council Dinner in Houston, where he received a ship's wheel with an engraved plaque congratulating him on 30 years' sea time. Brother Atchison has retired to Galveston, Texas.

Brother Atchison has retired to Galveston, Texas.

PAUL S. BLAND, 67, joined the Seafarers in 1951 in the port of Savannah, Ga. Born in Fruitland Park, Fla., he sailed in the engine department. In 1976 Brother Bland upgraded to QMED at the Lundeberg School. He served in the Navy from 1944 to 1946. Brother Bland resides in Jacksonville, Fla.



CLAUDIO BOBADILLA, 67, joined the SIU in 1971 in Yokohama, Japan. He was born in the Philippine Islands and sailed in the steward department. Brother Bobadilla served in the Navy from 1946 until 1967. He has retired to the Philippines.

CLARENCE BURGO, 66, joined the Seafarers in 1966 in the port of San Francisco. A native of Hawaii, he graduated from the bosun recertification class at Piney Point in 1980. Brother Burgo calls Kaneohe, Hawaii home.



COSTAS DAYOS, 66, joined the union in 1961 in the port of New York. Born in Greece, he sailed in the black-gang. Brother Dayos served in the Army from 1952 to 1954. He has retired to Greece.

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.

HARRY M. FISHER, 67, joined the SIU in 1965 in his native Mobile, Ala. He became a recertified bosun after completing course work at the Lundeberg School in 1984. Brother Fisher still calls Mobile home.



Brother Lambis served in the Army from 1947 until 1951. He lives in Livingston, Texas.



CHUNG K. LEW, 64, joined the union in 1965 in the port of San Francisco. He was born in China and sailed in the steward department. Brother Lew upgraded at the Lundeberg School to chief cook in 1983. He resides in Seattle.

COLLIE LOPER JR., 62, joined the SIU in 1956 in his native Mobile, Ala. He became a recertified steward in 1984. Brother Loper served in the Army from 1950 to 1953. He still calls Mobile home.



JULIAN LOPEZ, 66, joined the Seafarers in 1962 in the port of New York. Born in Spain, he sailed as a

QMED. Brother Lopez has retired to San Francisco.

THOMAS J. LUNDY, 63, joined the SIU in 1955 in the port of Mobile, Ala. He was born in Mississippi and sailed in the engine department. Brother Lundy lives in Hurley, Miss.

WILLIE MITCHELL, 66, joined the union in 1966 in the port of Port Arthur, Texas. A native of Durham, N.C., he sailed in the deck department. Brother Mitchell has retired to Haw River, N.C.



EARL PIPPENS, 76, joined the Seafarers in 1969 in the port of San Francisco. The Mississippi native sailed in the galley gang.

Brother Pippens served in the Navy from 1938 until 1959. He resides in Hayward, Calif.

ERNESTO RAMIREZ, 66, joined the SIU in 1961 in the port of Houston. Born in Paraguay, he sailed in the deck department.

Brother Ramirez has retired to Houston.



ROBERT RAY, 71, joined the Seafarers in 1962 in the port of Wilmington, Calif. He was born in Kansas City, Mo. and sailed in the deck department. Brother Ray served in the Navy from 1938 until 1941. He lives in Wilmington.

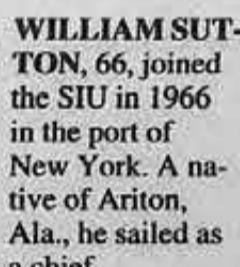


JUAN C. RODRIGUEZ, 62, joined the SIU in 1956 in the port of Houston. A native of Mexico, he sailed in the steward and engine departments. In 1975 Brother Rodriguez upgraded at the Lundeberg School to QMED. He has retired to Galveston, Texas.

DONACIANO SANTIAGO, 54, joined the Seafarers in 1963 in the port of Philadelphia. Born in Puerto Rico, he sailed in the deck department. Brother Santiago resides in Philadelphia.



GEORGE SILVA, 66, joined the union in 1957 in the port of Philadelphia. He was born in Oakland, Calif. and sailed in the engine department. Brother Silva served in the Army from 1945 to 1947. He has retired to San Leandro, Calif.



WILLIAM SUTTON, 66, joined the SIU in 1966 in the port of New York. A native of Arton, Ala., he sailed as a chief electrician. Brother Sutton served in the Navy from 1943 to 1961. He lives in Medford, Ore.



PAUL THOMAS JR., 63, joined the Seafarers in 1948 in the port of Mobile. An Alabama native, he sailed as a chief electrician. Brother Thomas served in the Army from 1951 to 1953. He has retired to Mobile.



MALCOLM THOMPSON, 56, joined the SIU in 1961 in his native New Orleans. He sailed in the steward department. Brother Thompson still calls New Orleans home.



FRANCISCO TORRES, 66, joined the union in 1966 in the port of Tampa, Fla. He was born in Ecuador and sailed in the en-

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Ships Digest

Continued from page 18

No beefs or disputed OT reported. Crew thanked steward department and Sea-Land shore gang. Crew wished all members a happy new year. Crew observed one minute of silence in memory of departed brothers. Next port: Boston.

GOLDEN MONARCH (Apex Marine), December 8 — Chairman **David Martz**, Secretary **G. Rios**, Educational Director **M. Ruhe**. Chairman reminded crew to clean rooms and turn in keys. Educational director advised members to upgrade at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew extended vote of thanks to galley gang for job well done.

JULIUS HAMMER (Ocean Shipholding), December 1 — Chairman **David Zurek**, Secretary **F. Costango**, Educational Director **Ross Hardy**. Secretary noted two crewmembers due for relief in Rotterdam. Educational director urged qualified members to take advantage of upgrading opportunities at Lundeberg School. He urged members to donate to SPAD, because SPAD is pork chops. No beefs or disputed OT. Crew received Seafarers LOG and letter from contracts department clarifying overtime rates. Crew noted no mail has been received. Crew gave vote of thanks to Steward **Frank Costango** and Chief Cook **Richard Woroby** for their work cleaning ship, for good meals and especially for superb Thanksgiving dinner.

