

# Seafarers Reflect on Desert Storm Run

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OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

## SEAFARERS LOG

Volume 53, Number 2

February 1991

### AT&T Signs 4-Ship Pact



The new AT&T cable ship, the Global Link, will be crewed by members of the Seafarers International Union.

#### Two New Vessels Join Cable Fleet

The American flag will be flying on two new AT&T cable-laying ships in addition to those currently operated by the company—the Charles L. Brown and the Long Lines. All of the telecommunications company's vessels will be used to compete in the international fiber-optic submarine cable-laying business. A contract covering 10,000 hours, wages and working conditions for Seafarers working aboard the two new vessels and, in extension, the two ships currently operating in the trades was signed by AT&T and the SIU late last month.

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DANKY, J.  
STATE HISTORICAL SOCIETY  
OF WISCONSIN  
816 STATE ST.  
MADISON  
WI 53706

999L

#### A Euro Flag —What Does It Mean?



As the 12 nations of the European Community hurtle toward a single unified market in 1992, indications are a single European shipping flag and policy will be instituted. The possibility of a single European shipping entity would pose grave problems for the U.S. maritime industry. Page 7.

#### INSIDE

##### Foreign Seamen Balk At Entering War Zone

Mariners, many of whom are from nations involved in the allied war effort, who are sailing aboard a number of foreign-flag vessels carrying military cargo to the Persian Gulf have jumped ship rather than sail into the area of conflict, indicate newspaper accounts from throughout the world.

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##### 1990 Tax Information; Tips on State Filings

With the April 15 tax-filing deadline looming in the near future, the Seafarers LOG presents in this issue a four-page supplement filled with tips for preparing tax forms. Special attention has been paid to IRS rules for submitting extension requests and state tax-filing information is provided.

Special Supplement

##### U.S. Shipping Girds For Trade Pact Fight

The SIU and other U.S.-flag shipping interests will be monitoring the upcoming bilateral trade negotiations between the governments of the United States and Mexico to ensure that the pact does not include marine transport services. The trade talks are scheduled to take place this spring.

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## President's Report

### In Pursuit of Workers' Welfare

When the Executive Board of the AFL-CIO Maritime Trades Department holds its two-day meeting this month, representatives of the affiliated unions will face an agenda loaded with a wide range of issues critical to America's working men and women and their families.

As the membership is aware, the MTD is an AFL-CIO department in which there are 43 national and international union affiliates working together to promote the interests of their members, many of whom are employed in the maritime industry and related sectors. The MTD, in addition to maintaining an active operation in the nation's capital, also operates a network of local port councils which provide and coordinate support in behalf of member unions who request assistance.



Michael  
Sacco

It is anticipated that decisions will be made and actions planned at the MTD meeting this month that will attempt to deal positively with many of the matters facing working Americans and their families. Some will call for legislative action, some will require attention by the executive branch of government, others will have to be dealt with through the collective bargaining process.

One thing is certain: there is no shortage of challenges facing this nation, and, thus, the union movement. The greatest one, of course, is the diabolical conduct of one man who has threatened the world with violence and instability—Hussein of Iraq. Fortunately, history is not repeating itself. Unlike the situation in the 1930s, when the world was intimidated into appeasement of that other madman, Adolf Hitler, today, the community of nations, led by the United States, has acted promptly to effectively halt Hussein in his tracks.

### Courageous Military Personnel

But as the fighting goes on in the Persian Gulf and the military men and women at the front are performing with such great skill and courage, the home front features an array of problems, any one of which by itself would be a handful in normal times. Just look them over:

- The so-called S&L crisis, for which the American people must ante up billions of dollars to make up for the bank failures that have been breaking out across the land.
- The almost uncontrollable mounting costs of health care that have threatened the ability of many plans and insurance companies to continue to pay out hospital and medical costs for their constituents.
- The continuing export of American jobs and the consequent loss of available trained, skilled manpower.
- The continuing and expanding trade and balance of payment deficits that are draining the nation's resources, endangering its position as the leading force in the world, and causing increasing unemployment of skilled workers.
- The problems of the disintegrating cities, poor quality education, the drug and AIDS crises and more.

No one feels the brunt of these pressing problems like the working men and women of this country. And no one will speak out in their behalf like the trade union movement.

That is why the positions and programs that are adopted by the Maritime Trades Department Executive Board and those of the AFL-CIO Executive Council which will follow, are so important to the welfare of the worker.

### Scholarship Note

I would like to urgently remind all Seafarers and their dependents who might be eligible to apply for the scholarships available to SIU members and their children. Since the Seafarers Scholarship Program was instituted in 1952, 184 SIU members and their children have been awarded financial stipends to pursue higher education.

April 15 is the deadline for applying for this year's scholarship awards that will go to two Seafarers and four children of SIU members. Details are available at all Seafarers union halls, or by writing to the SIU Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Maryland 20746.

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Communications Department Director and Editor, *Jessica Smith*; Associate Editors, *Daniel Duncan*, *Max Hall* and *Tim Liszewski*; Associate Editor/Production, *Deborah Greene*; Art Director, *Bill Brower*.

## Another Potential Battle Looms For U.S. Shipping in Mexican Talks

The SIU will be monitoring the upcoming bilateral trade negotiations with Mexico to ensure that U.S. shipping interests are not forsaken in the American government's desire to nail down a trade treaty with the neighboring country.

The administration currently is seeking authority from Congress to engage in bilateral trade talks with Mexico, a parallel process to the negotiations that took place five years ago when the U.S. government entered into a pact with Canada.

### Industry Protected

During the U.S./Canada Free Trade Agreement talks, the SIU vigorously worked with congressional allies to have maritime omitted from the treaty. Excluding shipping from the pact assured the industry that existing and future government protections of U.S. shipping and maritime promotional programs would remain intact and

could be expanded.

A trade agreement with Mexico that includes a maritime section has the potential for wreaking havoc on the U.S. shipping sector. In particular danger of being wiped out in any U.S./Mexico trade talks is the Jones Act, which ensures that domestic water routes will be reserved to U.S.-flag vessels operated by American-owned companies and crewed by American mariners. Given the proximity of Mexico and the deplorable economic conditions its citizens face, any opening in U.S. cabotage laws would be seen as a big source of potential jobs for Mexican workers.

Discussions between the United States and Mexico are scheduled to begin soon. Protecting the jobs of American seamen and defending the U.S. shipping industry during the talks will be a number one priority for the SIU in 1991.

## GATT World Trade Talks Bogged Down; Water Transport Appears Safe for Now

Chances of reviving the current round of the world's General Agreement on Trade and Tariffs (GATT) appear to be getting slimmer as a March 1 deadline imposed by the U.S. Congress gets closer.

The SIU has been monitoring the talks to make sure that maritime is not included in a final settlement. The Jones Act, which limits domestic commerce to vessels built in the U.S. operating under a U.S. flag and crewed by American seamen, would be in jeopardy if maritime is included. A majority of the Senate and more than 150 House members in the last Congress urged the U.S. Trade Representative to exclude maritime from the trade talks.

The trade talks, which began in 1986 and collapsed in December 1990, were called to amend the GATT process and to expand it to include

services and agriculture. Such items as agriculture, telecommunications, financial services and transportation were to be included in the proposed pact. Previous agreements only covered manufactured goods.

The talks reached an impasse when an agreement on agricultural subsidies could not be reached among several European nations, Japan and South Korea. More than 100 nations had been involved in the negotiations.

Should no agreement be reached by March 1, congressmen and senators have said they will not support an extension of the fast-track process to approve GATT. This procedure would limit the legislators to only a yes or no vote on the final pact. Without it, amendments could be debated and added, thus slowing down or killing the whole agreement.

## ATTENTION SEAFARERS

A Seafarer or his or her dependents interested in pursuing higher educational opportunities should apply for an SIU scholarship. Applications are due April 15. Pick up an information kit and an application form at any SIU hall, or see page 16 of this issue of the LOG.



### Emphasis Is on Service

As part of the union's continuous program to provide the highest quality of service to its membership, SIU Secretary-Treasurer John Fay (standing, second from left) and Executive Vice President Joseph Sacco (standing, third from left) are conducting regional meetings with SIU officials. Pictured above are the participants of the Atlantic Coast regional meeting. From left are: (seated) Assistant Vice President Dave Heindel, New York Port Agent Kermet Mangram, Norfolk Port Agent Mike Paladino, Baltimore Port Agent Nick Kratsas; (standing) Santurce Port Agent Angel Hernandez, Fay, Sacco, Vice President Atlantic Coast Jack Caffey, Assistant Vice President George Ripoll, New Bedford Port Agent Henri Francois and Representative Carl Peth.



## New Ships to Operate Under the U.S. Flag

# AT&T, SIU Ink 5-Year Labor Pact



The cable ship Long Lines at its dock in Baltimore. The vessel is one of four AT&T ships that are or will be engaged in the submarine cable-laying trades. Seafarers man both the Long Lines and the Charles L. Brown and will crew the company's new ships, the Global Link and the Global Sentinel, soon.

## Maritime Programs Suffer In 1992 Federal Budget

From the standpoint of a Seafarer and his or her family, the federal government's staggering \$1.45 trillion budget for the upcoming fiscal year offers little in the way of support for U.S. shipping.

In the fiscal year 1992 budget submitted by President George Bush to Congress earlier this month, maritime programs and agencies took a back seat to the nation's infrastructure.

The Department of Transportation budget included funding increases for roadway, bridge and railway construction and maintenance as well as airline safety personnel while most maritime agencies barely kept pace with inflation and other cost factors.

The Maritime Administration suffered a loss of \$3 million to \$555 million in the budget which would be implemented October 1

if it is approved by Congress.

The MarAd budget included \$225 million for the Ready Reserve Force. Of that amount, \$117 million will be used to provide maintenance for the 96 vessels already in the fleet with the remainder being used to help increase the force to 142 ships by 1994.

The Coast Guard was the only maritime agency to receive a significant budget increase. The \$284 million hike to \$3.6 billion was earmarked to pay for an additional 1,252 people who will help enforce the 1990 Oil Pollution Act.

Both branches of Congress will hold hearings on the proposed budget and may make changes in the amount of money to be spent. The House of Representatives and Senate must pass a final budget resolution which the president has to sign before the start of FY 1992 in October.

## NMU Rank-and-File Wonder Who's in Charge of Union

In the absence of any clear presentation of a status of the organization following the routing of all the top officials in the licensed division of District 1 Marine Engineers Beneficial Association/National Maritime Union, seamen aboard NMU-manned vessels have been subjected to a rumor mill creating confusion.

NMU members are asking themselves and each other who really is in charge of their union. Waterfront observers report that the unlicensed seamen of the so-called merged union are getting very little assistance in answering this question from officials because the lines of communication seem to be frayed.

Adding to the confusion is the sudden retirement announcement of District 1 Executive Vice President Shannon Wall, who served as president of the NMU prior to what some observers have char-

acterized as the takeover of the union by the licensed officers. Press accounts indicate Wall had been asked to give up the post in order to run a newly-formed organization representing foreign seamen.

In waterfront spots frequented by American seamen, discussions among NMU members continued to center on the nature of the merger agreement with MEBA and the manner in which it doomed unlicensed seamen to a form of "second class citizenship" within the organization.

At one such location a heated discussion revealed anger over the fact that "nobody is considering us." It is no secret among these NMU seamen that they feel their interests were subordinated to those of a handful of officers who reportedly were motivated by a desire to acquire substantial severance pay arrangements, according to waterfront observers.

The American flag will be flying on the Global Link and the Global Sentinel, AT&T's new cable-laying ships, and the vessels will be manned by American crewmembers.

The decision to keep the AT&T fleet operating under the American banner was reported late last month in conjunction with an announcement that a collective bargaining agreement had been reached between the giant telecommunications company and the Seafarers International Union.

The five-year labor pact covers hours, wages and working conditions of unlicensed seamen sailing on the two new ships and, by extension, the Charles L. Brown and the Long Lines, the two American Telephone & Telegraph Company (AT&T) vessels already operating in the cable-laying trades.

Although AT&T's subsidiary, Transoceanic Cable Ship Company, with which the SIU has had an exemplary labor/management relationship for more than 30 years, had negotiated with the union last summer on manning levels for the two new ships, this fall rumors began to surface that the enterprise was considering abandoning the U.S. flag to operate the Global Link and Global Sentinel under a foreign registry.

### Globally Competitive

In announcing the decision to maintain the AT&T fleet under the American flag, AT&T Submarine Systems President William Carter explained why the company had

looked into the foreign flag option.

"In recent years it has become apparent that AT&T had to investigate all options to keep its submarine systems business globally competitive. Hence, with the construction in Singapore of two new AT&T ships, we examined carefully any competitive advantage that could be gained through foreign flagging," Carter said.

"We concluded from our overall evaluation to continue staffing our ships with the U.S. maritime unions that have served us to date and we have secured their commitment to continue to pursue ways to insure AT&T's competitive success," said the AT&T official.

SIU President Michael Sacco said he was "extremely pleased" with the new agreement and AT&T's decision to retain the U.S. flag on all of its cable-laying ships. He said, "We applaud AT&T for a decision which signals a commitment to keeping a U.S.-flag capability on the high seas, an action we regard as of enormous importance to the nation and to the American people, as well as to the seamen who are employed aboard the company's ships."

### Support for U.S. Flag

AT&T's interest in a foreign-flag option drew wide-spread con-

*Continued on page 9*

## Delivery of Goods Continues Despite Outbreak of Gulf War

As of February 4, the U.S. government had sent 5 billion pounds of dry cargo and 8.6 billion pounds of fuel by ship, many of them crewed by Seafarers, to the allied armed forces stationed in the Persian Gulf. Converted into short tons, the logistical supply line has transferred 2.5 million short tons

tankers, 20 of 99 charters, two marine aviation support vessels, two hospital ships and 54 vessels in operational status from the government's Ready Reserve Force.

SIU members are manning many of these vessels. In addition, SIU crews are aboard liner ships that are delivering containerized cargo to the gulf.

Seafarers in the SIU's Government Services Division are also serving in Operation Desert Storm. The union's Government Services Division, formerly known as the Military Sealift Transport Union (MSTU), crew vessels in the MSC Pacific fleet.

### NOTICE TO FAMILIES OF MERCHANT SEAMEN

The Military Sealift Command (MSC), the Department of Defense agency responsible for coordinating the delivery of supplies by ships to the Persian Gulf-stationed Armed Forces, has instituted a telephone center for families of merchant seamen who are seeking information on their kin.

The MSC special telephone number is (202) 433-0332.

*See page 5 for reports from Seafarers on the gulf run.*

of dry cargo and 4.3 million short tons of fuel to the gulf since the United States began its military deployment last August.

The outbreak of hostilities has not significantly altered the smooth delivery operation of military material to the gulf; an effort coordinated under the auspices of the Military Sealift Command (MSC).

To date, the MSC's sealift program in Operation Desert Shield and Operation Desert Storm has involved 232 ships. Of these vessels, the majority have been U.S.-flag ships, including the eight fast sealift ships, the 21 prepositioning vessels, six ships on long-term charter to the agency, 27 of 40



# Foreign Crews Balk at Persian Gulf Run

As the progression of the Persian Gulf war unfolds, an aspect of history is repeating itself. According to press reports, on several occasions, foreign seamen have refused to sail on ships assigned to carry American military cargo to the area of conflict. Moreover, one article says foreign crewmembers have unloaded military cargo destined for Saudi Arabia at ports outside of the Persian Gulf, thereby delaying the delivery of supplies.

The dependability of foreign mariners charged with the responsibility of getting vital military materiel to an area of hostilities has long been questioned by proponents of a strong American-flag merchant fleet. The proponents also have noted that a viable U.S.-flag fleet with sufficient American seamen to crew the ships is an integral component of any national defense strategy.

SIU President Michael Sacco, appearing before the Senate Merchant Marine Subcommittee during hearings on America's seafaring capability held in July of 1989, said the accelerated decline of the American-flag fleet was creating a "worsening shortage of skilled manpower to build, repair and operate merchant vessels." "When our boys overseas look for the equipment they need to defend their lives and freedom, it will be too late to put out 'help wanted' notices," Sacco warned during those hearings.

## Seamen from Allied Nations

According to the press accounts, seamen from many nations have been involved in the incidents of foreign mariners balking at a Persian Gulf run — including individuals from countries that are part of the allied effort. Seamen from Germany, Japan, India, Spain and Bangladesh are among those who have left their gulf-assigned ships.

Two incidents, as reported in the press, occurred before the outbreak of hostilities. But since the war broke out in January, there have been more articles outlining the actions of skittish foreign seamen.

What follows are excerpts from accounts reported in the press on foreign seamen refusing to sail on ships bound for the gulf:

**Reuters; August 31, 1990; Japanese Ship Owners, Union, Leery of Gulf Transport Callup**

"Japanese shipowners are taking their time signing up after a transport recruiting drive launched by their government as part of a Persian Gulf aid package, industry sources said Friday."