JUPITER (American President Lines), December 5 — Chairman **Wheeler Washington**, Secretary **O. Cody**, Educational Director **N. Gavin**. Chairman noted smooth trip and good steward department. He urged members to upgrade at Lundeberg School in Piney

director urged members to upgrade at Lundeberg School. Treasurer reported \$150 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for excellent job.

OMI LEADER (OMI Corp.), December 30 — Chairman **C. Smith**, Secretary **A. Panico**, Deck Delegate **Frank Revette**, Engine Delegate **Junius Williams**, Steward Delegate **M. Hussein**. Chairman announced payoff. He noted opportunity to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

OVERSEAS JOYCE (MOS), December 22 — Chairman **R. Bradford**, Secretary **P. Alvarez**. Chairman announced payoff and noted problem-free voyage. Secretary reminded members to upgrade at Lundeberg School. Educational director urged members to support SPAD. No beefs or disputed OT reported. Steward department thanked deck and engine departments for concern in keeping spotless ship.

OVERSEAS VIVIAN (MOS), December 29 — Chairman **Jerome Williams**, Secretary **Douglas Hundshamer**, Educational Director **James Fonville**, Tyrone **Burrell**, Steward Delegate **Alex Jaradie**. Chairman announced payoff. Secretary noted ship had no heat during two days in port in Boston. Educational director noted scholarship information posted on bulletin board. He encouraged everyone to apply. Deck and steward delegates reported beefs. No beefs or disputed OT reported by engine delegate. TV antenna needs repair or replacement. Crew thanked galley gang for job well done.

SEA-LAND DEFENDER (Sea-Land Service), December 1 — Chairman **M. Whitsitt**, Secretary **M. Peacock**, Educational Director **J. Barry**. Chairman noted good work and cooperation among crewmembers. No beefs or disputed OT reported.

SEA-LAND FREEDOM (Sea-Land Service), December 13 — Chairman **R. Woods**, Secretary **G. Sivley**, Educational Director **L. Pence**, Deck Delegate **P.L. Bean**, Engine Delegate **O. Mortensen**, Steward Delegate **E. Schrock**. Educational director urged members to donate to SPAD. No beefs or disputed OT reported. Crew requested new equipment for gym. Crewmembers asked contracts department to look into their flying to port of engagement a day early so they will not be tired when reporting to work. Next port: Singapore.

SEA-LAND HAWAII (Sea-Land Service), December 25 — Chairman **L. Vasquez**, Secretary **J. Jones**, Educational Director **D. Gordius**, Steward Delegate **Ron Dewitt**. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested additional washer and dryer. Next port: Oakland, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), December 7 — Secretary **Norman Johnson**. Chairman urged members to upgrade at Lundeberg School. Secretary reported \$291 in movie fund. Educational director advised members to check schedule for upcoming classes at Lundeberg School. He recommended electrical and reefer courses. Engine delegate reported beef. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck delegate. Crew asked contracts department to review a possible change in Seafarers Welfare Plan so that members are covered for alcohol- or misconduct-related incidents.

SEA-LAND PACIFIC (Sea-Land Service), December 9 — Chairman **Oscar Wiley**, Secretary **Don Spangler**, Educational Director **Steve Bigelow**, Deck Delegate **Mathew Bevak**, Steward Delegate **John Bulawan**. Chairman noted all hands required for Coast Guard inspection in Oakland, Calif. He urged members to upgrade at Lundeberg School. Educational director said that in

18 years aboard merchant vessels, he has never seen as good a steward department. He said excellent food deserves more than vote of thanks. No beefs or disputed OT reported. Crew asked contracts department to ensure van service in Honolulu and Tacoma, Wash. Crew thanked first engineer for constructing weight room. Crew observed one minute of silence in memory of departed brothers and sisters. Next port: Tacoma.

SEA-LAND PERFORMANCE (Sea-Land Service), December 1 — Chairman **R. Newby**, Secretary **L. Ewing**, Educational Director **A. Hunter**. Chairman announced payoff. No beefs or disputed OT reported. Crew asked for new TV and microwave.

SEA-LAND PRODUCER (Sea-Land Service), December 1 — Chairman **L.**

STAR OF TEXAS (Seahawk Management), December 8 — Chairman **Gene Paschall**, Secretary **Chris Myers**, Educational Director **N. Patterson**, Deck Delegate **Theodore Bush III**, Engine Delegate **J. McCrary**, Steward Delegate **P. Mena**. Chairman reminded crew about dangers of AIDS. No beefs or disputed OT reported. Next port: Beaumont, Texas.

USNS CHAUVENET (Mar Ship Operators), December 2 — Chairman **Jeff Focardi**, Secretary **Vicki Barnhart**, Educational Director **Al Matos**, Deck Delegate **George Dehlmar**, Engine Delegate **Tom Taber**, Steward Delegate **Clyde Smith**. Chairman welcomed new crewmembers. Educational director stressed safety. Treasurer reported \$200 in ship's fund. Steward delegate reported beefs. No beefs or disputed OT reported

Barbecues Are Popular On Board Ultrasea



Seafarers enjoy a real home-style barbecued meal aboard the Ultrasea.

Reck, Secretary **J. Jim**. Chairman reported resolution of prior OT dispute. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crewmembers were reminded to return ship's movies. **AB Charles Howell** volunteered to lock up movies upon arrival.

SEA-LAND RELIANCE (Sea-Land Service), December 1 — Chairman **A.J. Eckert**, Secretary **W.G. Lombard**, Educational Director **E.H. Frederickson**, Deck Delegate **J. Barnett**, Engine Delegate **Lorie Christmas**, Steward Delegate **Dennis Skretta**. No beefs or disputed OT reported. Crew scheduled to receive new washing machine and new dryer in Tacoma, Wash. Crew thanked galley gang.

SEA-LAND SPIRIT (Sea-Land Service), December 8 — Chairman **John Schoenstein**, Secretary **S. Apodaca**, Educational Director **Charles Henley**. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew noted ongoing problems with air conditioning.

SEA-LAND VOYAGER (Sea-Land Service), December 6 — Chairman **Peter Glennon**, Secretary **C. Crane**, Deck Delegate **Michael Wimmer**, Engine Delegate **D. Milla**, Steward Delegate **Gary Loftin**. Chairman reported beef. Educational director urged members to upgrade at Lundeberg School and donate to SPAD. No beefs or disputed OT reported by department delegates. Crew wants new VCR, as old one is broken. Crew extended vote of thanks to galley gang for job well done. Next port: Tacoma, Wash.

SPIRIT OF TEXAS (Seahawk Management), December 15 — Chairman **S.W. Parr**, Secretary **J. Tucker**, Steward Delegate **Douglas Allen**. No beefs or disputed OT reported. Crew discussed importance of upgrading at Lundeberg School. They noted good trip and extended vote of thanks to steward department.

by deck or engine delegates. Crew noted SIU President **Michael Sacco** was elected to AFL-CIO executive council.

USNS WYMAN (Mar Ship Operators), December 1 — Chairman **Cecil Winstead**, Secretary **Michael Pooler**, Steward Delegate **L. Johnson**. Educational director reviewed requirements for B book. He urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Deck department painted crew mess. Crew thanked galley gang for wonderful job. Bosun **Winstead** prevented injury to **SA Gloria Gotschich** by stopping falling refrigerator during rough seas. SIU members **L. Johnson** and **R. Miklos** also assisted. Next port: Bermuda.

UST PACIFIC (IOM), December 1 — Chairman **Mark Trepp**, Secretary **P. Crum**, Educational Director **Thomas Flynn**, Steward Delegate **John Collins**. No beefs or disputed OT reported.

Edwards in New Orleans



DEU Cecil Edwards gets an opportunity to talk with New Orleans Port Agent Joe Perez when the vessel came into port recently.

Point, Md. Secretary and educational director also stressed importance of upgrading and donating to SPAD. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew was pleased to receive Seafarers LOG. Crew received certificate of appreciation from Military Sealift Command for participation in Desert Storm. Each crewmember received a copy.

LIBERTY STAR (Liberty Maritime), December 8 — Chairman **Wilfredo Rice**, Secretary **L. Bettis**, Deck Delegate **Michael Davis**, Engine Delegate **Louis Mullet**. Educational director encouraged SPAD donations and urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

LNG AQUARIUS (ETC), December 8 — Chairman **John Japper**, Secretary **W. Justl**. Secretary reported budget-cutting moves by the company. Educational

SA Hall at Work



Steward Assistant Antonio Hall is pictured in the Cape Mendocino's galley.

Pensioners

Continued from page 19

gine department. Brother Torres upgraded frequently at the Lundeborg School. He has retired to Tampa.

BOBBIE G. WILLIAMS, 63, joined the Seafarers in 1951 in the port of New York. He was born in Texas and in 1986 completed the bosun recertification program at the Lundeborg School. Brother Williams has retired to Houston.



THEODORE E. WILLIAMS, 62, joined the SIU in 1966 in the port of Houston. A native of Greenville, Ohio, he sailed in the deck department. Brother Williams upgraded at the Lundeborg School in 1975. He served in the Army from 1951 to 1953. Brother Williams lives in Columbus, Ohio.

INLAND



LOWELL APPLEWHITE, 65, joined the union in 1978 in the port of Houston. Born in Texas, he sailed in the engine department. Boatman Applewhite served in the Navy from 1945 to 1946. He resides in Sacul, Texas.

JAMES C. CAIN, 65, joined the Seafarers in 1966 in the port of Philadelphia. The Pennsylvania native sailed as a tugboat captain. Boatman Cain has retired to Glenolden, Pa.

CHESTER V. FOSTER, 67, joined the union in 1966 in the port of St. Louis. He was born in Arkansas and sailed in the deck department. Boatman Foster has retired to Cleveland, Miss.

PAUL GEBHARDT, 67, joined the Seafarers in 1978 in the port of Philadelphia. A native of Ohio, he sailed in the deck and steward



departments. Boatman Gebhardt lives in Ambler, Pa.

RICHARD MARKLEY, 64, joined the union in 1969 in the port of Baltimore. He was born in Lancaster, Pa. and sailed in the deck department. Boatman Markley served in the Army from 1942 to 1945. He resides in Ocean City, Md.

JOHN McDERMOTT, 65, joined the Seafarers in 1957 in the port of Boston. A Massachusetts native, he sailed in the engine and deck departments. Boatman McDermott served in the Navy from 1944 to 1946. He has retired to Sunrise, Fla.



VICTOR L. WRIGHT, 66, joined the union in 1947 in the port of New Orleans. He was born in Kansas and sailed as a captain. Boatman Wright served in the Navy from 1943 until 1947. He resides in Terrytown, La.

GREAT LAKES

AUGUSTINE KUHL, 66, joined the Seafarers in 1977 in the port of Alpena, Mich. Born in Poland, he sailed in the steward department. Boatman Kuhl upgraded at the Lundeborg School in 1980. He has retired to St. Petersburg, Fla.