Industry leaders have said they would cooperate on condition that their craft be used only for non-military purposes."

"There are two main problems, industry sources said. The first is that the government wants participants to include increasingly scarce Japanese-registered ships. The second is that the All Japanese Seamen's Union, the industry's umbrella labor body, has shown its reluctance to allow its members to be exposed to risk by urging Parliament to clarify the goals of the mission."

One Japanese shipping official is quoted in the article as saying, "We understand this plan is vital to diplomacy, but the timing is bad. The shipping market has recovered and ship availability is tight."



**Lloyd's List; October 10, 1990; Iraq-Kuwait Dispute**

Noted as a UPI report from Hamburg on October 8, the piece stated that most of the crewmembers on the Western Gallantry "which is due to deliver aviation fuel in the gulf" had to be replaced because they "refused to remain onboard the vessel."

A person identified as "a union spokesman" said 13 of the 15 crew had "asked to be taken off the vessel because they considered it too dangerous to sail into the gulf. He said the company originally turned down the request by the German and Spanish crew but eventually gave in because of a clause in the crew's contracts which allows for refusal to carry out high-risk duties. The fuel was loaded in Texas."



**The Journal of Commerce; January 22, 1991; APL-Hired Ship's Crew Refuses Gulf Orders**

"The crew of a foreign-flag feeder vessel chartered by American President Lines Ltd. refused to enter the Persian Gulf last week, prompting the carrier to send in one of its U.S.-flag vessels instead, the Journal of Commerce learned."

The Eagle Nova, a feedership that can carry 400 20-foot containers, is registered in Cyprus. "The officers and crew of the vessel refused to enter the gulf because of the threat of war in the region, according to labor and industry sources."

"The President Buchanan, a U.S.-flag APL liner ship, was ordered to deliver the needed supplies to Dammam, not one of its regularly scheduled calls. The American crew was issued gas masks and told to watch for 19 mines believed to be adrift in the area, according to a ship telex."



Headlines from press accounts of skittish foreign seamen are compiled above.

**The Journal of Commerce; January 24, 1991; Indian Air, Ship Crews Refuse Duty in the Gulf**

"The government is facing a mutiny of sorts, with crews of Shipping Corp. of India and pilots of Air India, both state owned, refusing to take ships and aircraft to the Persian Gulf war region."

The government ordered the Shipping Corp. of India "to resume loading oil from Iran." The crews refused to go to the area.

"Transport Minister Manubhai Kotadia appealed Wednesday to crews and officers of the shipping line to 'rise to the occasion' and bring much-needed crude oil to the country. The bulk of India's oil is transported by the carrier and comes from the Middle East."



**Wall Street Journal; January 30, 1991; Foreign Crews' Fears Slow Some U.S. Gulf Shipments**

"Some foreign crews of ships carrying U.S. military cargo are refusing to sail into the Persian Gulf, causing shippers to turn increasingly to vessels manned by U.S. citizens."

"So far, industry executives count a half-dozen examples of delays to U.S. military cargo in the past two weeks caused by foreign crews' unwillingness to sail to northern Persian Gulf ports."

The article references the Eagle Nova case and quotes George Hayashi, president of American President's shipping subsidiary. Hayashi explained that the German master of the Eagle Nova "didn't want to endanger the lives of the crew and be an object of the shooting."

"Lykes Bros. Steamship Co., New Orleans, said foreign crews on several occasions have unloaded U.S. military cargo bound for Saudi Arabia at ports outside the Persian Gulf, delaying the shipments by a couple of days."



**Daily Shipping News; February 1, 1991; Freighter Crew Refuses MSC Gulf Area Trip**

Dated London and taken off the KRF/TNT wire, the paper reported that 30 crewmembers of the Banglar Mamata, a Bangladesh freighter, "jumped ship at San Francisco to avoid sailing to the Persian Gulf, according to Lloyd's Intelligence."

MSC chartered the 15,877 dwt vessel to take supplies to the Persian Gulf. The article reported that the vessel was laying idle until a replacement crew could be found.



**The Journal of Commerce; February 1, 1991; Sea-Land Experiences Problems with Crews of Foreign-Flag Ships**

A Sea-Land official confirmed the company "has encountered problems in getting foreign nationals to crew cargo ships entering the Persian Gulf war zone."

"Sea-Land Service Inc., Edison, N.J., experienced an incident in January when the crew of a foreign-flag ship carrying military cargo balked at entering the gulf just as hostilities became imminent."

"Outside sources said one problem encountered by Sea-Land involved Japanese officers aboard a containership that normally travels from Europe to the Persian Gulf and Asia. This service, operated by Sea-Land in conjunction with Swiss shipping company Norasia Ltd., uses no U.S.-flag vessels."

"According to reliable sources, the Japanese officers aboard one vessel refused to take the ship into the gulf acting under a directive from the All Japan Seamen's Union, a labor group that has also instructed Japanese tanker officers to avoid the gulf."



## With Seafarers on the Persian Gulf Run

# SIU Crew Is Somber but Determined

SIU crewmembers aboard the USNS *Regulus* who were in the Persian Gulf when war broke out last month met the situation calmly by drawing upon previous wartime experiences, shipboard skills acquired through extensive training and years of sailing, and a sense of duty to their country and its armed forces.

The USNS *Regulus* is one of the military's eight fast sealift ships, former Sea-Land container ships that were purchased and converted to a state of military usefulness by the U.S. Department of Defense between 1984 and 1986.

The SIU crewed ships can attain speeds of up to 33 knots at full load and together are capable of transporting a full Army mechanized division. During Operation Desert Shield and Operation Desert Storm, the ships have carried Army tanks, artillery and other heavy equipment to the Middle East. One of those ships, the USNS *Regulus*, just returned to Jacksonville, Fla. after being docked in the Persian Gulf hours after the war with Iraq began.

### 'Did the Job'

Bosun **George Wilson** was one of several Vietnam veterans serving aboard the Bay Tankers civilian-crewed cargo ship. "When we heard the news that the war was on, we noticed the radar screen looked like a beehive with all that activity. I guess they carried a sting with them."

The 47-year-old, who had sailed with the SIU's Government Services Division before joining the SIU's Atlantic, Gulf, Lakes and Inland Waters District three years ago, said there was no fear or real concern among the USNS *Regulus* crew. "We knew we had a job to do and we did it. There is a lot of common sense and knowledge

among these guys. Everything on here since the beginning of the operation [in August] has gone without a hitch."

Wilson was aboard several vessels that were either hit by missiles or collided with other vessels in the waters around Vietnam. Although the *Regulus* was in port for two missile attack warnings, he said he was never afraid that the ship would be hit. However, he donned his gas mask and equipment like the other members onboard.

Junior Engineer **Donald Davis** coined the ship's motto, "Piece of cake." To Davis, a former Marine who served three tours in Vietnam, the whole trip to the Middle East and back was "another day in a war zone."

Davis started sailing in 1971, but had come ashore for nine years until the call from Operation Desert Shield became too great. "This was the straw that broke the camel's back. I had missed the sea, but I came ashore for my wife."

### Wife Supports Volunteering

Once the buildup began, Davis' wife, Jeanette, agreed that he should do something to help. She had served in Vietnam as an Army clerk. "My wife is all for this. She understands and I'm happy to be back out here."

Many of the crewmembers did not have to wait for Armed Services Radio to tell them the war was on as they approached the Saudi shore.

Captain Mark Sliwoski noted the gulf was "deathly quiet" as the *Regulus* entered. "Usually there is a lot of gibberish on the radios. That night, there was nothing and there were no fishing boats out."

AB **Bud Roper** remembered the time was around 3 a.m. on January 17 [Saudi time] when he and others saw 70 to 80 bombers fly

overhead. "We knew something was on."

The events of that evening made him remember when he sailed during the Vietnam conflict. "We used to sit in DaNang harbor loaded with ammo while the enemy was lobbing mortars over us onto the airfield."

OMU **Dan Wagner** recalled the crew was ready for the fighting to begin. Noting the air strikes, he



Junior Engineer Donald Davis checks the control boards in the engine room.



Checking out the lines on the deck of the USNS *Regulus* are, from the left, ABs Robert Delaware, Darrell Rivera and Bud Roper.

said, "We saw that first wave and knew this was no play day—this was for real. When they came back, we were glad for them."

Wagner said the *Regulus* crew knows it has to continue to deliver the goods for the armed forces in Operation Desert Storm. "We're their supply line. We keep them going."

### Help Country

AB **Darrell Rivers** of Hawaii admitted he was nervous about sailing into a war zone but overcame the anxiety because he wanted to help his country's cause. "This is the closest I, as a civilian, can come to being involved. I didn't just want to say I support the troops; I wanted to show it."

"Neat!" was the reaction of OS **Scott Kreger**, when asked about his first voyage as a merchant seaman. Kreger's run on the USNS *Regulus* was his first as a mariner having just graduated from the Lundberg School. "I was glad to be over there doing my part of the job. When I went to Piney Point, none of this was going on. Then all this. I got psyched up for it."

Kreger received the praise of Bosun Wilson for his work on his first-ever voyage. "He probably doesn't know just how much he has learned since coming aboard," Wilson said. "He was really deter-

mined to come on here and work and learn."

One of the crewmembers who gave up time ashore to help during the military buildup and now during the war effort was Chief Steward **George Quinn**. The 31-year veteran SIU member decided to hold off attending the winter steward recertification class, to which he had been admitted, to stay aboard the *Regulus*. "I figured staying on and shipping during this time would be more beneficial to my country and union than attending the class."

Quinn's daughter won an SIU scholarship last year and she is now attending Tulane University. "For all the years that I have been going to sea, that was icing on the cake when that daughter of mine became a scholarship winner."

Like other crewmembers, Quinn said he felt no fear entering the gulf waters. The Vietnam draftee said, "Being around Vietnam tends to make you more comfortable entering this situation."

Perhaps the most unique approach to dealing with arriving in a war zone the day the shooting started came from AB **Robert Delaware**: "When my grandchildren come to me and say they studied Desert Storm in school, I'll be able to put them on my knees and tell them I was there when it began,"



OMU Dan Wagner (left), who sails out of Philadelphia, and Wiper Angel Rivera place cooling tubes into the evaporator.



Steward Assistant Tim Robinson, who sails out of Jacksonville, stacks the newly delivered stores.



This was the first voyage as a merchant seaman for OS Scott Kreger, who uses the hoist to deliver stores to the galley area. At right, supervising the operation, is Bosun George Wilson, who previously sailed with the SIU's government division.



Chief Steward George Quinn, a Vietnam vet, reflects on the present situation in the Persian Gulf.



## Winter Brings Charles E. Wilson Home

When it docked January 4, the Charles E. Wilson once again was one of the last Great Lakes freighters to lay up for the winter. Bosun Mike LaFoille told a reporter for the Seafarers LOG that this had been another good year for the SIU crew onboard. "We really have a great bunch of guys on here," he said. "They make sure we are able to keep running through whatever weather."

The Wilson has a tradition of being one of the last ships to seek shelter in winter, according to Algonac Patrolman Andy Goulet. Having sailed aboard the American Steamship Company vessel several times, Goulet relayed one experience involving the ship following an icebreaker in a winter convoy.

### Part of Winter Convoy

"Being one of the last to lay up, we were still sailing when the St. Mary's River (between Lakes Superior and Huron) was switched to one-way traffic," he recalled. "We got stuck for a couple of days. Then we followed the Buffalo in the convoy. The path was just wide enough for us to follow and thick enough that there was no way to get out of the path." Despite the bad conditions, the Wilson still made one more trip that winter before tying up, he added.

The Wilson usually carries iron ore from Marquette (on Michigan's upper peninsula's Lake Superior shore) to Trenton (south of Detroit near Lake Erie) or Ashtabula, Ohio (on Lake Erie between Cleveland and Erie, Pa.). The vessel sometimes carries coal from Toledo, Ohio (on Lake Erie's western border) or Superior, Wis. (on Lake Superior's western shore) to Marquette.



Bosun Mike La Foille (left) and AB Bob Hedine talk with Duluth Port Representative Delores Cheslak before a ship's union meeting.



Watchman Mike Keogh listens to a union discussion.



AB Watchman Ron Bocek listens to a discussion during a meeting aboard the Wilson.



AB Watchman Lowell Amundson joins in at the union meeting held aboard the Charles E. Wilson.



Taking care of the pots and pans is the dominion of Porter Roger Flaherty.



Second Cook Marianne Audette and Steward Jim Budnick prepare the salad bar for the Wilson's crew.



### Holiday Time on the Lakes

Bosun Bill Mulcahy (left) and Deckhand Michael Wikaryasz are pictured in front of the Christmas tree they decorated aboard the MV St. Clair. Both members told the Seafarers LOG the galley gang prepared excellent holiday meals for the crew of the American Steamship Company vessel.

## SIU Members Escort USS Lexington

When the USS Lexington gets orders to set sail or return to port, SIU members for Admiral Towing also get a call to duty. Six tugboats and their crews are assigned the responsibility of escorting the Lexington into and out of her anchorage at the Pensacola (Fla.) Naval Air Station. The Lexington serves as a training vessel for Navy pilots

learning how to fly off and land on aircraft carriers.

### 30-minute Standby

The SIU members who sail aboard Admiral tugs have to be ready for action at any time, according to Mobile (Ala.) Port Agent Dave Carter. "They are on 30-minute standby, 24 hours a

day," he said. When they are not escorting the Lexington through the harbor, the crewmembers keep their boats up and ready to go. The tugs also are used to help dock other vessels at the base.

### Former Navy Personnel

Carter noted most of the SIU members who sail for Admiral are

retired Navy personnel. "They are familiar with the procedures within a Navy base and can adapt to fast call-ups. They all live in the Pensacola area because of the nature of their jobs."

Admiral Towing is a subsidiary of Great Lakes Towing, an SIU-contracted company.



Some of the SIU members who escort the Lexington in harbor are (left to right, front row) W.T. Taylor, Pete Popour, Charlie Lester, (middle row) Joe Mahan, Joe Brown, (back row) John Roberts, E.J. Hargrove and Mike Stawn.



Mobile Port Agent Dave Carter meets with SIU crewmembers for Admiral tugs. From the left are (front row) Carter, Jim Kuzma, John Roberts (middle row) W.T. Taylor, Joe Brown, (back row) Mike Stawn and Charlie Lester.



# Europe Assesses its Shipping Capacity

## Continent-Wide Cabotage, Single Register Among Items that May Be Adopted

The European Community (EC) is vigorously pursuing plans to bolster the shipping fleets of its 12 member nations—Belgium, Luxembourg, Denmark, France, Germany, Greece, Ireland, Italy, the Netherlands, Portugal, Spain and the United Kingdom. The discussion on shipping dovetails with the EC's intent to have in place a single European-wide market by the end of 1992.

Noting the decline in the EC nations' merchant fleets, the European Commission launched a series of proposals in 1989 that have stimulated debate on the needs of the EC shipping community among shipowners, seamen and their unions and government officials.

Central to the various suggestions of the European Commission, the executive body charged with initiating and implementing EC policy, is the creation of a single, parallel ship registry—known as EUROS—and the opening up of national coastal trade routes which have been plied exclusively by the vessels of the same country to the fleets of other EC nations.

Like the U.S.-flag fleet, the shipping lines based in EC member nations have been experiencing a sharp decline in numbers of vessels and tonnage, with many owners transferring ships to flag of convenience registers or to so-called second registers. (The offshore registers, or second registers, are instituted by developed nations with strong maritime traditions but offer the same kind of goodies peddled by runaway-flag operations.)

A Lloyd's of London study found the EC in 1989 had only 50 percent of the gross tonnage it had in 1980 and 73 percent of the total number of ships. Concern has been expressed throughout the EC over the plummeting percentage of exports and imports of member nations carried on their own flag vessels. In 1987, Eurostat's publication on transport and communication statistics indicated that German-flag vessels were carrying only 15.4 percent of German trade in 1987. In the same year UK-flag ships carried 21.7 percent of British trade and Italian-flag ships carried 14.9 percent of their commerce.

### America's Perspective

The irony from the American shipping community's point of view is that the perceived hemorrhaging of the European fleet is a far cry from the substantial losses in vessels operating under the U.S. flag. American-flag carriers in 1987 transported only 3.9 percent of American exports and imports, compared to a 15.2 percent average of transporting their own country's trade by EC nations' fleets. Further, EC countries—with size, wealth and wages comparable

to the U.S.—utilize EC vessels for carriage of nearly 40 percent of their world trade.

Maritime Administration data indicates that in 1988 the EC nations had a combined total of 3,519 privately-owned ships of 1,000 gross tons or more, while the United States had 444. (Parenthetically, it should be noted that in 1990 the U.S.-flag fleet had 379 active vessels of over 1,000 gross tons.)