RAILROAD MARINE

GILBERT J. HERBERT, 69, joined the union in 1960 in the port of New York. He was born in Jersey City, N.J. and sailed in the deck department. Brother Herbert served in the Army from 1940 to 1945. He resides in Parlin, N.J.



ATLANTIC FISHERMEN

STEPHEN D'AMICO, 63, joined the union in 1961 in the port of Gloucester, Mass. A native of Massachusetts, he sailed in the deck department. Brother D'Amico has retired to Gloucester.

Firefighting Course Meets CG Rules



Seafarers who graduated from the Freehold, N.J. firefighting course while attending the Lundeborg School of Seaman-ship between June 5, 1978 and December 1, 1989 have met Coast Guard requirements for advanced firefighting.

Members must present proof of successfully completing the course when they apply to upgrade or renew their maritime licenses.

Graduates who have any questions about their firefighting status may call the Lundeborg School's Admissions Office at (301) 994-0010.

Hannah Tugs Never Let Up

OLS Transport tugboats and barges are built and operated to be in constant motion. The tugs, known to Great Lakes mariners as real "workhorses" are extremely versatile as the loads they carry cover a wide variety of bulk cargoes.

The Mary E. Hannah generally carries stone across Lakes Huron and Erie to Cleveland. "Unloaded, it takes six hours to go to Kelleys Island (Ohio, north of Sandusky), three hours to load, eight hours to return and five-and-a-half to unload," OS Brian A. Haley told a reporter for the Seafarers LOG.

The tug-barge combinations each maneuver the tight bends and turns of the lakes' tributaries that others can't. There's another major difference between the Mary E. Hannah and the self-unloaders that also carry stone. "We have a tractor on board to offload," Haley pointed out.



OS Brian Haley fills out a crew list on board the tug Challenger.



Overseeing docking operations from the bridge of the Mary E. is Mate Lonnie Keys.



AB/Mate Larry Sarver walks a line along the shore as the Mary E. docks.

The tug Challenger pushes a fuel barge across Lake Erie during the sailing season. Like the Mary E., it also offloads along the Cuyahoga River in Cleveland after picking up petroleum products in Canada.

Jan Sonnie serves as a cook aboard the Challenger. "I really enjoy working on here," she said, in between fixing scrambled eggs and bacon for the other five crewmembers.

Other OLS/Hannah tugs—like the Kirsten Lee, James A. and Donald—can be found pushing barges filled with asphalt, cement or petroleum products on Lakes Michigan, Huron and Erie. Another part of the fleet—the Margaret, Catherine M., Susan and Betty Gale—navigates the upper Illinois waterways with tanker barges.



Cook Jan Sonnie prepares breakfast on the Mary E. Hannah.



Rick Blue, an AB/tankerman on the Mary E. Hannah, waits to secure a line on a towed barge.



OLS/Hannah tugs like the Kirsten Lee are the workhorses of the lower Great Lakes.



Skip Schilling, captain of the tug James McAllister, recognizes the importance of upgrading one's skills.



Deckhand Tom Carlin says he is glad to have work during these economically troubled times.

McAllister Tugboat Men Find Work 'Rewarding'

When the SS Louisiana broke loose from its mooring in a heavy windstorm, SIU-manned McAllister tugboats from the port of Philadelphia responded. Seafarers worked for several days in mid-December to re-float the Louisiana and then tow it to Gloucester, N.J.

"There certainly was a lot of work involved," said Dick Roel, 54-year-old captain of the tug Eric McAllister.

On more typical days, the Philadelphia tugs serve as push-boats for tankers, fruit ships and container vessels in surrounding areas such as Marcus Hook and Hog Island.

Brother Roel, a 30-year member of the union, describes his job as "rewarding." He says he relishes the sense of accomplishment his work provides.

Another member of the Eric McAllister crew, 37-year-old Deckhand Tom Carlin, says while he enjoys his job, he also appreciates the fact that he has work in these economically tough times.

He said he is thankful to belong to a union that is fighting to preserve jobs for Americans in the maritime industry.

AB Frank Messick, a crew-member on board the James McAllister (another McAllister Brothers, Inc. tug), says he enjoys "being on the water. I've worked shore jobs, but I keep coming back to the water."

Like Carlin, Brother Messick joined the Seafarers nearly two years ago. He has upgraded at the Lundeborg School, and fervently encourages his fellow union members to do the same. "I'm going back again, too, probably in May," Messick says.

Skip Schilling, captain of the James McAllister, also recognizes the importance of upgrading. As for his job, the 22-year-old Seafarer says his favorite part "is just being out on the water."

The McAllister tugs are single-screw harbor boats with 3,000 horsepower. They can reach speeds of about 12 knots.



Eric McAllister tug Captain Dick Roel has been a Seafarer for 30 years.



AB Frank Messick is ready to upgrade again at the Lundeborg School.

Lundeborg School Students Now Can Take Courses at Night

For Seafarers upgrading their seamanship skills at the Lundeborg School, the institution recently added evening classes in a number of subjects.

Additionally, the school has opened its computer lab each night to provide monitored, self-paced instruction in DOS, WordPerfect and various other technical programs.

Six courses are being conducted during the first night-course session, which began January 8 and

ends February 28. Thirty-one students enrolled for classes such as developmental writing; composition and rhetoric; developmental mathematics I and II; college mathematics; fundamentals of physics; and principles of psychology.

There will be five more sessions this year. Advanced registration for Session II begins March 2, with those classes starting March 16. (Seafarers may, but do not have to, register early. Final registration

takes place the last two evenings before each session begins.)

Besides the new classes, individual tutoring and GED preparation are available each evening.



Instructor Kate Richardson (right) teaches an English class at night.



Grace Davis checks on Greg Eastwood, an engine department upgrader, as he fills out a math placement test.



Steward department upgrader Gina Lightfoot receives information about the new night classes being held at the Lundeborg School.

Final Departures

DEEP SEA

LOVIC ADAMS, JR.

Lovic Adams, Jr., 68, passed away November 21, three days after his birthday. He was born in Tampa, Fla. and joined the SIU in 1956 in the port of New Orleans. Brother Adams sailed in the deck department. He was an active member at the time of his death.

JAMES R. BRADLEY

Pensioner James R. Bradley, 74, died November 9. He joined the Seafarers as a charter member in 1938, in his native Mobile, Ala. Brother Bradley sailed in the steward department. He began receiving his pension in July 1982.

EDWARD COLE



Pensioner Edward Cole, 76, passed away November 23. Born in Barbourville, Ky., he joined the union in 1943 in the port of New Orleans. Brother Cole sailed as a bosun. He retired in February 1978.

JACK GARDNER



Pensioner Jack Gardner, 81, died December 19. The native of North Carolina joined the SIU in 1947 in the port of Baltimore. He sailed in the galley gang. Brother Gardner began receiving his pension in December 1976.

ROBERT KENNEDY



Pensioner Robert Kennedy, 63, passed away December 8. He was born in North Dakota and joined the Seafarers in 1958 in the port of Houston. Brother Kennedy completed steward recertification at the Lundeberg School in 1985. He retired in July 1991.

APOLONIO LINO



Pensioner Apolonio Lino, 65, died December 12. A native of Honduras, he joined the union in 1982 in the port of New York. Brother Lino sailed in the deck department. He retired in July 1991.

RICHARD MEYER

Richard Meyer, 38, died December 1. He joined the Seafarers in 1981 in his native New York. Brother Meyer sailed in the deck department.

He served in the Navy from 1971 until 1974. Brother Meyer was an active member at the time of his death.

JOHN McCLELLAND



Pensioner John McClelland, 64, passed away December 9. Born in Florida,

he joined the SIU in 1960 in the port of New Orleans. Brother McClelland sailed in the engine department. In 1974 he upgraded at the Lundeberg School to QMED. Brother McClelland served in the Navy from 1945 to 1948. He served in the Army from 1950 to 1952. Brother McClelland retired in December 1985.

EDDY PASCUA



Pensioner Eddy Pascua, 87, passed away November 18. A native of the Philip-

pine Islands, he joined the SIU in 1959 in the port of New York. Brother Pascua sailed as a chief cook. He began receiving his pension in June 1976.

JOHN RAMBO



Pensioner John Rambo, 67, died November 6. He was born in Florida and

joined the Seafarers in 1944 in the port of Mobile, Ala. Brother Rambo sailed in the deck department. He retired in September 1982.

ISRAEL RAMOS



Pensioner Israel Ramos, 85, passed away December 4. Born in

Puerto Rico, he joined the union as a charter member in 1938 in the port of Philadelphia. Brother Ramos sailed in the engine department. He began receiving his pension in February 1971.

FELIPE M. REYES

Pensioner Felipe M. Reyes, 85, died November 10. The native of the Philippine Islands joined the SIU in 1945 in the port of Mobile, Ala. Brother Reyes sailed as a chief steward. He retired in March 1972.

ANDREW SPENCE



Pensioner Andrew Spence, 71, passed away December 16, one week

before his birthday. He was born in Texas and joined the Marine Cooks and Stewards in 1958 in the port of Seattle, before that union merged with the AGLIWD. Brother Spence retired in December 1980.

EVANGELOS STRATIS



Pensioner Evangelos Stratis, 86, passed away November 13.

The native of Greece joined the Seafarers in 1946 in the port of New York. Brother Stratis sailed in the engine department. He retired in December 1970.

JOHN A. SPEER

Pensioner John A. Speer, 70, died December 10. Born in Honduras, he joined the SIU in 1973 in the port of New Orleans. Brother Speer sailed in the engine department. In 1980 he upgraded at the Lundeberg School. Brother Speer began receiving his pension in October 1987.

FRANCIS WARD



Pensioner Francis Ward, 75, passed away recently. He was born in Pit-

tsburgh and in 1958 graduated from the Andrew Furuseth Training School in Mobile, Ala. Brother Ward sailed in the steward department. He served in the Army from 1943 until 1945. Brother Ward retired in February 1990.

INLAND

ROBERT ATHERTON



Pensioner Robert Atherton, 85, died December 2. A native of Mathews, Va., he

joined the union in 1961 in the port of Norfolk, Va. Boatman Atherton sailed in the steward

department. He began receiving his pension in March 1972.

ROBERT E. RIGBY



Pensioner Robert E. Rigby, 61, passed away May 31. Born in

Pensacola, Fla., he joined the Seafarers in 1957 in the port of New Orleans. Boatman Rigby sailed in the deck department. He retired in October 1988.

GREAT LAKES

EJNER NIELSEN



Pensioner Ejner Nielsen, 69, died November 3. The Minnesota native

joined the union in 1960 in the port of Detroit. Brother Nielsen sailed in the deck and engine departments. He began receiving his pension in February 1982.

SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND

This is a summary of the annual report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 31, 1990. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was a (deficit) of \$(25,530,370) as of December 31, 1990, compared to \$(26,246,843) as of January 1, 1990. During the plan year the plan experienced an increase in its net assets of \$716,473. This increase included unrealized appreciation and depreciation in the value of plan assets; that is, the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. During the plan year, the plan had total income of \$35,876,815, including employer contributions of \$35,138,694, miscellaneous income of \$63,122, and earnings from investments of \$674,999. Plan expenses were \$35,160,342. These expenses included \$3,111,501 in administrative expenses and \$32,048,841 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$1.50 for the full annual report, or 10 cents per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor 200 Constitution Avenue, NW, Washington, DC 20216.