### Proposals Before the EC

When the European Commission presented its proposal to the EC's main decision-making body, the Council of Ministers, in August 1989, it noted "only a combination of concerted measures, taken at Community and national levels with the necessary participation and co-operation of shipowners and seafarers, could have the required positive impact on the operation conditions of Community shipping."

The Commission's communication, entitled "A future for the Community shipping industry: measures to improve Community shipping," contained four specific proposals. It called for the establishment of an EC ship register that "could contribute to the achievement of the single market in the Community. . . ." The EUROS operation, the Commission proposed, would be a parallel register to existing EC registers and not a substitute.

The Commission also recommended a series of proposals designed to improve the effectiveness of port state control in enforcing the application of safety and health and environmental standards by vessels entering EC waters. The third item put forth in the 1989 Commission document attempted to develop a common definition of a Community shipowner.

The fourth plan raised by the Commission sought to liberalize cabotage restrictions practiced by some member nations. The Commission proposed opening up intra-country marine coastal trade routes that previously had been the domain of national-flag vessels to all EC-flag ships.

### Standing of Debate

In December, the EC's transport ministers announced that headway had been made on adopting a Community cabotage policy. A British transport official indicated the agreement reached calls for a two-step approach to the implementation of EC-wide coastal trades.

The first phase will open marine routes along the coastal mainland to all ships from EC nations by the end of 1993. Offshore islands are exempted from this provision. For instance, any EC vessel could carry cargo from France to



The EC is moving toward a continental cabotage policy that will allow the fleets from all member nations access to intra-country marine transport routes.

Greece, but would not be eligible to transport goods from the mainland of Greece to any of the Greek islands.

The second stage, which would open up all routes in EC waters to EC ships, was not given a date for implementation. Other aspects of the cabotage proposal remain to be ironed out at the Commission level. There is a question as to whether the plan should include a floor of 300 tons or 500 tons. There also is a move by France to develop a procedure for granting exemptions based on strategic and national defense concerns.

While no agreement was reached by the transport ministers on a EUROS register, the transport ministers also agreed to the principle of facilitating the transfer of vessels from one EC nation to another and called for the plan to be instituted by January 1992. To prevent run-down and unsafe ships from being transferred, a country can conduct inspections and refuse to issue a certificate if a vessel poses a serious danger to safety or the environment.

Last October, the European Parliament (EP), a body with primarily consultative powers, debated an amended version of the Commission's four-point proposal released in 1989. The EP's Transport and Tourism committee, prior to reporting to the full parliament on the Commission's shipping plan, considered more than 160 resolutions—an indication of the depth of debate within the Community on the future of its maritime industry.

The EP's document calls for a EUROS register that provides significant tax breaks to EC shipowners and seafarers and in some cases direct subsidies. The tax plan calls for a lump-sum payment based on a combination of gross tonnage and the age of the ship. Under the EP proposal, officers on EUROS vessels would be EC nationals and 50 percent of the remaining crew also would be from EC countries, except on passenger ships where 100 percent of the crew would be from the EC.

### Europeans Take Sides

While the European Parliament's actions do not carry the weight of law and are only taken under consideration by the EC's Council of Ministers in this case, there has been a great deal of debate among European shipowners and shipping unions concerning the various proposals.

While many EC shipowners are seeking schemes that parallel the so-called second registers, European seafaring unions have strongly opposed any efforts to allow 50 percent of the unlicensed crew to be recruited from the ranks of seamen in developing nations.

*Continued on page 9*

**THE EC AND U.S. FLEETS, 1988**  
**Ocean-going Steam & Motor Ships of 1,000 GT and Over**  
**(Number of Ships)**

Country	Total	Freighters	Bulk	Tankers
Belgium	63	23	24	15
Denmark	211	142	10	56
France	185	92	21	66
F.R. Germany	376	300	15	55
Greece	1,030	293	498	207
Ireland	32	27	0	5
Italy	525	206	83	225
Netherlands	385	306	15	60
Portugal	50	23	11	15
Spain	389	236	63	90
United Kingdom	273	117	50	92
<b>Total EC Nations</b>	<b>3,519</b>	<b>1,765</b>	<b>790</b>	<b>886</b>
<b>United States</b>	<b>444</b>	<b>192</b>	<b>26</b>	<b>221</b>

Source: Maritime Administration, Department of Transportation, "Merchant Fleets of the World," 1989.



## Electrical Maintenance Class Vital to QMED Training

The Marine Electrical Maintenance (MEM) class is one of three required courses to upgrade a black gang member's QMED classification at the Seafarers Harry Lundeborg School of Seamanship.

This course is considered critical because it gives members vital information they need to advance their electrical knowledge, according to instructor Byron Hohrein. The course was included as a required field of study, along with Pumproom Maintenance and Operations and Refrigeration Systems Maintenance and Operations, last year in a Seafarers Appeals Board ruling pertaining to yearly upgrading by QMEDs.

The MEM class lasts eight weeks and includes classroom and hands-on shop training. Students first learn about tool and electrical



Inspecting electrical panels prior to connecting loads are (left to right) Tom Doran, Laurence Gilley and John Wong.

safety as well as safe work practices.

Next, they study electrical theory and magnetism. Within this session, students learn how electric and magnetic fields are produced and how to work with various electrical and magnetic devices such as multi-meters and meg-ohm meters.

A major portion of the eight weeks is spent studying actual equipment such as lighting systems, motors and motor controllers. The upgraders also learn the principles of operation, maintenance procedures, overhaul, installation and troubleshooting of electrical equipment.

The class wraps up with students learning to read schematic diagrams. They use these diagrams to make a sequence chart for the operation of galley and deck equip-

ment. The charts then can be used to determine the causes of system malfunctions.

MEM applicants must hold a QMED Any Rating endorsement or an Electrician endorsement or have equivalent experience. Applicants should possess good reading and writing skills and have a mathematics background including basic algebra. Good eyesight is a must, so students should have an eye exam prior to this course if problems are suspected. Applicants can contact the admissions office at the Lundeborg School for more information.



Upgrader Paul Peterson works on the motor lead to an air conditioning unit.



Engine department upgraders Robert Hamil (left) and Charles Betz wire marine receptacles and lights.



Black gang upgrader Tom Doran practices connecting the wires in an air conditioning controller.

## Work Continues on S-L Explorer After Brief Layup

The SIU-crewed Sea-Land Explorer is back on its round trip voyages from the West Coast of the United States to the far East after a brief layup in Kobe, Japan.

Ship's Chairman **Ted Tolentino**, 62, reported that all is running smoothly aboard the vessel which docks in Long Beach and Oakland, Calif. before sailing to Japan, Taiwan, South Korea and Hong Kong on its 42-day round trip.

Tolentino, who has been an SIU member since 1966, said he had a great crew with which to work. He praised the work of the deck department in remodeling the gar-

bage room during the layup. He noted that there were no beefs or problems onboard as the ship was preparing for its December pay-off.

Crewmembers hailed the work and food of the galley gang, headed by Chief Steward **William H. Hawkins**. He, in turn, thanked the crew for keeping the lounge and mess clean.

Hawkins forwarded photographs taken by AB **Freddy Milabo**, DEU **P. Capito** and Captain **R.H. Hemingson** to the Seafarers LOG while the ship was in the Japanese port.



Chief Cook B.L. Mack (left) serves a delicious hot meal to Chief Mate D. Dennison.



Dinner is almost ready to be served by Chief Steward William Hawkins (left) and Chief Cook B.L. Mack. The ship's steward department received high praise from fellow shipmates for consistently serving good meals.



Bosun Ted Tolentino (at bottom left) supervises the work of AB Freddy Milabo on the lifeboat davit.



AB Jabez Pegg adds a coat of primer to the radar mast cross-tree of the Sea-Land Explorer.



## Europe Debates A New Ship Policy

Continued from page 7

Unions representing EC seamen have called on the Community to develop a register that provides jobs for European seafarers and to institute measures designed to improve the competitive advantage of EC shipping.

### Agreement Will Emerge

Many who follow the European maritime scene believed the EC would not promulgate a policy of opening up cabotage rights in EC member nations' waters to the shipping fleets of other European countries. Such observers cited the intransigence of Greece and Italy—two nations that were reluctant to open up their significant coastal and offshore island trade.

But with the actions taken by the EC transport ministers last September, EC-wide cabotage is close to becoming a reality.

The Europeans keep proving to the United States and to the world that they are fully capable of arriving at a consensus and an agreement on the most thorny issues. Such was the case in 1986 when the EC adopted its first common European shipping posture—four rules which entered force in 1987 and established a foundation for an EC maritime transport policy and paved the way for direct involvement of the Commission in regulating the industry.

The four principles were freedom for all fleets in the EC to provide shipping services between EC nations and third countries, rules ensuring competition, allowing for relief from unfair practices of foreign carriers—such as rate undercutting and predatory pricing policies—and allowing for coordinated counter measures when EC shipowners are denied access to the shipping business in a third country trade.

### A United Europe

The United States, by the end of 1992, will face a united Europe insofar as its economy is concerned. The 12 nations that make up the EC account for over 320 million consumers. The EC is the largest trading partner of the United States. The two-way trade between the U.S. and the EC in 1988 had a value of \$1,612 billion.

EC merchant fleets operated 1,765 freighters in 1988, at a time when the U.S. had 192 of the same type of vessels operating under its flag. The numbers for bulk carriers were more frightening. EC fleet accounted for 790 of the world's bulkers. U.S.-flag bulk carriers numbered 26 (today that figure has been reduced to 22).

Moreover, in Europe there is a far-reaching debate taking place, fueled by the engine of economic unity, on a variety of measures that would bolster the EC fleet.

With America's economic security at stake, the federal government and private maritime interests cannot afford to simply watch Europe protect and promote its fleets without taking stock of the condition of U.S. shipping capabilities and implementing programs to ensure equal footing for the American-flag merchant marine in the world's shipping trades.

## Hawaii-Based Seafarers Extend Thanks To Sen. Inouye for Support of Maritime

Taking time out of their busy upgrading schedule at the union's school, four SIU members who sail from Hawaii took a trip to the nation's capital to meet with Senator Daniel K. Inouye, the "Aloha" State's senior senator and a longtime advocate of a strong U.S.-flag merchant marine.

Gregory "Broyles" Tudor, Marty Josephson, Wigoberto "Wiggie" Reyes and Yvonne De Silva, all steward department SIU members currently enrolled in the Lundeberg School's cook and baker program, recognized the importance of Congress and the federal government in protecting the jobs of seafarers.

"We know Senator Inouye's efforts have been instrumental in providing job security for merchant mariners," noted Tudor, who also reported that the close to 30-year veteran of the Congress seemed "genuinely interested" in the welfare of SIU members.

Tudor remarked that it was "a pleasure and an honor to meet once again with Senator Inouye. On behalf of each visiting SIU member and the SIU in its entirety, I was able to thank Senator Inouye for his continued support



SIU member Gregory "Broyles" Tudor (left) presents Senator Inouye (middle) with a Lundeberg School cap and seabag. Marty Josephson, Yvonne De Silva and Wigoberto Reyes, all cook and baker upgraders, look on.

of American shipping and invite him to visit the union's school." The 1½-year member of the SIU said the senator responded to the invitation by replying, "The Lundeberg School at Piney Point . . . that's my school."

### Passenger Ships

The four upgraders ship on the two U.S.-flag passenger vessels operated by American Hawaii Cruise Lines, the only deep sea cruise ships in the American fleet. The two ships were brought into

the passenger trades as a result of legislation enacted by Congress a decade ago. Senator Inouye was instrumental in passing the bill.

While the SIU members were in Washington, DC, they took the opportunity to tour the Capitol, making stops at the Senate gallery, the old House and Senate office chambers, the Senate Appropriations Committee chambers and the Supreme Court.

Brothers Reyes and Tudor are Oahu residents and Sister DeSilva lives on Hawaii's "Big Island."

## Entire AT&T Cable Fleet Under U.S. Flag

Continued from page 3

cern from members of Congress and patriotic and veterans organizations. Numerous congressmen and senators communicated with the company regarding their support for a strong and technologically advanced U.S.-flag fleet.

The elected officials expressed concern over the consequences to America's national security interests and economic advancement if AT&T's vessels were transferred to foreign registry.

Upon hearing of AT&T's decision to operate its new cable ships under the U.S. flag, Senator Barbara Mikulski (D-Md.) said, "I commend AT&T for its decision to register two new ships under the U.S. flag. A strong U.S. merchant marine is critical to our nation's security."

### Advanced Design

The Global Link and Global Sentinel feature a bow thruster to help the vessels move sideways and maintain their positions. Each is 479 feet long and 70 feet wide. The first new cable-laying vessel will be in full operation shortly, while the second is due out of the shipyard later this year.

The 7,900-deadweight-ton vessels have a full-load draft of 26 feet and can cruise at speeds of up to 15 knots. Each can keep up a speed of 6 to 8 knots while laying the company's fiber-optic cable and a speed of 4 knots when towing a sea plow and laying cable.

Equipped with the most advanced technology in the field, the two new ships have been built to

ensure the productivity, safety and comfort of the crew. The standard safety items of the ships include water-tight transverse bulkheads at various locations, a back-up diesel-driven generator for emergency electrical power, fire-resistant furnishing and four encapsulated lifeboats.

## SIU School's Students Must Have Valid Drug-Free Clearance Tests

SIU members who plan to study at the Seafarers Harry Lundeberg School of Seamanship will have to possess a valid drug-free clearance to upgrade or renew a document or license at the school as a result of a United States Coast Guard ruling.

Augie Tellez, SIU assistant vice president and the union official who has been following closely the federal government's drug testing initiatives, said the Coast Guard ruling affects only those members who are required by the course for which they are upgrading to take a physical before reporting to the school.

"The type of people affected would be an ordinary seaman who has to take a physical before reporting for the school to upgrade to AB (able bodied seaman)," Tellez noted. "So would a wiper upgrading to FOWT (fireman, oiler and watertender)."

"Who it does not affect would be a QMED who is adding another specialty course to his Lundeberg School classification card. He

AT&T's fleet of cable ships competes with foreign companies operating foreign-flag vessels to build, lay and maintain undersea fiber-optic cables.

In the past three years, AT&T's cable-laying ships have spanned the Atlantic, Pacific and Caribbean with fiber-optic cable.

would not have to take a physical prior to enrolling in the class and this does not affect his merchant marine document."

### It Affects Documents

The Lundeberg School received a letter from the Coast Guard dated December 28, 1990 announcing the need for upgraders to have valid drug-free clearances if the upgrading or renewal affected the members' documents or licenses.

According to the letter, "All applications requiring a physical examination submitted to the Regional Examination Center after 21 December 1990 (e.g., requests for license upgrades or renewals or MMD [merchant marine documents] endorsements) must be accompanied by proof that the individual is free of dangerous drugs."

If members have questions concerning the drug-testing policy for upgraders, they should contact their port agent or the admissions office at the Lundeberg School.



## Bosun Herb Libby Retires After Nearly 30 Years Aboard Cable Ship



Bosun Herbert Libby shows off the ship's bell presented by the crew and officers of the Long Lines upon his retirement from the ship and the union.

Bosun Herbert Libby took a look at the ship's bell that the crew and officers of the Cable Ship Long Lines gave to him two days before he retired from the vessel and the SIU. It would be the one tangible piece of the vessel he would take to his Maine home when he walked off the vessel after calling it home for almost 30 years.

"There are a lot of memories aboard here," he said on January 30, the day before he would pack his bag and go down the gangplank a last time.

The Amesbury, Mass. native was part of the original crew on the Long Lines. "I came with the ship," he recalled. "I flew to Germany in 1963 to pick her up. It has been a terrific job."

When a Seafarers LOG reporter asked Libby if he had any stories he could share about his years on the cable ship, a wry smile came across the mouth of the 43-year SIU veteran. When he finally spoke after a few moments of pondering, he looked out at his crew and said, "No, none that I would like to see in print."

### Took Care of Crew

Many of the crewmembers who had gathered around started to laugh. They related that Libby had taken care of them over the years and continued to do so even when discussing his retirement and the history of the vessel.

"He has been fantastic to sail with," said Chief Steward Ken Rosick. "We are going to miss him."

"He has always been there for us," added Cook Gary Lackey. "You could always count on him and you can ask anybody onboard if this isn't true." The others listening nodded in agreement.

Libby went to sea in 1943 when he was 15 years old. "I wanted to be part of the war effort," he stated. He proudly notes that he is a veteran of World War II, having received his Defense Department discharge certificate shortly after the federal government gave the status to merchant mariners of that era. He sailed in the North and South Atlantic, Pacific and Caribbean theatres. "I was very fortunate. I sailed in two North Atlantic convoys and never lost a ship. I did see others go, however."