Supplementary Information

The plan has a deficit of \$(25,530,370) as of December 31, 1990, which includes an estimated liability for Retired Participants and their dependents in the amount of \$30,717,000. This amount represents the estimated liability for payment of all future hospital, medical, dental, prescription drug and medicare premiums for the life of the pensioner as well as the dependent's benefits for the period provided in the plan's rules for the dependents of such pensioner.



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

Please fill out the application below and mail it to:

John Fay, Sec'y-Treasurer
Seafarers Int'l Union
5201 Auth Way
Camp Springs, MD 20746

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.

Please send the new SIU t-shirt to:

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE # _____

BOOK # _____

SOCIAL SECURITY # _____

RATING _____

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

Lundeberg School Graduates Six Classes



Trainee Lifeboat Class 488—Graduating from trainee lifeboat class 488 are (from left, kneeling) Thomas Hooper, Michael Flores, James Alston, Jeffrey A. Eaton, Scott Melle, Walter Oswald, Michael E. Smith, Darin Millikan, Instructor Ben Cusic, (second row) William Soto Jr., Damon W. Pope, Eric T. Martin, Charlie Parson, John Gillespie, Doug Tuten, Christopher Weiscopef, Michael D. Smith, Ronald W. Brown Jr., Rudolph C. Hyndman, Othello Dansley and James Hennessey.



Trainee Lifeboat Class 489—Recently graduating from trainee lifeboat class 489 are (from left, kneeling) Cromwell Henderson Jr., Michael Terry, Richard Carrera, Michael Coombes, Arthur Purdy Jr., Junair C. James, (second row) John Helton, Matthew Ditullo, Dennis C. Bennett, John Paul Dawson, Mike Banks, Joshua Hollinger, Matthew Sipes, Bruce Rybak, (third row) Instructor Ben Cusic, Don Gray Jr., Phillip L. Greenwell, Lance A. Kuster, Demetrius De Rouen, Matthew Choate, Kenneth L. Crouse Jr., Caleb S. White, Jason Van Schorck and Peter Rossi.



Upgraders Lifeboat—Certificates of training were received by the December 4 class of upgraders. They are (from left, kneeling) Instructor Ben Cusic, John Meo, Jeanette Bail, Joseph Previto, (second row) Christopher Boyd, Thomas Pryde, Chad Vickers, Donald Willis and Orlando Sacasa.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, front row) Marsha Dawson, Kevin Twiford, Ted Smith, Adolfo Arzu, Ben Stanley, Washington Oree Jr., Steve Norman, (second row) William Burns, Steve Simpson, Marlin Sanford Jr., Geoffrey P. Denesse, Jean Couvillion, Mark Glinka, Gloria Thornton, Richard Kent, (third row) Brantley Twiford, Allan Vargas, E.E. Louis, John Fagan, Erik R. Larka, Daniel Taggart, Ricky Williams, Mark Francois, Jimmy Tignor, (fourth row) Instructor J.C. Wiegman, Gilbert Brown, Brendan McDonald, Jack Chapin, Jean Berger and Michael Wilkerson.



Able Bodied Seamen—Graduating with their AB endorsement are (from left, front row) Ken Frankiewicz, Roy Windham, John Hutchinson, Eddie Ponteres, Alex Relajo, Yahya Ghaleb, (second row) Juan Rosario, Bruce Collins, Mark Rivers, Jeffrey Chicklas, Wayne Martin, Nelson Poe, Wayne Joumigan, John Thompson, (third row) Scott Sims, Al Jackson, Patrick Wynne, Ed Pace, Robert Jackson, Mike Rawlins, Robert West, Sean O'Doherty and Richard Higgins.



Third Assistant Engineer—Completing the self-study training leading to an endorsement as third assistant engineer are (from left) Frank ("Frankie T.") Tymczyszyn, Kelley Graham, Instructor Eric Malzkuhn, William F. Payne and Donald Smith.

Lundeberg School Self Study Courses

The Seafarers Harry Lundeberg School of Seamanship has revised its self-study correspondence courses. Currently available are lessons in English and mathematics. The academic department will add other subjects as they become available.

Seafarers can take advantage of this opportunity to increase their knowledge by writing to the Lundeberg School. The materials are prepared in a straight-forward, easy-to-understand manner. Simply check the boxes for the lessons which interest you, then clip and send the coupon to the address below.

Please send the materials checked below:

MATH

- Fractions ☐
- Decimals ☐
- Percents ☐
- Algebra ☐
- Geometry ☐
- Trigonometry ☐
- Plane ☐
- Spherical ☐

ENGLISH

- Grammar Books ☐
- Writing Business Letters ☐

Name _____

Address _____

Telephone _____

Social Security # _____

Book # _____

Rating _____

Cut out this coupon and mail to:

Academic Department
Seafarers Harry Lundeberg School of Seamanship
P.O. Box 75
Piney Point, Maryland 20674



Posing on the deck of the Sea-Land Independence are (left to right, kneeling) AB Jim Triassi, AB Donovan Christie, (standing) AB Mike Warren, Bosun Francis Adams and AB Horace Cooper.



Chief Cook Ernest Dumont is ready to serve another hungry crewmember.



Painting and chipping is a non-stop chore aboard the Sea-Land Independence.

Sea-Land Independence Moves to Far East Run

It is smooth sailing aboard the Sea-Land Independence as the container ship becomes part of the inter-Asian shuttle, according to Bosun Francis Adams.

"We have a great crew," the bosun noted in the ship's minutes of December 24. "Everything is running smoothly."

The vessel, which had been run-

ning on the European/Middle Eastern routes, now will make ports of call in Hong Kong, Taiwan, Singapore and Japan.

Included in the minutes sent by Chief Steward Nancy Heyden were photographs of crewmembers working on deck as well as enjoying holiday meals aboard the container vessel.