The Long Lines still was being

built in Germany when Transoceanic's predecessor company signed a contract with the SIU. Libby decided to sign on because "I knew cable work would be different."

### SIU Since 1951

Although he had worked as a bosun in the union since 1951 and served as a relief bosun on the Long Lines since it came out, Libby became its second permanent bosun in 1973.

One of the things of which he said he was most proud has been the consistent quality of the crewmembers aboard the Long Lines. "You have got to have a good quality of seamen working cable and we have maintained it over the years." He also noted he

has been proud to be part of improving communications around the world.

As he left the vessel, Libby said he had no regrets. But he quickly added, "After 47 years of sailing, there is very little that I will miss."

His plans include some fishing and hunting near his home in Maine. He also will be building furniture for his five children and 12 grandchildren in a small wood-working area he has created in his house.

Before he signed off, his shipmates threw a party for him where they presented the bell attached to a plaque that read: "CS Long Lines, Herbert Libby, 1963-1991. In honor of lifelong dedication to the men and ships that sail the sea (from the) Officers and Crew."

## Judge Uses Experiences Learned on the Lakes

When Michigan Circuit Court Judge Michael Cherry looks across his bench at the people who will speak before him that day, he remembers a lesson he learned sailing as an SIU member aboard Great Lakes vessels.

"No one is better or worse or more important than anyone else," the former oiler told a reporter for the Seafarers LOG.

Cherry, 47, is the highest elected official in Branch County, which located in south central Michigan along the Indiana border.

He was re-elected without opposition last year to the judgeship he first won in 1984.

"When I sailed on the Lakes, I learned to take people for what they are," he said. "That philosophy still helps me today."

Cherry, who grew up in the suburbs of Cleveland, presides over a mainly rural county of 40,000 people. Working on the ships "helped me to adapt to the farmers and their plights. I learned to keep my mouth shut, my eyes open and to learn and listen a lot."

### Part of Bet

Although he joined the Seafarers in June 1963 in the port of Buffalo, Cherry's initiation into sailing on the Lakes involved much more.

"I had dropped out of Wooster

College halfway through my sophomore year. We had a neighbor associated with a shipping company who told my parents he could get me a job aboard a Lakes vessel. Little did I know that he had a bet with my parents that I would not last a month aboard a ship he had in mind for me."

That neighbor who lost the bet turned out to be George Steinbrenner, owner of Kinsman Lines, an SIU-contracted company. He got a job through the union for the Cherry as a wiper aboard the hand-fired coal-burning Henry Steinbrenner.

"It was a wonderful experience," Cherry recalled. "I signed on in spring and lasted until the winter when we laid up. I still don't know what the bet was or if he paid it."

"I carried my paint brush, wire brush and scraper with me to whatever assignment I was given. I'd be singing and whistling while I was painting and the others would look at me because I didn't know any better. The chief engineer adopted me as a surrogate grandchild and helped me."

Cherry remembered that being "a college boy" did not endear him with some of the crewmembers. So he had to find ways to prove he was one of the fellows. One incident took place in his first weeks on the Henry Steinbrenner.

"There was this gruff, old fireman who never would speak to me or call me by name. When we would eat, he always brought a full garlic bulb with him. With each bite of food, he would bite off a garlic clove. One day, he saw me watching and challenge me to do it. I must have had a cold or something that day and couldn't breathe, so I did it and didn't get sick. From that day on, I was Mike to him."



Judge Michael Cherry as he appears today (top) and when he started sailing on the Great Lakes.

By his third summer on the Lakes, Cherry had upgraded to fireman and oiler.

That turned out to be his final year on the Lakes. Cherry had saved enough money to return to college and was nearing graduation from Kent State University.

Upon graduation, he taught English at Central Michigan University for four years. He and his wife, Dorothy, decided they wanted to work for themselves and they headed for University of Toledo Law School. They moved to Coldwater, Mich. after they got their degrees.

When Cherry decided to run for the judgeship in 1984, he sought support from the county's local for the United Automobile Workers. "This is not a strong labor community, so I pulled out my SIU retirement card and told them I was the only judicial candidate who had been a union member," he recalled. "I got their endorsement and a donation."

## SIU Fisherman Commended for Helping Others

When Captain Jose Branco came to the U.S. some 50 years ago, he brought with him some very special skills that made him the best at his trade.

After years of fishing out of New Bedford and, most importantly, years of helping other immigrants in the area, more than 200 of his friends gathered to salute him Dec. 27. The awards ceremony drew a number of officials, including Henri Francois, the SIU port agent there.

Branco, 80, sailed in the American merchant fleet during World War II and was commended by then-President Harry S. Truman for his courage and fortitude. After the

war, Branco went back to sea. He mastered the art of fishing, helping many others with his knowledge.

Francois commended Branco for "sharing his knowledge, which made it possible for many men to succeed in the fishing industry. Many SIU fishermen, just like him, got their start with Captain Branco. He was a symbol to the Portuguese community."

Congressman Gerry Studds (D-Mass.) sent his best wishes in a certificate of special congressional recognition. Representatives from Mayor John Bullard's office and the Portuguese Consulate also attended, as did state representative Tony Cabral.



New Bedford Port Agent Henri Francois presents an award to Jose Branco, recognizing his long record of contributing to the New Bedford fishing industry.



# TAX TIPS FOR SEAMEN

With 1990 tax returns due April 15, now is the time for Seafarers to prepare the annual filings. Because of the transient nature of Seafarers' employment, the SIU member often finds the tax-filing procedure somewhat more complicated than it is for the shoreside worker.

This special supplement of the February Seafarers LOG attempts to provide SIU members with some helpful information on the tax-filing

process. Special attention is paid to two issues that seem to crop up time and again for seamen: procedures for filing an extension request and determining residency status for purposes of filing state tax returns.

The information compiled on these four pages was prepared by a certified public accountant with experience in the maritime field.

**Deadline for Filing Taxes:**  
**April 15, 1991**

## Information by Phone

To make tax calculations easier, the IRS has information and material available by phone. The Tele-Tax Service has recorded tax information covering more than 140 topics.

1-800-829-4477 is the IRS's 24-hour automated "Tele-Tax" system. When calling, remember the "#"

sign will repeat the topic and the "\*" will stop the message. When the initial recording comes on, dial 323 from a touch tone phone to hear the categories of information.

Beginning March 1, Tele-Tax can provide information on the status of refunds if the tax return in question has been filed.

## U.S. Embassies and Consulates Providing IRS Assistance

### Bonn

United States Embassy  
Deichmanns Ave 29  
5300 Bonn 2, West Germany  
Tel.# [49] (228) 339-2119

### Caracas

United States Embassy  
Avenida Principal La Floresta  
Caracas, Venezuela  
Tel.# [58] (2) 285-3111,  
ext. 333

### London

United States Embassy  
24/31 Grosvenor Square  
London, England  
Tel.# [44] (1) 408-8076  
or 408-8077

### Mexico City

United States Embassy—IRS  
Avenida Reforma 305  
Col. Cuauhtemoc  
Mexico, D.F., 06000 Mexico  
Tel.# [52] (5) 211-0042,  
ext. 3559

### Nassau

United States Embassy  
Queen Street  
Nassau, Bahamas  
Tel.# (809) 322-1181

### Ottawa

United States Embassy  
60 Queen Street  
Suite 201  
Ottawa, Ontario, Canada  
K1P 5Y7  
Tel.# (613) 238-5335

### Paris

United States Embassy  
2 Avenue Gabriel  
F 75382 Paris Cedex 08  
France  
Tel.# [33] (1) 4296-1202

### Riyadh

American Embassy—IRS  
P.O. Box 9041  
Riyadh, Saudi Arabia  
Tel.# [00966] (1) 488-3800,  
ext. 206

### Rome

United States Embassy Annex  
Via Sardegna 49  
Rome, Italy  
Tel.# [39] (6) 4674-2560

### Sao Paulo

American Consulate General  
Rua Padre Joao Manoel 933  
Sao Paulo, S.P., Brazil 01411  
Tel.# [55] (11) 881-6511,  
ext. 287

### Singapore

American Embassy  
30 Hill Street  
Singapore, Singapore 0617  
Tel.# [65] 338-0251, ext. 247

### Sydney

American Consulate General,  
IRS  
Hyde Park Tower  
Park and Elizabeth Streets  
Sydney NSW 2000  
Australia  
Tel.# [61] (2) 261-9275

### Tokyo

United States Embassy, IRS  
1-10-5 Akasaka, 1-Chrome  
Minato-ku, Tokyo 107  
Japan  
Tel.# [81] (03) 224-5466

## For More Information

**General Information:** 1-800-829-1040 can be called for general information. IRS staff answer questions from 8:00 a.m. to 4:15 p.m. Monday through Friday.

**Publications:** 1-800-829-3676 operators will take orders for publications. "#553 Highlights of 1990 Tax Changes" and "#552 Record Keeping for Individuals" are

two publications that many people find especially useful.

**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

Mail returns to the Internal Revenue Service Center designated for the following areas. 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, Tehama, Trinity, Yolo and Yuba), Colorado, Idaho, Montana, Nebraska, Nevada, North 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  
Commissioner of Revenue  
and Taxation  
855 West Marine Dr.  
Agana, GU 96910

Guam

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  
Charlotte Amalie  
St. Thomas, VI 00802

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

IRS  
Philadelphia, PA 19255



## Preparing a Return

### Step 1. Get all records together.

- Income Records. These include any Forms W-2, W-2G, W-2P and 1099.
- 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, car or appliances.
- 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.

Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. An order blank for IRS publications is available on the next to the last page of their instruction booklet.

### 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 W-2P 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.

## 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 . . . . .	\$ 3,250
Married filing joint return or	
Qualifying widow(er) with dependent children . . . .	\$ 5,450
Married filing separate return . .	\$ 2,725
Head of household . . . . .	\$ 4,750

## Reported Income

The following kinds of income should be reported on Form 1040, or related forms and schedules, in addition to the types of income listed on Form 1040.

- Original Issue Discount.
- Distributions from SEP's and DEC's.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- 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.
- 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.
- Embezzled or other illegal income.

## Non-Reported Income

Do not include these amounts under income reported.

- Welfare benefits.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Workers' compensation benefits, insurance damages, etc. for injury or sickness.
- 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.

## Deductions, W-2's and Other Information

**FAST REFUND:** If a tax refund is expected for 1990, instead of mailing the return to the Internal Revenue Service, it can be filed electronically. When filed electronically, a refund will be received 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.

**INCREASED DEDUCTIONS:** The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,050 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.

**DEPENDENT'S SOCIAL SECURITY NUMBER:** If an individual claims an exemption for a dependent who is at least 2 years old by December 31, 1990, he 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 2 years 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.

**HOW LONG SHOULD RECORDS BE KEPT?** 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.

**CHANGE OF ADDRESS:** If there is a change of address, Form 8822, Change of Address, should be used to notify the IRS.

**COLLECTING 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. If a Seafarer has received monies from the SIU Vacation Plan, he or she should receive a W-2 from that fund.

Seafarers should not have problems obtaining accurate W-2 forms for monies earned in 1990 by the companies that employed them.

**PERSONAL INTEREST DEDUCTIONS:** For 1990, the portion of personal interest expense one can deduct is smaller. Personal interest includes interest on car loans, credit cards and personal loans. An individual can deduct only 10 percent of the personal interest paid in 1990.

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

**EDUCATION SAVINGS BONDS PROGRAM:** Beginning in 1990, 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.

**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.

**DEATH OF A TAXPAYER:** If a taxpayer died before filing a required return for 1990, 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, 1991, an individual who has received unemployment compensation should receive a Form 1099-G showing the total unemployment compensation paid during 1990.

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

**EARNED INCOME CREDIT:** If an individual's earned income and adjusted gross income are both less than \$20,264, and has a child who lived with him for more than half the year, he may be entitled to a refunded credit of up to \$953.



# Filing an Extension

**REMINDER:**  
Be sure to include all tax monies due when submitting an extension to file application.

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. The IRS will only contact the individual directly if the request for an extension is denied.

To receive an extension to file, an individual must correctly fill out Form 4868 and pay all of the tax monies due (as noted on line 6).

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.

Form 4868 should be mailed to the appropriate IRS location listed in the "Where to File" column on page 1 of this supplement.

## Extension Application Form

This copy of IRS Form 4868 can be used to apply for a tax-filing extension. Simply clip it out of the LOG, com-

plete the requested information and sign the document. Use the guide on page 1 of this supplement to locate

the correct IRS mailing address for a specific state. The form must be filed by April 15, 1991. Remember that the

form does not extend the time to pay taxes. Form 4868 must be accompanied by all tax monies due.

### Away at Tax Time?

Being out of the country may have its advantages, especially at tax time. If you are required to file a U.S. income tax return and are traveling or living outside the United States on April 15, you may be allowed an extension to file.

By filing Internal Revenue Service Form 4868, travelers can receive an extension until August 15 to file their federal income tax returns. Payment of additional taxes must accompany the request. Both Form 4868 and your payment must be filed by April 15.

U.S. residents in foreign countries usually qualify for automatic extensions of time to file until June 17. They must attach a statement to their tax returns explaining that their home and main place of business were outside the United States or Puerto Rico on April 15.

Visit the nearest U.S. Embassy or Consulate for forms or write to Internal Revenue Service, Forms Distribution Center, P.O. Box 25866, Richmond, VA USA.

(Reprinted from IRS Publication 104913, Rev. 10-90)

### Persian Gulf Assignment

Seafarers stationed in the Persian Gulf during Operation Desert Shield and Operation Desert Storm, who are working on vessels under the direction of the military, may qualify for certain special tax-filing procedures.

Watch for information on this matter in the March edition of the Seafarers LOG.

**4868**

Form  
Department of the Treasury  
Internal Revenue Service

### Application for Automatic Extension of Time To File U.S. Individual Income Tax Return

OMB No. 1545-0188

**1990**

Please Type or Print	Your first name and initial	Last name	Your social security number
	If a joint return, spouse's first name and initial	Last name	Spouse's social security number
	Present home address (number, street, and apt. no. or rural route) (If you have a P.O. box, see the instructions.)		
	City, town or post office, state, and ZIP code		

**Note:** File this form with the Internal Revenue Service Center where you are required to file your income tax return, and pay any amount(s) you owe. **This is not an extension to pay your tax.**

I request an automatic 4-month extension of time to August 15, 1991, to file Form 1040A or Form 1040 for the calendar year 1990 (or if a fiscal year Form 1040 to \_\_\_\_\_, 19\_\_\_\_, for the tax year ending \_\_\_\_\_, 19\_\_\_\_).

1	Total tax liability for 1990. This is the amount you expect to enter on line 27 of Form 1040A, or line 54 of Form 1040. If you do not expect to owe tax, enter zero (-0-). <b>Caution:</b> You <b>MUST</b> enter an amount on line 1 or your extension will be denied. You can estimate this amount; but be as exact as you can with the information you have. If we later find that your estimate was not reasonable, the extension will be null and void.	1
2	Federal income tax withheld	2
3	1990 estimated tax payments (include 1989 overpayment allowed as a credit)	3
4	Other payments and credits you expect to show on Form 1040A or Form 1040	4
5	Add lines 2, 3, and 4	5
6	<b>BALANCE DUE</b> (subtract line 5 from line 1). <b>In order to get this extension, you MUST pay in full the balance due with this form.</b> (If line 5 is more than line 1, enter zero (-0-))	6
Complete line 7 (and 8a or 8b if applicable) only if you expect to owe gift or generation-skipping transfer (GST) tax. Do not include income tax on these lines. (See the instructions.)		
7	If you or your spouse expect to file a gift tax return (Form 709 or 709-A) for 1990, generally due by April 15, 1991, see the instructions and check here: Yourself <input type="checkbox"/> Spouse <input type="checkbox"/>	
8a	Enter the amount of gift or GST tax that <b>you</b> are paying with this form	8a
8b	Enter the amount of gift or GST tax that <b>your spouse</b> is paying with this form	8b

#### Signature and Verification

Under penalties of perjury, I declare that I have examined this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete; and, if prepared by someone other than the taxpayer, that I am authorized to prepare this form.

Signature of taxpayer \_\_\_\_\_ Date \_\_\_\_\_

Signature of spouse \_\_\_\_\_ Date \_\_\_\_\_

(If filing jointly, BOTH must sign even if only one had income)

Signature of preparer other than taxpayer \_\_\_\_\_ Date \_\_\_\_\_

If correspondence regarding this extension is to be sent to you at an address other than that shown above, or to an agent acting for you, please enter the name of the agent and/or the address where it should be sent.

Please Type or Print	Name
	Number and street (or P.O. box number if mail is not delivered to street address)
	City, town or post office, state, and ZIP code

#### General Instructions

**Paperwork Reduction Act Notice.**—We ask for the information on this form to carry out the Internal Revenue laws of the United States. You are required to give us this information. We need it to ensure that you are complying with these laws and to allow us to figure and collect the right amount of tax.

The time needed to complete and file this form will vary depending on individual circumstances. The estimated average time is: **Recordkeeping**, 26 minutes; **Learning about the law or the form**, 11 minutes; **Preparing the form**, 20 minutes; and **Copying, assembling, and sending the form to IRS**, 20 minutes.

If you have comments concerning the accuracy of these time estimates or

suggestions for making this form more simple, we would be happy to hear from you. You can write to both the **Internal Revenue Service**, Washington, DC 20224, Attention: IRS Reports Clearance Officer, T:FP; and the **Office of Management and Budget**, Paperwork Reduction Project (1545-0188), Washington, DC 20503.

DO NOT send the tax form to either of these offices. Instead, see the instructions below for information on where to file.

Form **4868** (1990)



# Filing State Taxes

## Withholding of Seamen's State Taxes

Believe it or not, the federal government has done a great deal to make a seaman's life easier. An Act of March 4, 1915 (38 Stat. 1169, 46 U.S. Code 601) prohibits companies from withholding state and local taxes for any "master or seaman on a vessel in the foreign, coastwise, intercoastal, or noncontiguous trade or an individual employed on a fishing vessel."

Employers can only file income tax information with the state that the seafarer claims in his or her employment records as their state of residency and any state in which they earn 50 percent or more of their income, also by federal law.

For those who sail primarily out of a port in their home state, this is not so usually a problem,

but for the seafarer who lives in a different state from the one from which he ships, tax-filing can be more complicated. Since a home state gets all income information, a seafarer must file a resident's tax form in the state from which he shipped.

If a home state does collect state income taxes, as most do, the seafarer's primary responsibility is to that state. There are two things that can happen with the money earned in other states. The best case is that state and the home state have a "reciprocal" agreement. That way, a seafarer won't have to pay taxes in more than one state. Otherwise, if a seafarer is forced to pay taxes in his non-resident state, nearly all states will give him a full tax credit for those taxes.

## It's the Law

The text of the law which prohibits states from withholding taxes from wages due to seamen who are members of the crew of a vessel engaged in foreign, coastwise, intercoastal, interstate or noncontiguous trade is as follows: 46 U.S.C.A. §11108(II).

*No wages due or accruing to any seaman, or apprentice shall be subject to attachment or arrestment from any court, and every payment of wages to a seaman, or apprentice shall be valid in law, notwithstanding any previous sale or assignment of wages or of any attachment, encumbrance, or arrestment thereon; and no assignment or sale of wages or of salvage made prior to the accruing thereof shall bind the party making the same, except such allotments as are authorized by this title. This section shall apply to fishermen employed on fishing vessels as well as to seamen: Provided, That nothing con-*

*tained in this or any preceding section shall interfere with the order by any court regarding the payment by any seaman of any part of his wages for the support and maintenance of his wife and minor children. And provided further, 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, intercoastal, 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.*

## For Additional State Tax Information, Call or Write . . .

STATE	LINE OR DEPARTMENT (address written inquiries to "Taxpayer Information")	LOCAL #	TOLL FREE # (if any)
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) 272-3146	
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 942857, Sacramento, CA 94240-0040	(916) 852-5711	(800) 852-5711
COLORADO	Taxpayer's Assistance, 1375 Sherman St., Denver, CO 80261	(303) 866-4360	(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 #
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) 488-9750	
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	(913) 296-3051	
KENTUCKY	Revenue Cabinet, Frankfort, KY 40620	(502) 564-4581	
LOUISIANA	Taxpayer Information, P.O. Box 3440, Baton Rouge, LA 70823-0001	(504) 925-4611	
MAINE	Bureau of Taxation, State Office Building, Augusta, ME 04332-1067	(207) 626-8475	(800) 452-1983 #
MARYLAND	Tax Information Line	(301) 974-3220	(800) 638-2937 #
MASSACHUSETTS	Taxpayer Information	(617) 727-4545	(800) 392-6089 #
MICHIGAN	Taxpayer Information, Treasury Bldg., Walnut & Allegan Streets, Lansing, MI 48922	(517) 373-3386	
MINNESOTA	Taxpayer's Assistance, 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) 751-3505	
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	(702) 687-4820	
NEW HAMPSHIRE *	Department of Revenue, P.O. Box 637, Concord, NH 03302-0637	(603) 271-2191	
NEW JERSEY	Taxpayer Information, 50 Barrack St., CN 269, Trenton, NJ 08646-0269	(609) 292-8400	(800) 323-4400
NEW MEXICO	Dept. 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) 733-4682	(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) 521-3127	(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 280504, Harrisburg, PA 17128-0504	(717) 787-8210	
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) 788-6611
SOUTH DAKOTA *	Department of Revenue	(605) 773-3311	
TENNESSEE *	Taxpayer's Resource, 807 Andrew Jackson State Office Bldg., Nashville, TN 37242-0482	(615) 741-2481	
TEXAS *	Taxpayer Assistance	(800) 252-5555	
UTAH	Taxpayer Assistance, 160 East Third South, Salt Lake City, UT 84134-0201	(801) 530-4848	(800) 652-4335 #
VERMONT	Tax Commissioner, Pavillion Office Bldg., Montpelier, VT 05602	(802) 828-2865	
VIRGINIA	Taxpayer Information, P.O. Box 1115, Richmond, VA 23208-1115	(804) 367-8031	
WASHINGTON *	Taxpayer Information & Education	(206) 753-5525	
WEST VIRGINIA	Taxpayer Services, P.O. Box 3784, Charleston, WV 25337-3784	(304) 348-3333	(800) 642-9016 #
WISCONSIN	State Government Switchboard, 4638 University Ave., Madison, WI 53705	(608) 266-2772	
WYOMING *	Department of Revenue	(307) 777-7962	

\* No state income tax; there may be tax on other types of income such as dividends and interest. There may also be local, county or municipal taxes.

# 800 number good only within the state

NOTE: Most states allow extensions for filing if a federal tax extension has been requested. An individual should check with the individual state for specific rules.



# Dispatchers' Report for Deep Sea

JANUARY 1-31, 1991

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	29	7	10	23	6	8	0	53	8	9
Philadelphia	2	6	3	0	3	3	0	2	5	1
Baltimore	9	7	7	10	5	6	0	8	5	2
Norfolk	11	11	7	10	10	5	0	20	5	5
Mobile	10	8	14	14	10	13	0	10	4	6
New Orleans	25	16	17	26	16	14	0	41	15	14
Jacksonville	23	8	18	17	7	15	0	36	7	7
San Francisco	22	13	12	24	11	7	0	37	19	14
Wilmington	21	11	12	20	10	11	0	24	6	5
Seattle	29	13	19	18	11	17	2	49	12	7
Puerto Rico	4	1	1	6	0	1	0	10	2	1
Honolulu	7	10	4	4	6	4	1	8	16	4
Houston	32	16	17	25	11	11	1	52	10	14
St. Louis	0	2	2	1	2	2	0	0	2	0
Piney Point	1	2	5	1	0	4	0	1	3	3
Totals	225	131	148	199	108	121	4	351	119	92
ENGINE DEPARTMENT										
New York	20	7	4	18	5	5	0	29	8	1
Philadelphia	4	6	1	2	5	0	0	3	3	1
Baltimore	2	9	3	2	6	4	0	5	3	2
Norfolk	4	6	7	6	5	5	0	2	2	3
Mobile	13	13	7	14	10	5	0	13	7	3
New Orleans	17	10	15	13	5	11	0	27	12	9
Jacksonville	16	3	12	14	2	9	0	11	3	7
San Francisco	16	13	9	10	10	8	0	29	14	12
Wilmington	10	4	12	7	5	5	0	18	4	12
Seattle	11	11	6	10	8	6	1	18	5	1
Puerto Rico	2	2	0	3	2	0	0	6	3	0
Honolulu	3	9	4	3	9	4	2	4	10	5
Houston	12	5	6	17	7	8	0	18	5	3
St. Louis	1	2	3	2	1	3	0	0	1	0
Piney Point	0	6	2	0	2	0	0	2	5	3
Totals	131	106	91	121	82	73	3	185	85	62
STEWARD DEPARTMENT										
New York	17	5	7	13	5	5	0	26	5	3
Philadelphia	0	1	1	1	1	0	0	0	0	2
Baltimore	3	2	0	0	3	0	0	6	1	1
Norfolk	9	4	3	9	1	3	0	5	4	1
Mobile	5	3	2	3	5	1	0	5	2	2
New Orleans	9	3	4	10	6	2	0	13	2	3
Jacksonville	8	4	1	9	3	1	0	12	5	0
San Francisco	35	12	9	18	7	5	0	79	11	7
Wilmington	8	0	2	8	1	2	1	14	6	2
Seattle	21	4	2	16	5	0	0	33	5	2
Puerto Rico	3	0	0	3	0	0	0	6	0	0
Honolulu	7	23	20	7	14	7	50	9	38	32
Houston	10	1	2	11	2	2	0	16	0	4
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	8	0	3	8	3	0	2	5	2
Totals	139	70	53	111	61	31	52	226	84	61
ENTRY DEPARTMENT										
New York	10	22	57	7	11	29	0	20	35	45
Philadelphia	1	3	5	0	0	1	0	3	3	5
Baltimore	0	6	2	1	6	2	0	5	3	0
Norfolk	4	11	6	2	8	6	0	5	7	4
Mobile	1	9	15	1	15	12	0	7	21	11
New Orleans	9	13	38	3	15	20	0	22	15	42
Jacksonville	5	16	21	2	14	15	0	3	10	18
San Francisco	20	18	28	9	9	15	0	31	24	48
Wilmington	8	6	12	3	10	6	0	14	6	14
Seattle	1	17	8	2	7	7	0	8	15	8
Puerto Rico	5	5	1	4	1	0	0	9	11	2
Honolulu	4	34	126	5	15	75	0	4	63	186
Houston	3	11	14	4	10	8	0	3	19	15
St. Louis	0	3	0	0	2	0	0	0	2	0
Piney Point	0	63	7	0	56	4	0	0	32	4
Totals	71	237	340	43	179	200	0	134	266	402

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

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

Shipping in the month of January was down from the month of December. A total of 1,388 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,388 jobs shipped, 474 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 59 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,599 jobs have been shipped.

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

**Piney Point**  
Monday, March 4  
Monday, April 8

**New York**  
Tuesday, March 5  
Tuesday, April 9

**Philadelphia**  
Wednesday, March 6  
Wednesday, April 10

**Baltimore**  
Thursday, March 7  
Thursday, April 11

**Norfolk**  
Thursday, March 7  
Thursday, April 11

**Jacksonville**  
Thursday, March 7  
Thursday, April 11

**Algonac**  
Friday, March 8  
Friday, April 12

**Houston**  
Monday, March 11  
Monday, April 15

**New Orleans**  
Tuesday, March 12  
Tuesday, April 16

**Mobile**  
Wednesday, March 13  
Wednesday, April 17

**San Francisco**  
Thursday, March 14  
Thursday, April 18

**Wilmington**  
Monday, March 18  
Monday, April 22

**Seattle**  
Friday, March 22  
Friday, April 26

**San Juan**  
Thursday, March 7  
Thursday, April 11

**St. Louis**  
Friday, March 15  
Friday, April 19

**Honolulu**  
Friday, March 15  
Friday, April 19

**Duluth**  
Wednesday, March 13  
Wednesday, April 17

**Jersey City**  
Wednesday, March 20  
Wednesday, April 24

**New Bedford**  
Tuesday, March 19  
Tuesday, April 23

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





# Dispatchers' Report for Great Lakes

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	23	0	0	0	0	0	41	1
ENGINE DEPARTMENT									
Algonac	0	11	0	0	0	0	0	15	2
STEWARD DEPARTMENT									
Algonac	0	5	0	0	0	0	0	12	1
ENTRY DEPARTMENT									
Algonac	0	41	3	0	0	0	0	45	13
Totals All Departments	0	80	3	0	0	0	0	113	17

\*\*\*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

JANUARY 1-31, 1991

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	74	15	4
Norfolk	14	2	0	3	0	0	0	0	0
Mobile	0	0	0	0	0	0	2	0	2
New Orleans	1	2	3	1	0	2	4	0	5
Jacksonville	3	0	2	2	0	0	0	0	0
San Francisco	0	0	0	0	0	0	6	5	7
Wilmington	2	2	1	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	6	1	10
Houston	6	1	12	0	0	0	46	27	0
Algonac	13	6	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	39	13	18	6	0	4	138	48	28
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	8	1	0
Norfolk	4	0	0	1	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	1
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	1
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	35	24	0
Algonac	15	11	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	43	25	2
Totals	19	11	0	1	0	0	43	25	2
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	9	0	0
Norfolk	5	0	0	2	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	2	0	0
Jacksonville	1	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	3	1	1
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	0	0	0	0	0	0	28	11	0
Algonac	5	3	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	11	3	1	2	0	1	42	12	1
Totals All Departments	69	27	19	9	0	5	223	85	31

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

## Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN FRANCISCO  
 350 Fremont St.  
 San Francisco, CA 94105  
 (415) 543-5855

Government Services Division  
 (415) 861-3400

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

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

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

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



The Seafarers Pension Plan announces the retirement of 28 SIU members this month. The deep sea division accounts for 20 retirements, the inland division has two, the Great Lakes division three and the railroad mariners three.

Brother Jerry Z. Miller was with the SIU for the longest time of this group; he joined in 1940, signing on in the port of New Orleans.

Brother James F. Welch is the oldest of the pensioners. The black gang member is 74.

Brief biographical sketches of these and the other 26 retiring members follow:

#### DEEP SEA



**JAMES C. BROOKS**, 60, joined the union in 1966 in the port of Mobile. The able bodied seaman was born in Alabama but now makes his home in Voosburg, Miss.

**JAMES CATANIA**, 66, joined the SIU in the port of New York in October 1967. The retiring bosun was born in Connecticut and lives in Valjeo, Calif.

**DONNIE W. COLLINS**, 65, before retiring rose to attain the rating of chief steward after joining the Seafarers in July 1948 in New York. The Mississippi native was graduated from the Lundeberg School's steward recertification course in 1979. Kenner, La., is now his hometown.



**STEPHEN H. FULFORD**, 64, joined the SIU in his native Mobile in 1944. He became a recertified bosun after completing the designated course work at the union's Lundeberg School. Mobile remains his home.



**BILLY HARRIS**, 61, joined the union in September 1955 in the port of Seattle. The bosun now resides in Indianapolis.

**NOLAN H. HURTT**, 57, joined the Seafarers in September 1965 in the port of Baltimore. A native of the city, Brother Hurtt sailed in the galley department. He plans to stay in his hometown.



**CLARENCE JONES**, 57, is another steward born in Baltimore. He joined the SIU at that port in May 1956, rising to chief steward before his retirement. Jones too will remain in Baltimore.

## 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.*



Texas home.

**JAMES E. KIRCHNER**, 65, joined the union in the port of New York in June 1944. The retired bosun now calls Hardin,

**FRANCISCO P. LATORRE**, 67, who joined the SIU in the port of New Orleans in 1956, is a native of Panama. The former bosun gained his third mate's license before retiring to Metairie, La.

**JERRY Z. MILLER**, 69, joined the union in October 1940 in the port of New Orleans. He spent the next two years in the Navy, returning to the SIU to sail in the steward department. The Louisiana native will remain in New Orleans.



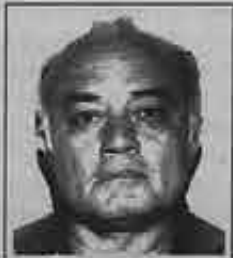
**WILLIAM S. MONTGOMERY**, 65, joined the Seafarers in 1959 in the port of Houston. The able bodied seaman was born in Iowa but now calls Houston home.



**DALLAS T. NEWSOME**, 65, joined the union in the port of Norfolk, Va. in May 1955. He switched from the steward department to the engine department, upgrading his rating in May 1967. Brother Newsome lives in Virginia Beach.

**CHARLES E. PERDUE**, 63, joined the SIU in the port of New York in October 1957. A black gang member, he was born in Old Glory, Texas. Brother Perdue is retiring to New Orleans.

**JOSE P. RIVERA**, 57, a native of Puerto Rico, joined the union in 1957 in the port of New York. He upgraded at the Lundeberg School to a QMED rating in 1975. He lives in his hometown of Bayamon.



**ROY SHORTT**, 53, joined the Seafarers in the port of San Francisco in June 1968. The deckhand sailed on a number of Hudson Waterways vessels. He is retiring to his hometown of Pound, Va.



World War II (1943-46), he sailed as a deckhand. He continues to reside in Philadelphia.