Getting into the spirit of Halloween are (left to right) AB Mike Warren, Chief Steward Nancy Heyden, Bosun Francis Adams and SA Samuel Concepcion.



Ready to enjoy a hearty Thanksgiving meal are Electrician Irwin Rousseau, QMED Mike Novak, AB John Finnigan and Bosun Francis Adams.

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every year, which is to be submitted to the membership by the Secretary-Treasurer. A yearly finance committee of rank-and-file members, elected by the membership, exams 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 contractual rights properly, they should contact the nearest SIU port agent.

EDITORIAL POLICY—THE SEAFARERS LOG. The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It also has 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 of any constitutional right or obligation by any methods, such as dealing with charges, 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, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

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

SEAFARERS SCHOLARSHIPS

Members and Dependents Should Apply Now

When the date "April 15" is mentioned, the first thing that comes to mind is INCOME TAXES ARE DUE. But for the past 40 years, April 15 also has been a deadline of a different sort—one in which money and opportunity are returned instead of owed. For April 15 is the last day in which applications are being accepted for the Seafarers Scholarship Program.

All Seafarers and their spouses and children who plan to attend college are encouraged to apply for

one of seven scholarships being given out in 1992. Three will go to SIU members; the other four will go to the spouses or dependent children of eligible Seafarers or SIU pensioners.

One of the scholarships reserved for SIU members is a \$15,000 four-year college scholarship; the other two are \$6,000 two-year awards to study at a vocational school or community college. Four scholarships in the amount of \$15,000 each are awarded annually to the spouses

and dependent children of Seafarers and SIU pensioners. Applicants should indicate whether they are applying for a two-year or a four-year grant.

The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid

at the rate of \$3,000 per year.

For most scholarship winners, receiving the cash grant can greatly ease the financial burden associated with attending college. Many former scholarship winners say they never would have had the opportunity to pursue their education without the SIU's help.

Application Checklist

The scholarship application form must be completed by ALL applicants. It is easy to fill out. What may take some time, however, is collecting the other paperwork which must be submitted along with the application. This includes:

✓ **Autobiographical Statement.** Space for this is provided on the back of each application form.

✓ **Photograph of Applicant.** This should be a black and white passport-type picture and should be attached to the autobiographical statement.

✓ **Certified Copy of Birth Certificate** if it is not already on file with the Seafarers' Welfare Plan. (Only applicants for a Dependent's Scholarship are required to furnish this item.)

✓ **High School Transcript AND Certification of Graduation.** Request both of these items from your high school and ask that they be sent directly to the Scholarship Committee.

✓ **Official Copy of High School Equivalency Scores.** If you earned a high school diploma as a civilian by taking the High School Equivalency examination (GED), have the State Department of Education in the state where you took the test send an official copy of your scores directly to the Scholarship Committee.

If the GED test was taken while in the military, contact the appropriate agency and ask that an official copy of your scores be sent directly to the Scholarship Committee.

✓ **College Transcript.** If you are already attending college, or if you have previously attended college, ask the Office of the Registrar to send an offi-

cial transcript directly to the Scholarship Committee.

✓ **Letters of Reference.** Three letters are required for all applications. For dependents, one of these letters must be from your high school principal or one of your high school teachers. If you have attended, or are now attending college, a fourth letter of reference is required, and must be written by the Dean of Students or by your major advisor.

The letters should attest to your character and qualities of leadership, and should describe the nature and extent of the extra-curricular activities in which you participate.

✓ **SAT or ACT Results.** The ACT or SAT test must be taken no later than February of the year in which the awards are granted. This is necessary to ensure that the test results reach the Scholarship Committee in time for its deliberations.

The testing service should send the results directly to the Scholarship Committee. (Be sure to request an additional score report form at the time you apply for the test.) On the registration form for either test, space is allotted to write in a code number that will ensure the score report is sent directly to the Seafarers' Welfare Plan. For the ACT test, this code number is 2875; for the SAT test, this code number is 0110.

The application form and the first three items listed here should be mailed by the applicant. All other items should be mailed by the person or agency from whom they are requested.

All items should be sent to:
Scholarship Program
Seafarers' Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

April 15 Is Submission Deadline



Send for Your Application Form Today

The scholarship program instruction booklet comes with the necessary forms. It is available at any SIU hall or by filling out and mailing this form. Send it to:

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

Please send me the 1992 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for:

_____ (self)
_____ (dependent)

1992 UPGRADING COURSE SCHEDULE

The following is the current course schedule for March-July 1992 at the Seafarers Harry Lundeberg School of Seamanship. All programs are geared to improve job skills of SIU members and to promote the American maritime industry. The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	March 16 May 25 July 20	February 28 July 3 August 28

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

Ship Handling	March 2 May 4 June 29	March 13 May 15 July 10
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Radar Observer Unlimited	March 16 May 18 July 13	March 20 May 22 July 17
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Celestial Navigation	April 6	May 1
Third Mate	May 4	August 14

Upon completion, the Sealift Operations course must be taken.

Tankerman	March 16 July 16	April 10 July 31
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Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	March 2 April 13 April 27 June 22 July 6	March 6 April 17 May 1 June 26 July 10

Upon completion, the Sealift Operations course must be taken.

Lifeboatman	March 2 March 16 March 30 April 13 April 27 May 11 May 25 June 8 June 22 July 6 July 20	March 13 March 27 April 10 April 24 May 8 May 22 June 12 June 19 July 2 July 17 July 31
Basic/Advanced Fire Fighting	June 16	June 26

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) (Month/Day/Year)
Address _____
(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 _____

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	March 30	May 4
Steward Recertification	June 1	July 6

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 dates)	

Upon completion, all students will take a Sealift Familiarization class.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	May 11	July 31
Fireman/Watertender and Oiler	March 2 May 11 July 6	April 10 June 19 August 14

All students must take the Oil Spill Prevention and Containment class.