**EDWARD STANKIEWICZ**, 65, joined the SIU in November 1968 in the port of Philadelphia, his hometown. A Navy veteran of

**EARL C. TYLER**, 65, joined the Seafarers in the port of Jacksonville in November 1969. A Navy veteran of World War II, the QMED upgraded his rating at the Lundeberg School in 1974. He retires to Tallahassee, Fla.



in the Army's infantry from 1944-52. The former FOWT continues to live in Galveston.

**FRANCISCO E. URBINA**, 65, joined the union in the port of Houston in October 1959. The Galveston, Texas, native was

**ESTEBAN M. VILLAPOL**, 67, joined the SIU in the port of New York in June 1948. The FOWT was born in Venezuela, but calls Baltimore home.

**JOHN VORCHAK JR.**, 65, joined the Seafarers in the port of Houston in February 1960. The deckhand sailed aboard many Sea-Land vessels. He lives in Wilmington, Calif.



**JAMES F. WELCH**, 74, joined the union in the port of New York in March 1949. The retiring engine department member now lives in Brooklyn.



lied Towing Co. vessels. He calls White Stone, Va., home.

**WILLIAM A. UMPHLETT**, 67, joined the Seafarers in his hometown port of Norfolk in 1964. The tugboat captain sailed on Al-

**JOHN WOZUNK JR.**, 57, was also a tug captain. He joined the SIU in 1964 in the port of Philadelphia and upgraded his rating in 1973. The Somerdale, N.J. native plans to retire there.



#### GREAT LAKES

**DONALD D. MENTER**, 55, joined the union in July 1961 in the port of Sault Ste. Marie. The Oswego, N.Y., native was an oiler, sailing mostly on Great Lakes Dredge and Dock Co. vessels. He lives in Conneaut, Ohio.



Troy continues to call Detroit his home.

**LEO R. TROY**, 65, joined the SIU in June 1960 in the port of Detroit. The deckhand served in the Army from 1941-47. Brother

#### RAILROAD MARINE

**GEORGE A. BUCHANAN**, 62, joined the Seafarers in the port of Norfolk in July 1959. Born in Salva, N.C., he sailed as a deckhand on Chesapeake and Ohio Railroad tugs. Brother Buchanan lives in Smithfield, Va.



**GEORGE A. BUTLER**, 62, joined the SIU in August 1963 in the port of New York. A deckhand, sailing primarily on Erie-Lackawana Railroad Marine Department vessels, the Passaic, N.J., native now resides in Eastport, Maine.



**SALVATORE NOTARILE**, 62, shipped as a captain aboard Erie-Lackawana tugboats at its New York Cross Harbor terminal and its Brooklyn Eastern District terminal. He joined the union in October 1963 in the port of New York and has made Red Bank, N.J., home.



**Send in Old Photos, Documents, etc. for the SIU archives**



## Digest of Ships Meetings

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

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

**USNS LYNCH** (Mar Shipping Co.), October 29—Chairman **Larry Manry**, Secretary and Deck Delegate **Henry Richard**, Treasurer **Billy Palante**. Cleaning of mess hall is everyone's responsibility. Chairman talked with Jacksonville agent about switching departments. Decided it would cause conflicts at various ports. Engineers told of crew's bathroom; it will be fixed in yard. Chairman talked with crew about importance of timely payments of union dues. Steward department doing good job. Steward upset that he could not inspect stores because they arrive too close to sailing time. Not enough time to check stores properly. Engine department reports beef about OMU's duties. Steward department said stores should be put onboard in time for ship and crew's inspection. No beefs in deck department. LOGs and welfare forms received. A new entertainment system was brought up and new antenna installed.



### Christmas Dinner at Sea

The mess hall of the Sea-Land Express is decorated for the holiday dinner. Members of the galley crew include, from the left, Chief Steward Joe Johnson, Chief Cook Charlie Gooch and Steward Assistant Harry Bourne.

**USNS ALTAIR** (Bay Tankers, Inc.), November 11—Chairman **Larry Ambrus**, Secretary **Roosevelt J. Martin**, Engine Delegate **Paul D. Remium**, Steward Delegate **Ralph A. Farr**. Bosun reports ship is going to Norfolk, Va. but that is subject to change. Crew asked contracts department to pursue implementation of the standard contract on all SIU vessels engaged in providing supplies for Operation Desert Shield. Steward mentioned the ship has received two VCRs and one went to the O-2 level and the other to the O-5 level. Also received two new microwave ovens and installed them in each mess hall. Deck and engine delegates wanted steward to post on the chalkboard in galley when linen is changed. Steward's reply: "Will be 10 a.m. and 3 p.m. every Saturday." Feeding of Egyptian salesmen was okayed after a crew vote. Key machine and locks are on order by the company from chief mate. Will check on getting a system for the crew to mail letters in foreign ports from ship.

**CAPE DUCATO** (IOM), November 25—Chairman **William E. Lough**, Secretary **Raymond L. Jones**, Education Director **J. Griffith**, Deck Delegate **Harlan G. Lay**, Engine Delegate **Michael S. Novak**, Stewards Delegate **David M. Rogers**. Crew is hungry for news. Still reading August 15 L.A. Times. Request old Seafarer LOGs. Engine department beef on OMU or oiler wages. T-shirt committee established.

\$10-12 cap decided upon; will begin to collect funds. Captain says members cannot trade movies as they are company property. Keep antennas strung in a neat, discreet, seamanlike manner. Money relays will be sent as they have been. Need overtime sheets and book renewal forms. No beefs or disputed OT from the deck or steward delegates.

**GUAYAMA** (Puerto Rico Marine), November 18—Chairman **G.R. Kidd**, Secretary **J. Chacon**. Please have someone check antenna. Vote of thanks to steward department for good job on Thanksgiving and every day at sea.

**ITB PHILADELPHIA** (Sheridan Transportation Co.), November 25—Chairman **V.T. Nielsen**, Secretary and Treasurer **John C. Bamman**, Deck Delegate **Ronald Gillette**, Engine Delegate **B. Camacho**, Steward Delegate **Ali Hydoon**. Crew urged to upgrade at Piney Point. Steward department given vote of thanks for wonderful Thanksgiving meal. Next port: New York.

**OVERSEAS HARRIETTE** (Maritime Overseas), November 11—Chairman **W.D. Jefferson**, Secretary **J. White**, Education Director **David Williams**, Deck Delegate **Lawrence Parker**, Engine Delegate **J. Williams Jr.**, Stewards Delegate **Leon J. Grut**. Company asked SIU to ship engine room relief so watch stander could have time off boat. SIU complied. Crew asked SIU to investigate reason for delay in receiving vacation checks. The men also inquired on pay differential when the ship was chartered by Germany. Ship will be at anchor in Congo River while unloading cargo. There will be no launch service, but captain will pay each person who attains own boat ride to shore (\$5 as contracted). Education director asked each member to go to Piney Point to upgrade as soon as possible, for his own good. 75 new movies were purchased this trip. No beefs or disputed OT from any department. The chief would like for everyone to be more precise when writing in his OT. Next port: Congo.

**SEA-LAND CONSUMER** (Sea-Land Service), November 18—Chairman **William Mortier**, Secretary **E. Vasquez**, Engine Delegate **Jose E. Villot Jr.**. Everything running smoothly. No beefs or disputed OT. Payoff in Elizabeth, N.J. on arrival. Vote of thanks given crew and steward department for a nice job. Next port: San Juan.

**ULTRAMAR** (American Marine Transport), December 23—Chairman **Paul King**, Secretary **R.R. Poovey**, Education Director **Doug Turner**, Steward Delegate **Glenn Bertrand**. Deck department reports beef as mates doing AB work. No beefs or disputed OT from engine or steward departments. Crew reports need for new chairs and couches in lounge. Steward department was commended and thanked.

**EQUALITY STATE** (IOM), December 28—Chairman **Willfredo Rice**, Secretary **Pat Rawley**, Education Director **Steve Foster**. Some crew rooms still flooding and problem with water reported. Beef with food. Leftovers are too old. Need more communications from union. Election held for new ship's secretary.

**FALCON CHAMPION** (Seahawk), December 30—Chairman **T.S. Barnes**, Secretary **M.P. Cox**, Education Director **D.R. Ingram**, Deck Delegate **Scott J. Jones**, Engine Delegate **Michael J. Langenbach**, Steward Delegate **Clar-**

**ence Willey**. No beefs or disputed OT reported. Crew asked to cooperate in keeping mess halls and laundry clean. Special vote of thanks to Steward **Paul Cox** and Chief Cook **Clarence Willey** for exceptional Thanksgiving and Christmas dinners.

**GALVESTON BAY** (Sea-Land Services), December 23—Chairman **David Manson**, Secretary **R. Hicks**, Education Director **Michael Kovach**. Captain will close the books out for the year by check only. Chairman received message stating there will be no relief due to Persian Gulf crisis. Eight extra men are to ride ship. Ship will pay off in Elizabeth, N.J. Vote of thanks to steward department for job well done. Crew lounge needs coffee maker.

**GOPHER STATE** (InterOcean Management Corp.), December 9—Chairman **John E. Stout**, Secretary **B. Stearns**, Engine Delegate **R.J. Baumgardner**, Steward Delegate **Robert A. Lang**. No beefs or disputed OT reported. LOGs and mail received periodically. Crew reports one washing machine broken. Steward taking measures to correct cold food coming out of galley. Crew suggested messman continue making coffee during meals.

**HUMACAO** (Puerto Rico Marine), December 9—Chairman **L. Rodrigues**, Secretary **Cassie B. Carter Jr.**, Education Director **Charles Clausen**, Steward Delegate **D. Herrera**. Water cooler on crew's deck, which was supposed to be installed in Elizabeth last trip, is still not there. Captain says will be installed this trip. Ship will pay off in Elizabeth. Chairman reminded those getting off to leave rooms clean. Deck department wants to know why San Juan longshoremen do not secure the hatches with hair pins, as in other ports. Deck crew is doing longshoremen's job. Crew is receiving LOGs and mail periodically. Next port: Elizabeth, N.J.

**HUMACAO** (Puerto Rico Marine), December 30—Chairman **L. Rodrigues**, Secretary **Henry Galicki**, Deck Delegate **D. Miller**, Engine Delegate **C. Clausen**, Steward Delegate **D. Herrera**. Water fountain fixed and replaced on crew's deck. Chairman and crew thanked Steward **Skippy Galicki** and Chief Cook **Danny Herrera** for great Christmas dinner. LOG read and discussed. Ship may be going to yard at end of month for 10 days. May keep crew. Everything running smoothly. Still cannot keep longshoremen out of mess halls in San Juan. They eat up everything in sight. Next port: Elizabeth, N.J.

**LAWRENCE GIANELLA** (Ocean Ships), December 16—Chairman **P. Hulsenbosch**, Secretary **D. Cunningham**, Education Director **D. Gardener**, Deck Delegate **Donald E. Oates**, Engine Delegate **Earnest Lacunga Jr.**. Last meeting's minutes read. Nordic Track Exerciser was bought with \$480 of ship's fund and \$108 donated by company. Procedures for disposal of plastics brought to new crewmembers' attention. Payoff for year's end will be Jan. 1. Chairman made everyone aware of alcohol testing program. Education director said education and Piney Point were two forces joining together to promote excellent seamanship. \$12 reported currently in ship's fund. Chairman notified crew of new vice presidents, wishing VPs good luck. Captain Worth donated radio/cassette player for exercise room. Crew reminded to not slam doors and to help keep laundry room clean. Chairman said entire crew is of the opinion steward department is one of finest — from steward-baker to chief cook to GSUs. They are truly a credit to SIU and deserve special thanks.

**USNS LYNCH** (Mar Shipping), December 12—Chairman **Larry Manry**. Disabled lifeboat engine replaced. 30-ton AC unit went out, but temporarily fixed. Repair parts ordered. Not enough time to check stores out when they arrived. Chairman talked with engineers to fix crew's toilet in the port of Mobile. AC

parts should be there as well. Request for patrolman in Mobile. Not enough money for draws and payoff. Chairman asked for courtesy from crewmembers when eating. New education director to try to get books for deck and engine department upgrading to study and learn. No disputed OT in any department. Steward delegate reports AC causing sleep problems. Radio operator working on new TV system.

**MAYAGUEZ** (Puerto Rico Marine), December 30—Chairman **Victor L. Kelsey**, Secretary **Jose Ross**, Education Director **Jon Walsh**. Ship to be paid in Puerto Rico Jan. 1. No beefs or disputed OT in any department.

**ITB MOBILE** (Sheridan Transportation), December 2—Chairman **Fred Jensen**, Secretary **Gregory K. Lee**. Chairman told crew he has asked to have patrolman meet ship several times but has yet to see one. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew asked for copies of new agreement and to have patrolman come to vessel and explain it. Next port: New York.

**NEDLLOYD HUDSON** (Sea-Land Service), December 30—Chairman **John Neff**, Secretary **R.G. Connolly**, Education Director **Mike Overgaard**, Deck Delegate **Jose A. Martinez**, Steward Delegate **M. Hassan**. Chairman reported receiving telex from union concerning no reliefs until further notice. Requests reconsidering the order, considering shipboard circumstances. Bosun discussed drugs testing procedures. Crew commends chief cook and GSUs for very good job on food and keeping things in order. Next port: Elizabeth, N.J.

**NEWARK BAY** (Sea-Land Service), December 30—Chairman **John Frazier**, Secretary **E.M. Douroudous**, Deck Delegate **William E. Lowen**, Engine Delegate **David Simmons**, Steward Delegate **Jerome Johnson**. Chairman reports telegram received regarding new SIU positions on permanent and relief jobs. No beefs or disputed OT in deck or engine departments. Stewards department reports OT dispute. Crew requests new washer and dryer.

Continued on page 15

### Obregon Captain Dies

Captain Joseph S. Roney, master of the S.S. PFC Eugene A. Obregon, died aboard ship of a heart attack in Rota, Spain Nov. 26.

The crew reported his death in its ship's minutes dated Dec. 9. The members also included the following statement on their friend:

"Unlicensed seaman lost a good friend and supporter. . . . He will be missed by all of the Obregon crew.

Augie Tellez, SIU assistant vice president, wrote the crew: "We are saddened by your loss. I had an opportunity to spend some time with Captain Roney when I was in Spain and found him, as you put it, a good friend and supporter of the unlicensed seaman. . . ."



Captain Roney, right, picks up his lunch from Chief Cook "Big Al" Hendricks on board the PFC Eugene A. Obregon.



## Ships' Digests

Continued from page 14

**OMI CHAMPION** (OMI), December 1—Chairman J.B. Wilson, Secretary G. Melvin, Education Director David Davis, Deck Delegate Mark Lance, Engine Delegate Wayne Lanear, Steward Delegate Donald Williams. Still waiting on word from SIU pertaining to restrictions to ship from previous voyage. Chairman reports good voyage, crew is pleasure to sail with. Looking for good bunch of replacements as many are getting off. Secretary reports crew is waiting for word about disputed OT from last payoff. Treasurer noted need to decide during next voyage how to generate money for new VCR and tapes. No beefs or disputed OT this trip from any department. Vote of thanks to steward department for good food, service. Next port: Honolulu.

**OMI CHARGER** (OMI), December 30—Chairman F. Schwartz, Secretary Neville Johnson, Deck Delegate D.B. Campbell, Engine Delegate Nathaniel Lamb, Stewards Delegate Herbert Archer. Chairman expects year-end payoff in Texas City, Texas. After mattress inspection, secretary will order needed new ones with 120 days storing. Education director urged everyone to attend Piney Point. He also reminded the crew to use the gym system. No beefs or disputed OT reported. The crew wished Captain Rogers a speedy recovery. Next port: Texas City.

**OMI COLUMBIA** (OMI), December 30—Chairman James L. Carter, Secretary Chester R. Moss, Education Director A. Bombita, Deck Delegate J.A. Casugay. Chairman informed crew of six extra men from union hall to clean up from ship repair. Reported news from headquarters: No more trips off for next 60 days. Education director reported one GSU getting off to upgrade. Encouraged more to follow suit. Treasurer reported \$400 in ship's fund. No beefs, no disputed OT in any departments. Stewards thanked for Christmas dinner.

**OMI MISSOURI** (OMI), December 16—Chairman Carl L. Francum, Secretary Ernie Holt, Engine Delegate Nicholas Fablia, Steward Delegate R.E. Thomas. Beef about officers getting paid off night of arrival and crew not getting paid off until next day without that day's pay. Chairman reports ship heading for Norfolk, Va. Treasurer reports bosun's wife brought 30 VCR tapes this trip and will bring another 30 next trip, with about 120 movies on them. Steward delegate stated more portion control foods should be put on ships with 3-man departments. Chief cook shouldn't have to make everything from scratch. No other beefs, no disputed OT. Stewards department received vote of thanks for great Thanksgiving dinner and job well done during voyage. Radio operator Ron Dole also thanked for letting crew have access to video tapes and for his newsletters about world events. Next port: Norfolk, Va.

**OVERSEAS CHICAGO** (Maritime Overseas), December 27—Chairman George A. Giraud, Secretary C. Navarro. Chairman reported end of year payoff to occur in Hawaii Dec. 30. Then ship going back to Valdez, Alaska. No beefs or disputed OT. Next port: Valdez, Alaska.

**OVERSEAS HARRIETTE** (Maritime Overseas), December 2—Chairman W.D. Jefferson, Secretary Jonathan White, Education Director David Williams, Deck Delegate Lawrence Parker, Engine Delegate J. Williams Jr., Stewards Delegate Leon J. Gruf. No launch service in Banana, Zaire. Fresh water was low; captain cut off water to crew only at certain times. Deck department has many disputed OT hours. Engine and stewards departments have no beefs or OT disputes. Received LOG in Zaire. Crew asked union to investigate officers' guests from port eating on crew

side aboard ship. Crew also voiced concern about the port at which the members needed to register to reclaim their jobs. Next port: Port Arthur, Texas.

**PFC EUGENE A. OBREGON** (Waterman), December 9—Chairman J.D. Foster, Secretary Patrick D. Helton, Deck Delegate Robert G. Van Brunt, Engine Delegate John L. McCabe, Steward Delegate Albert L. Hendricks. Chairman reported he thoroughly enjoyed working with all crewmembers. Thanked steward department for outstanding job and called them the finest steward department afloat. Education director declared anyone eligible should attend Piney Point as soon as possible. No beefs or OT disputes from any department.

**SEA-LAND ATLANTIC** (Sea-Land Service), December 16—Chairman M.A. Galliano, Secretary John Darrow, Edu-



## Preparing for a Life Boat Drill

Crewmembers aboard a ship heading for the Persian Gulf make sure the lifeboats are in proper working condition.

cation Director E.A. Richman, Deck Delegate Alex Vincent. Chairman announced expected arrival in Charleston Dec. 19. Shortage of foods, lack of variety. Message received concerning suspension of relief for permanent people. No beefs or disputed OT reported from departments. Antenna partially repaired; some rooms still lack working antennae. Next port: Charleston, S.C.

**SEA-LAND CHALLENGER** (Sea-Land Service), December 9—Chairman S. Ballo, Secretary L. Perales, Education Director D. Baker, Deck Delegate J.J. Bermudez. Crew reminded of unsafe conditions with gangway in Jacksonville. Secretary reports no major problems. No beefs or disputed OT. Education director encourages upgrading at Piney Point.

**SEA-LAND DISCOVERY** (Sea-Land Service), December 23—Chairman Harry Fisher, Secretary Jose R. Colls, Deck Delegate Reyes Flores, Engine Delegate Pedro Gago, Stewards Delegate Jorge Salazar. Crew awaiting patrolman for payoff. Ship to lay up some time next month in Tampa, Fla. Beef about gangway. Steward thanked the crew for keeping messroom and pantry clean. Crew gave vote of thanks to steward department. A letter received on permanent jobs. Deck delegate reported beef. Engine and stewards departments report no beefs, no disputed OT. Next port: Elizabeth, N.J.

**SEA-LAND EXPEDITION** (Sea-Land Service), December 31—Chairman Marvin Zimbardo, Education Director David J. Dukehart. Crew reminded to keep mess hall clean and to let the captain know if member is getting off. Steward delegate reported disputed OT. No beefs or OT disputes from other departments. Crew gave vote of thanks to steward department for a job well done.

**SEALAND INTEGRITY** (Sea-Land Service), December 30—Chairman E. Wallace, Secretary N. Evans, Education Director A.O. Cuevos, Deck Delegate H. Smith, Engine Delegate V. Limon, Steward Delegate J. O'Reilly. Telex on no reliefs posted. Referral to patrolman. Chairman reports everything running smoothly. A merry Christmas was had

by all. Presents were received from Seaman's Church of Houston and Seaman's Club of Filxstowe, England. Education director says all movies should be returned to captain per his direction. No beefs or disputed OT reported. Vote of thanks to steward department for wonderful Christmas dinner. No LOGs or mail received yet. Crew asked to help keep ship clean. Next port: Houston.

**SEA-LAND QUALITY** (Sea-Land Service), December 9—Chairman C. James, Secretary J. De Lise, Deck Delegate Bobby L. Riddick, Steward Delegate William Perry. Chairman plans to ask patrolman about smoking on bridge. Members asked to not put their feet on chairs and tables. Treasurer reports \$120 in ship's fund. Chief steward is leaving after payoff, will leave fund with captain. Deck and steward delegates report

disputed OT. Vote of thanks extended to steward department.

**SEA-LAND VALUE** (Sea-Land Service), Dec. 30—Chairman G.A. Burke, Secretary M. McDermott, Education Director S.J. Kues. Chairman reports everything going smoothly. No beefs or disputed OT reported from any department. LOGs are being received. Stewards commended on well prepared Christmas dinner. Next port: Elizabeth, N.J.

**USNS SEALIFT PACIFIC** (IMC), December 24—Chairman Ferdinand Gongora, Secretary Bill Collins, Deck Delegate Dave Knuth, Engine Delegate Joseph A. Michael, Steward Delegate James Robinson. No beefs or disputed OT. Steward asked crew to return dishes and silverware to galley, as there are no steward assistants. Special thanks to radio operator Sonja M. Clements for keeping Christmas spirit alive by purchasing two Christmas trees. Crew discussed poor mail delivery. Several members said they had not received mail since coming aboard more than 30 days ago. Asked union for help. Next port: Greece.

**USNS WORTHY** (US Marine Management Inc.), December 29—Secretary Vikki Van Buren, Deck Delegate Albert Austin Jr., Engine Delegate Jack Stevenson, Steward Delegate Andrew Isom. Deck delegate requested more reading and educational material. Stewards had personal beef. No ship's fund at this time due to recent manning of vessel from MSC. Next port: Bergen, Norway.

**AMERICAN HERITAGE** (Apex Marine), January 6—Chairman Clyde J. Smith, Secretary A. Holland, Educational Director W. Robinson, Deck Delegate J. Cooper, Engine Delegate Kevin Quinlan, Steward Delegate John Collins. Chairman announced ship will pay off in the Virgin Islands on January 9. He urged all members to keep working in a safe and orderly manner. No beefs or disputed OT reported.

**USNS BELLATRIX** (Bay Tankers), January 20—Chairman R.M. Wiles, Secretary Clarence D. Coleman, Educational Director Michael Johnson, Deck Delegate R. Haggerty, Engine Delegate R.W. Wolfe, Steward Delegate Hazel Johnson Jr. Chairman noted crew's request for athletic equipment, library books and VCR tapes. He said aft crew needed VCR and television. Educational director urged members to attend Lundeberg School. Steward delegate reported beef about lack of pay for feeding extra personnel aboard vessel. No beefs or disputed OT reported by deck and engine delegates. Crewmembers stated they were looking forward to shore time in United States.

no beefs or disputed OT. Engine department reports OT dispute from electrician. Vote of thanks for steward department for a job well done. Next port: Boston.

**SEA-LAND PACIFIC** (Sea-Land Service), December 26—Chairman M. Whitsitt, Secretary M.S. Scardino, Deck Delegate Bob Trainor, Engine Delegate Larry Mills, Stewards Delegate Kassam A. Harhara. Chairman reported payoff to be Dec. 30 in Long Beach. \$50 reported in ship's fund. Education director expressed need for members to upgrade at Piney Point, stressing job security. Engine and steward departments reported disputed OT. No beefs or OT disputes in deck department. Received telex about no reliefs due to Persian Gulf events, and received Christmas greetings from headquarters. Clarification requested as to which AB will stand which watch when taking jobs from union hall. Answer: First aboard gets first choice unless specified on shipping card. Crew getting off asked to clean quarters. Chief electrician only received \$20 per day subsistence and lodging. Officers reported to have two washers, crew only one. Steward department thanked for good food selection and for Christmas spread. Oakland terminal has forbidden officers and crew from parking in Sea-Land lot. Next port: Long Beach, Calif.

**SEA-LAND PRODUCER** (Sea-Land Service), December 30—Chairman Jack Edwards, Secretary John Bulawan, Education Director M. Bang, Deck Delegate Troy Smith, Engine Delegate Mike Veigel, Steward Delegate John Shaw. Chairman reports ETA Long Beach, Calif. on Jan. 7. Crew fund remains at \$70; received no additional funds. Received LOGs in Long Beach. Shore gang members should not feed before crewmembers are fed, as happened in Oakland. Next port: Oakland.

**SEA-LAND VALUE** (Sea-Land Service), December 8—Chairman Gerald M. Lopes, Secretary L.E. Winfield, Education Director S.J. Kues, Deck Delegate Enrique Velez, Steward Delegate Stanley J. Kriptoskiak. Safety meeting held Nov. 23. Payoff to be at Elizabeth, N.J. Nothing in ship's fund. No beefs, no

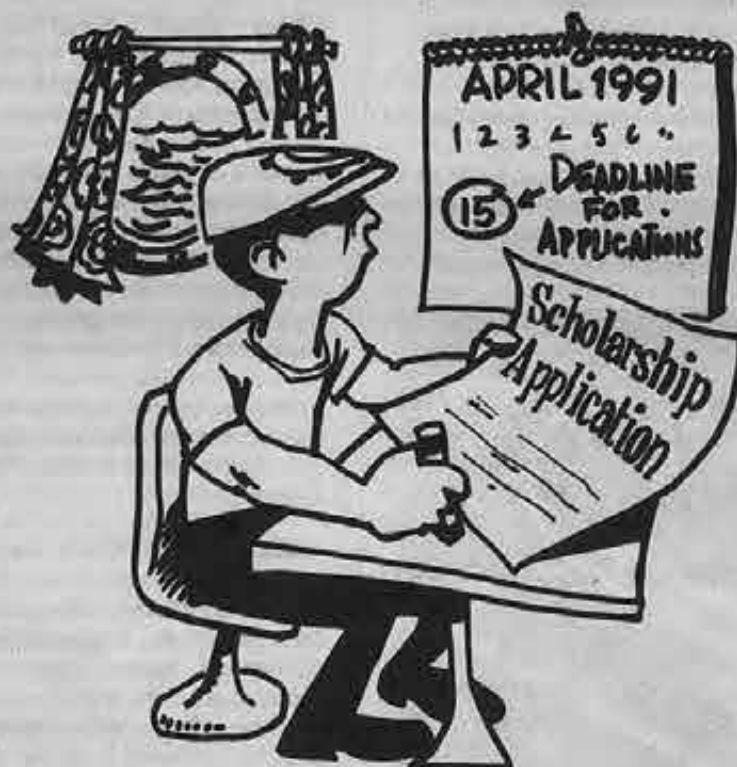


## Shipboard Meeting Held

Members on the Sea-Land Enterprise take part in a shipboard meeting.



## Applications Available For Union's 1991 Scholarship Program



Some 35 years ago, the Seafarers International Union's Atlantic and Gulf District became the first maritime union in America to establish a scholarship program to help qualified members and their dependents finance college and vocational education.

Every year, four scholarships are given to children of SIU members. These are worth \$15,000 each over a four-year period at the college of the winner's choice.

In addition, three scholarships are reserved annually for SIU members, themselves. One is a \$15,000 four-year scholarship. Each of the other two is a \$6,000 two-year scholarship for study at a vocational school or community college.

Since the inception of the program, the impartial committee of professional educators from the college and university level has awarded 184 scholarships to Seafarers and their children. It has produced doctors, lawyers, engineers, pharmacists, librarians, teachers, computer specialists and scientists—most of whom have pointed out that without the SIU's help, they never would have had the opportunity to pursue their education.



The scholarship materials are available at any SIU union hall. Prospective applicants also may request a copy by filling in the request form below.

Mail the completed form to:  
SIU Scholarship Program  
Seafarers Welfare Plan  
5201 Auth Way  
Camp Springs, MD 20746

Please send me the 1991 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

2/91

**April 15, 1991 is the submission deadline.**

## Know Your Rights

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

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

**SHIPPING RIGHTS.** 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 and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

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



# Final Departures

## DEEP SEA

### MICHAEL T. BRADY

Michael T. Brady, 39, died early last year. The engine department crewman joined the SIU in February 1970 in the port of New York. Brother Brady hailed from Pennsylvania.

### WALTER G. BUTTERTON SR.



Pensioner Walter G. Butterson Sr., 65, passed away Jan. 1, 1991. The Virginia native joined the union in August 1946 in Norfolk, Va. and graduated from the bosun recertification program at Piney Point in 1973. Brother Butterson retired in 1984.

### RONALD CANADY



Pensioner Ronald Canady, 56, passed away Dec. 25, 1990. The deck department member from Georgia joined the union in August 1955 in the port of Savannah. He retired in 1989.

### SALVATORE CAPRIOCA

Salvatore Caprioca, 60, died Dec. 25, 1990. The able bodied seaman was an active member at the time of his death. Brother Caprioca joined the SIU in 1980 in the port of New York, his hometown. He was a five-year Marine veteran.

### DOMENICK CIANCI

Domenick Cianci, 32, passed away Dec. 23, 1990. Born in Camden, N.J., he joined the union in the port of Philadelphia in May 1984. He was an active member at the time of his death.

### JAMES E. COLLINS

Pensioner James E. Collins, 65, passed away Nov. 29, 1990. The Georgia-born steward joined the union in 1952 in the port of New York. Brother Collins retired in July, 1986.

### GEORGE D. COOPER



George D. Cooper, 46, died Dec. 12, 1990. He was an active member of the union who joined in the port of Wilmington, Calif. in 1989. The deck department member was born in Yonkers, N.Y.

### ANTONIO COSPITO

Pensioner Antonio Cospito, 80, passed away Dec. 28, 1990. Born in Union City, N.J., he joined the SIU in March 1958 in the port of New York. Brother Cospito started sailing in the engine room, eventually

working in the deck and steward departments as well. He also served aboard the S.S. Raphael Semmes in voyages to South Vietnam during that war.

### MIKE DIKUN

Pensioner Mike Dikun, 71, passed away Jan. 13. He joined the SIU in June 1943 in the engine department. Brother Dikun was a Pennsylvania native who retired in March 1980.

### ANTHONY FERRARA

Pensioner Anthony Ferrara, 70, passed away Dec. 21, 1990. The able bodied seaman upgraded his rating at the Lundeberg School to AB unlimited. He joined the union in January 1949 in the port of New York, his hometown. Brother Ferrara retired in April 1986.

### DAVID T. GOLDEN



David T. Golden, 37, died Nov. 3, 1990. The Philadelphia native, a Point graduate, was a Navy veteran who earned the National Defense Service Medal in 1975. Brother Golden, a third cook, was an active SIU member.

### JUAN M. GONZALEZ

Pensioner Juan M. Gonzalez, 88, died July 8, 1990 of cancer. Born in Havana, Cuba, he joined the SIU in the port of New Orleans in June 1950. Brother Gonzalez, a steward, retired in 1968.

### WILFRED E. GRANT



Wilfred E. Grant, 93, passed away Dec. 15, 1990 in the Bronx, N.Y. of natural causes. A charter member of the SIU, Brother Grant joined in the port of Boston in November 1938. He sailed in the steward department. He was born in Barbados and retired in 1964.

### JASPER HARMASON

Jasper Harmason, 64, died Dec. 29, 1990. He joined the union in the port of Houston in July 1967 as a steward. The Louisiana native served in the Navy from 1944 to 1946. His last working day was in February 1987.

### HARRILL HILL

Harrill Hill, 62, passed away Dec. 24, 1990. He joined the union in the port of San Francisco in February 1967. Brother Hill, a member of the steward department, was born in Texas and served in the Army from 1952 to 1955.

### JOHN E. LONG

Pensioner John E. Long, 68, died Jan. 12. Long, who sailed

in the galley gang, joined the SIU in the port of Norfolk, Va. in May 1955. Brother Long, a native of Pickens, W. Va., was a 10-year Navy veteran, serving from 1943 to 1953.

### ROSE M. LOVERIN

Pensioner Rose M. Loverin, 72, passed away Oct. 28, 1990. Sister Loverin, an Oregon native, joined the union in 1968 in the port of San Francisco. She was a steward before retiring in 1980.

### JOHN MCCARVILLE

Pensioner John McCarville, 72, died Nov. 28, 1990. The Boston native sailed with the Marine Cooks and Stewards Union and, after the 1978 MCS merger with the SIU-AGLIWD, shipped with the SIU. He retired in 1983.

### ROBERT F. MYRICK

Pensioner Robert F. Myrick, 78, passed away Jan. 2. Born in Illinois, he worked in the deck

### ROBERT F. MYRICK

crew from the time he joined the union in October 1944 in the port of New York. His travels took him to Vietnam during the war, and he retired in 1977 as an able bodied seaman.