Pumproom Maintenance & Operations May 11 June 19

Marine Electrical Maintenance April 27 June 19

Refrigeration Maint. & Operations May 11 June 19

Refrigerated Containers—Advanced Maintenance March 2 April 10

June 22 July 31

Marine Electronics—Technician I May 11 June 19

Marine Electronics—Technician II June 22 July 31

Basic Electronics April 13 May 8

Hydraulics March 16 April 10

June 22 July 17

Diesel Engine Technology July 6 July 31

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

1992 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Please contact the admissions office for enrollment information.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	All open-ended (contact admissions office for starting dates)	
Adult Basic Education (ABE)		
English as a Second Language (ESL)		

SHLSS College Program Schedule for 1992

FULL 8-week sessions	March 16 May 11 July 6	May 8 July 3 August 28
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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.

VESSEL _____ RATING _____ DATE _____ DATE OF _____
HELD SHIPPED DISCHARGE

SIGNATURE _____ DATE _____

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

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

ENGINE
☐ POWT
☐ 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

Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.

SIU-Crewed Tugs Save Six on Violent Lake Erie

The SIU crewed tugboat Wisconsin completed a daring rescue of six boatmen drifting on a tugboat and barge on choppy Lake Erie minutes before nightfall.

Around 2:30 p.m. on December 14, the dispatcher at the Great Lakes Towing office in

10 to 12-foot seas, 35-mile-per-hour winds gusting as high as 60 and temperatures dropping to 30 degrees.

"Then I heard people needed to be rescued and I changed my mind immediately," Fike recalled.

vessel, was waiting. The Wisconsin returned to the lake to save the Miles.

"It was getting close to dark," Fike remembered. "We didn't have much time left." The Miles had drifted within 1,000 feet of the break-wall and was headed for it. The Wisconsin pulled alongside the smaller tug and secured a tow line on the first try.

The whole rescue took approximately two hours. Fike said he talked briefly with those who were rescued, but "it was so cold and we were so wet, all we wanted to do was get warm and dry."

However, one of those saved by the Great Lakes Towing tugs remembered them with a Christmas card. It read: "To the Heroes: Thank you for coming to the rescue in a life-threatening situation. Your determination and professionalism will not be forgotten. [signed] Russ Maher, Willowick, Ohio."

Other SIU crewmembers involved in the rescue included Deckhands Ray Smith on the Wisconsin and Tim McKenna aboard the Idaho. All three received plaques and letters of commendation from Great Lakes Towing. The company also recommended the trio, as well as the captains and engineers on the Wisconsin and Idaho, for Coast Guard recognition. Finally, the television show "Rescue 911" has contacted the company about doing a story on the rescue.



SIU members (left to right) Raymond C. Smith, Edward Fike and Timothy McKenna display the plaques they received from Great Lakes Towing for their involvement in the rescue of six boatmen adrift in Lake Erie.

Cleveland received a distress call from a non-union tugboat, the Paddy Miles, towing the barge loaded with a crane. A second tug, the Hamm Thomas, also pulling the barge from Rocky River—less than 10 miles west of Cleveland—sank shortly after entering Lake Erie. Its two-man crew safely scrambled aboard the barge.

Deckhand/Engineer Ed Fike was at home when he received a call to report to the 90-foot Wisconsin. "I asked myself what I was going out for," the 31-year SIU member told a reporter for the Seafarers LOG. Weather conditions included

The 48-foot Miles had lost all power and its tow line when it called for help. Both the tug and barge were drifting to the east. News reports noted the only available Coast Guard rescue vessel, a 41-footer, was not rated for seas higher than eight feet.

When the Wisconsin caught up with the barge, it was 1.5 miles east of the mouth of the Cuyahoga River in downtown Cleveland.

"We made a pass for the rig and got a line on it," Fike said. Because of the high seas and icy conditions, the cable slipped off the cleat.

"We re-rigged a line and went after it again. Considering the heavy seas, everything went really well," the deckhand added. One of the four men on the deck of the Miles caught the line and secured it for towing. The Wisconsin pulled the barge within the Cleveland breakwall where the Idaho, another SIU crewed Great Lakes Towing

The following remarks were made by Congresswoman Mary Rose Oakar (D-Ohio). These remarks, as well as the full story of the rescue which appear on this page of the Seafarers LOG, were recorded in The Congressional Record on Tuesday, January 28, 1992.

MR. SPEAKER: In these times of daily accounts of personal failings, it is with great pride that I rise today to share with you the personal heroics of several Greater Clevelanders, all seamen and all members of the Seafarers International Union. They risked personal injury and possible death to save the lives of their fellow seamen late last year on the storm-tossed waters of Lake Erie.

Unfortunately, the American worker has been the object of scorn and ridicule in recent weeks. I am proud to say that the selfless efforts of the men profiled here typify the work ethic which has helped to make the Greater Cleveland area the proud community it is today.

Help Locate This Missing Child



Kimberly Benham

Not much information is available to go on, but the National Center for Missing and Exploited Children has asked the membership of the SIU to help locate Kimberly Benham.

Missing since May 4, 1991, the 15-year-old is considered an endangered runaway and may be with an adult male companion. She is from Leominster, Mass.

Kimberly Benham has blue eyes and strawberry blonde hair. At the time of her disappearance, she was 5 ft. 7 in. and weighed 140 lbs.

Anyone having information should contact The National Center for Missing and Exploited Children at (800) 843-5678 or the Leominster (Mass.) Police Department's Missing Persons Unit at (508) 534-4383.



Part of the Great Lakes Towing fleet in Cleveland called out for the December 14 rescue.