### OSCAR OZER

Pensioner Oscar Ozer, 62, passed away Dec. 18, 1990. He joined the SIU in the port of New York in 1955 and sailed in the black gang, later switching to the steward department. Brother Ozer was a Philadelphia native.

### JAN RANI

Pensioner Jan Rani, 85, died Dec. 20, 1990 of a heart attack after a long bout with Parkinson's disease. He joined the SIU in April 1943 in the port of New York and retired as an able bodied seaman in 1970. The Philippine native lived in Brooklyn.

### JOHN W. SAMSEL

John W. Samsel, 65, passed away Jan. 30, 1990. The deck department member, born in Southington, Conn., joined the union in the port of Boston in August 1944.

Brother Samsel died in New Orleans.

### ALEX SANTIAGO



Alex Santiago, 36, died early last year. Born in Santurce, P.R. he graduated from the Lundeberg School in January 1975. Brother Santiago saw action in Vietnam while in the Army, earning a National Defense Service Medal. He was an active QMED at the time of his death.

### MAX P. SAROL



Pensioner Max P. Sarol, 86, died of a heart attack Jan. 8. The former chief cook joined the union in the port of New York in April 1953. Brother Sarol, born in Hawaii, retired in 1976. He was buried in Glenwood Memorial Park in Bromall, Penn.

### RONALD M. SAUNDERS

Pensioner Ronald M. Saunders, 72, passed away Dec. 14, 1990. He joined the Marine Cooks and Stewards in 1955 in the port of Portland, Ore., working his way to chief steward. The Seattle native, who joined the SIU after the 1978 merger, became a recertified steward at the Lundeberg School in 1982.

### ADAM E. SLOWIK



Pensioner Adam E. Slowik, 76, died of complications following heart surgery Dec. 17, 1990. He sailed in the engine room after joining the union in the port of New York in July 1944. Brother Slowik retired to Chicago in 1980 and was buried in Mt. Emblem Cemetery in nearby Elmhurst.

### HOMER STARLING



Homer Starling, 82, died Jan. 2. He retired as a QMED. He joined the SIU in February 1939 in the port of Mobile and received a safety award in 1960. The Mississippi native was a three-year Navy veteran and eight-year Coast Guard veteran. He last sailed in August 1973.

### AQUILINO S. VILLARIZA

Pensioner Aquilino S. Villariza, 71, passed away Jan. 4, 1991. The cook, born in Iliolo City, Philippines, joined

the union in November, 1953 in the port of New York. He retired in 1985.

### ROBERT M. TULLER



Pensioner Robert M. Tuller, 62, died of cancer Dec. 25, 1990. An engine room seafarer born in Montpelier, Vt., he joined the union in the port of San Francisco in March 1962. A World War II veteran, Brother Tuller was buried in the Spring Road Cemetery in Turnbridge, Vt.

## INLAND

### RICHARD E. BRISSON

Richard E. Brisson, 57, died recently. He was born in Stillwater, Minn., and joined the SIU in the port of Norfolk in April 1975. A retired Navy veteran (1952-1973), he sailed as a chief engineer primarily on Allied Towing Corp. vessels.

### BENJAMIN H. HAYMAN

Pensioner Benjamin H. Hayman, 75, passed away Dec. 24, 1990. The tug captain was born in Columbia, N.C., and joined the union in December 1972 in the port of Baltimore. He was a Navy veteran. Brother Hayman retired in 1985.

### HERBERT W. MATHEWS

Pensioner Herbert E. Mathews, 71, passed away Jan. 2. He joined the SIU in the port of Norfolk, Va., his hometown, in May 1961. Brother Mathews retired in 1981.

### WILLIAM D. SAVAGE



Pensioner William D. Savage, 64, died of cancer Dec. 11, 1990. A tanker man, he joined the union in May 1969 in the port of New Orleans. The former Marine was born in Louisiana and shipped on Dixie Carriers vessels. He retired in 1986. Burial was at Garden of Memories Cemetery in Gray, La.

## GREAT LAKES

### JAMES W. BIEL

James W. Biel, 78, passed away Dec. 20, 1990. The Pennsylvania native was a dredge man who joined the union in July 1961 in the port of Erie, Penn. His last active working day was in 1974.

Continued on page 18



## Harry Lundeborg School Graduates Four Classes



**Trainee Lifeboat Class 464**—Graduating from trainee lifeboat class 464 are (from left, kneeling) Terrance Dorsey, Garland Tyson, Aveirs Reid, William Kehoe, Robert Fenton, Malcolm Poe, Darren Walker, Peter Littman, Van Russ, (second row) Frank Markva, Mike Maynor, Robert Worrell, Marsha Dawson, Louis Mastrototaro, Granville Reader, Daniel Vasquez, Scott Doering, Andy Cook, Gordon Adams III, (third row) Shedrick Hunter, Alan Day, William Clifford and Ken Kehoe.



**Trainee Lifeboat Class 465**—Recently graduating from trainee lifeboat class 465 are (from left, kneeling) Mark Castillo, Joshua Schmidt, Bradley Redoute, Kevin Reagan, Jamal Gregory, Ronald Yeatts, (second row) Leah Gay, Michael Rawlins, Trent Sterling, Richard Russ, Joseph DeCicco, George Galanis, Erik Bekkelund, Sean Sullivan, (third row) James Ball Jr., Raymond Mulligan, William Kane, Bruce Bradley, Bobby Pytko, Mark Perry, Derek Fye and Chris Zubowicz. (Not pictured is James Lopez.)



**Firemen, Oilers, Watertenders**—Moving up the ladder in the engine department are these FOWT graduates. From the left are (front row) Carlton Lewis, Keith L. Jordan Sr., Roy Speed, Diana Thomas, Van Jones, Howard Schoenly, Bill Foley (instructor), (second row) Robert Lee Baptiste, Samuel Billups, James Clement, Michael Aubain, John Langley, Tim O. Burnett and Randolph Patterson.



**Upgraders Lifeboat**—The members pictured above completed their lifeboat studies, learning about emergency drills, basic compass navigation and the use of all lifeboat and life raft equipment. They are, from the left (front row) Rick Patek, Walt Ritvalsky, Jonathan Balico, Gregory Jenkins, Carlos Goncalves, Mark Storer, Lugman Ali, (second row) Jake Karaczynski (instructor), David McCormas (MSC), Tim Thompson, Matthew Holley, Chuck Larson, Mark Stabler, Nicholas Carey, Thomas Merlino, Stephen Blanchard, Chris Martinez (MSC) and Phil Maguire (instructor).

## Final Departures

Continued from page 17

### JOHN J. DOYLE



Pensioner John J. Doyle, 75, lost a battle to cancer and Alzheimer's disease Jan. 6. He joined the SIU in June 1964 in the port of Detroit. The wheelman was born in Pittsburgh and had retired in 1982.

### CHRISTOPHER J. HARRINGTON

Christopher J. Harrington, 25, died Oct. 7, 1990. The Michigan native joined the union in May 1990 in the port of Algonac. He was an active SIU member at the time of his death.

### ARTHUR C. NOTTEN

Pensioner Arthur C. Notten, 76, passed away Jan. 6. He was a lead deckhand who joined the SIU in October 1961 in Duluth, Minn. An Ashland, Wis. native, Brother Notten retired in 1976.

### JOHN F. SCANLON

Pensioner John F. Scanlon, 79, died Dec. 12, 1990. The oiler joined the union in 1961 in the port of Buffalo, shipping primarily on Great Lakes Dredge and Dock Co. and Merritt vessels. The Buffalo native retired in 1976.

### GERALD F. SCOTT



Pensioner Gerald F. Scott, 67, died Jan. 10, 1991 from a heart attack. The oiler was born in Cleveland and joined the SIU in October 1961 in the port of Buffalo. An Army veteran, Brother Scott sailed on Great Lakes Dredge and Dock Co. vessels. He retired in 1985. Burial was at Calvary Cemetery in Cleveland.

### ATLANTIC FISHERMEN

#### JOSEPH SCOLA

Pensioner Joseph Scola, 77, died Jan. 8, 1991. The fisherman joined the SIU in the port of Boston in October 1939. Born in Springfield, Ill. Brother Scola retired in 1982.

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



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

Please fill out the application below and mail it to:

John Fay, Secretary-Treasurer  
Seafarers International Union  
5201 Auth Way  
Camp Springs, MD 20746

Please send the new SIU t-shirt to:

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

SOCIAL SECURITY # \_\_\_\_\_

BOOK # \_\_\_\_\_

PHONE # \_\_\_\_\_

RATING \_\_\_\_\_

T-SHIRT SIZE (circle one)

S

M

L

XL

2/91

## Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

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

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

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

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

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



## 1991 UPGRADING COURSE SCHEDULE

The following is the current course schedule for March-July 1991 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 membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf.

### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	March 18	April 26
	May 13	June 21
	July 8	August 16

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

Lifeboatman	March 4	March 15
	March 18	March 29
	April 1	April 12
	April 15	April 26
	April 29	May 10
	May 13	May 24
	May 27	June 7
	June 10	June 21
	June 24	July 5
	July 8	July 19
	July 22	August 2
Ship Handling	March 18	March 29
	May 27	June 7
	June 24	July 5
Radar Observer Unlimited	April 1	April 5
	April 22	April 26
	May 20	May 24
	July 8	July 12
Inland Deck Licenses	June 10	August 16
Celestial Navigation	April 22	May 10
	July 15	August 2

Upon completion, the Sealift Operations course must be taken.

Tankerman	March 4	March 29
	May 27	June 21

### SHLSS College Program Schedule for 1991

FULL 8-week Sessions	March 25	May 17
	June 3	July 26

### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 25	May 6
Steward Recertification	June 3	July 8

### Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	April 1	April 5
	May 13	May 17
	June 24	June 28

Upon completion, the Sealift Operations course must be taken.

### 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 13	August 2
Fireman/Watertender and Oiler	March 18	April 26
	April 29	June 7
	June 10	July 19

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

Pumproom Maintenance & Operations	April 15	May 24
Marine Electrical Maintenance	April 1	May 24
Refrigeration Systems		
Maintenance & Operations	May 27	July 5
Diesel Engine Technology	March 18	April 12
Marine Electronics Technician	May 27	August 16
Assistant Engineer (Deep Sea & Inland)	March 11	May 17
Electro-Hydraulics	June 10	July 19
Deep Sea/Inland Engineers	March 11	May 17
Basic Electronics	April 15	May 10
Hydraulics	June 10	July 5
	July 22	August 16

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

### 1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	March 4	April 19
	April 29	June 14
	July 29	September 13
Adult Basic Education (ABE)	March 4	April 19
	April 29	June 14
	July 29	September 13
English as a Second Language (ESL)	April 29	June 14
	July 29	September 13
ABE/ESL Lifeboat Preparation Course	April 22	May 17
	June 17	July 12

## UPGRADING APPLICATION

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

Address (Street) (City) (State) (Zip Code) Telephone (Area Code)

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

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

Social Security # Book #

Seniority Department

U.S. Citizen: ☐ Yes ☐ No Home Port

Endorsement(s) or Licenses(s) now held

Are you a graduate of the SHLSS trainee program? ☐ Yes ☐ No

If yes, which program: from to

Last grade of school completed (dates attended)

Have you attended any SHLSS upgrading courses? ☐ Yes ☐ No

If yes, course(s) taken

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

If yes, how many weeks have you completed?

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

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

Date available for training

Primary language spoken

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 HELD DATE SHIPPED DATE OF DISCHARGE

SIGNATURE DATE

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

#### DECK

- ☐ AB/Sealift
- ☐ 1st Class Pilot
- ☐ 3rd Mate
- ☐ Radar Observer Unlimited
- ☐ Master Inspected Towing Vessel
- ☐ Towboat Operator Inland
- ☐ Celestial Navigation
- ☐ Simulator Course

#### ENGINE

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

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

#### STEWARD

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

#### ALL DEPARTMENTS

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

#### ADULT EDUCATION DEPARTMENT

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

#### COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Certificate Programs

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



## Seafarers Remember

The deadline for submission of scholarship applications is April 15.

See page 16 for details.

## U.S. Seamen Awarded Russian Medals 45 Years Later



Angus "Red" Campbell, SIU vice president collective bargaining, left, speaks with Purser William E. McReynolds, one of the medal recipients. McReynolds sailed aboard the William H. Wilmer during the Murmansk run.

Revenge may be sweet, but recognition goes down just as easily.

Just ask the 54 American merchant seamen awarded medals by the Soviet Union Jan. 31—for perilous missions they undertook more than 45 years ago.

All were veterans of the dangerous Murmansk run, a vital supply link in the Allied effort to help a desperate Soviet Union fight off Germany during World War II.

The men received commemorative medals for their parts in keeping the deep sea supply lines open by Soviet Charge d'Affaires Sergi Chetverikov, who presented them with the medals and certificates signed by Mikhail Gorbachev, president of the USSR. That ceremony was closed to U.S. groups also wishing to honor the seafarers.

They also were toasted by members of American maritime

unions and the Maritime Administration at a reception afterward in a Washington, D.C. hotel. SIU Vice President for Collective Bargaining Angus "Red" Campbell, himself a World War II Merchant Marine veteran, was on hand to swap stories with the awardees.

While the largest losses of WWII were inflicted on allied convoys in the North Atlantic, the most perilous voyages were those to Murmansk. Ships in those convoys—some of which had no warship escort—were subjected to constant submarine and air attack and frequent naval bombardment. One ill-fated convoy, PQ17, was trimmed from 34 merchant ships to 11 by the time it arrived in the Soviet Union.

### SIU Saw Action

In all, 1,200 SIU members were killed in WWII. Six thousand merchant ships saw action in the war,

delivering guns, tanks ammunition, fuel, food, medical supplies and clothing to allied forces.

Though the recognition was belated, the seafarers appreciated all the attention. First hand accounts of torpedoes, German bombers and close calls were recounted, bringing life to a harrowing past on which the veterans could now look back with relief.

### Remembering the Raids

"I can still remember sailing on the Paul Luckenbach in 1942," said Virgil Sharp, a merchant mar-

ships were lost to German bombing raids. "The Russian people were great; they had nothing—and they gave us half," LeCato quipped.

"We got there in March. It took so long to get the ship unloaded that we had to wait for the ice to thaw before we could make the return voyage," he said. "Then we had to wait because the summer months had so much sunlight."

Bill Davenport, then a radio-man, remembered listening to German sub communications on his way back from the Soviet Union.



William Davenport's family and friends admire the commemorative Murmansk medal he received at a recent gathering in Washington, D.C.

iner with the Sailor's Union of the Pacific after the war. The SUP is a SIUNA affiliate. "We were in PQ15 [a convoy of 23 ships]. I signed on as a carpenter.

"Our ship was loaded with explosives, gunpowder and shell casings," said Sharp. "They alternated the cargo, putting casings next to gunpowder next to casings—in essence making the ship one huge bomb.

"One day we came under attack by German bombers. I looked out my porthole and saw a torpedo coming dead on at us. I figured we had had it, but at the last minute the torpedo swerved at a 45 degree angle, barely missing us."

Another ship in the convoy, the Mary Luckenbach, suffered a worse fate; the torpedo didn't change course, killing all aboard.

Sharp spent five years sailing the North Atlantic, but said that was his most eye-opening experience.

John LeCato made three runs, including one which kept him in the USSR for eight months. "They called it the 'Forgotten Convoy,'" said LeCato, who served as third mate on the Thomas Hartley.

The ship, part of convoy PQ18, was one of 20 which survived the voyage to Archangel. Another 13

Thanks in part to a battle group concealed in the middle of the convoy group, his trip was a little less dangerous, though they did have some trying times.

"We knew what we were getting into when we shipped out," he said. "Once you could accept what that meant, there was no such animal as fear. You were past the point."

That may be a sentiment for modern mariners—especially in the Persian Gulf—to explore.



Captain A.K. Malaney, left, and Captain John LeCato, are two of the 54 merchant seamen awarded medals for helping the Soviets during WW II.

## Help Sought in Locating Missing Child

The National Center for Missing and Exploited Children has forwarded to the Seafarers LOG information on the disappearance of Debra Ann-Marie Polzin. The center hopes that by distributing photos of the young woman, chances of her being found will increase.

The 17-year-old disappeared from Toledo, Ohio on Jan. 30, 1989. The center considers her an endangered runaway. She may be with a male companion. At the time of her disappearance when she was 15, Debra Ann-Marie Polzin was 5 ft. 8 in., weighed 118 pounds and had brown/blonde hair and brown eyes.

Anyone with information on the whereabouts of Debra Ann-Marie Polzin should contact The



Debra Ann-Marie Polzin

National Center for Missing and Exploited Children at 1-800-843-5678 or the Toledo (Ohio) Police Department Missing Persons Unit at 1-419-245-3150.