

SEAFARERS LOG



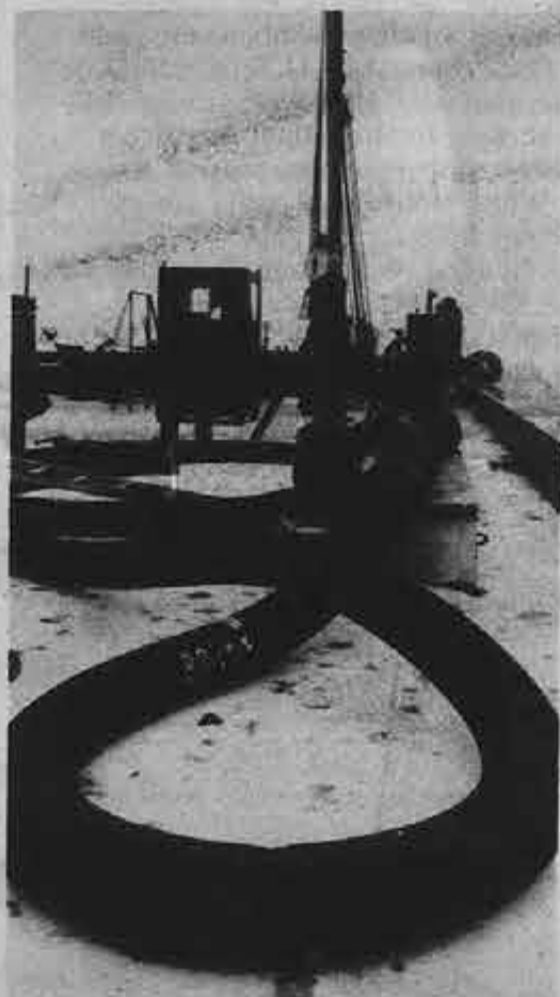
Volume 51, Number 7

July, 1989

Senate Panel Probes Problems of U.S. Sealift Deficiency

Page 3

JD00000 L00-03-1038
DANKY, J
STATE HISTORICAL SOCIETY
OF WISCONSIN
816 STATE ST.
MADISON
WI 53706
011



New SIU Course Will Train Seafarers for Emergency Handling of Oil Spill

Page 3



Monterey Fishermen Vote to Affiliate With Seafarers

Page 7



Unions Call for National Child Care Bill

Page 9

Cash Transfer Wins Round One in House

Page 6

Inside

Six Stewards Sail Through Recertification Course

There is a lot more to running a top-flight SIU Steward Department than many people realize. The last group of stewards to complete the union's recertification program studied everything from CPR to computers to food science to menu planning.

Page 8

Gov't Services Division Members to Use School

SIU members sailing for the Military Sealift Command Pacific (MSCPAC) now have the opportunity to take advantage of the SIU's training facilities at Piney Point. MSCPAC has agreed to a comprehensive training program for its civilian mariners after its top brass inspected the school.

Page 10

U.S. Safety Board Says Foreign Cruise Ships Don't Measure Up

Page 5

President's Report

In spite of the fact that members of both houses of Congress continually express concern over the condition of this nation's merchant marine, that high ranking officers of the armed services warn of the lack of sufficient ships and manpower to back their forces and that members of the administration profess to be interested in ways and means to revitalize U.S. shipping, the government goes right ahead missing opportunities to take even small steps to bring about a small change.

The most recent example of a lost opportunity came with the announcement a short time ago that the U.S. Postal Service had awarded a \$400,000 contract to Hapag Lloyd, the German-flag ship owners, for the carriage of mail between the United States and the Soviet Union for the coming year.



The Postal Service, in announcing the award, said it simply gave the contract to the lowest bidder. Among others, Sea-Land Service would have liked to have gotten the job. Whether or not it would have been a few bucks higher in its bid than Hapag Lloyd is not the point, it seems to me. For perhaps a few thousand dollars more, here was an opportunity to use American-flag shipping and give the jobs involved to American seamen. Again our government blew a chance to strengthen the nation's shipping capability.

Congresswoman Helen Bentley, a vigorous advocate of making it mandatory to allow only U.S. ships to carry U.S. mail, protested the mail contract award to the Germans. We will have to keep up the fight to achieve this objective through the legislative process. That's one more reason why political action is so important.

When AFL-CIO President Lane Kirkland issued his latest condemnation of mainland China's bloody treatment of the Chinese workers and students who have been demonstrating for democratic rights, we were reminded that of all the groups that make up our nation, none is more forceful or consistent in fighting against dictatorship—whether it be communist or any other variety—than the American labor movement.

Because the AFL-CIO constantly keeps the spotlight on those regimes that are guilty of suppression and brutality, it serves as a watchdog in the cause of freedom. In communist and other forms of government where there is no individual liberty, the official labor bureaucracies are tools of the political system, as is the case in China. When the workers demonstrated for democracy they were neither led nor supported by their unions. The All-China Federation of Labor backed the communist dictatorship's repressions and executions of the workers who were rounded up after the demonstrations were wiped out.

Events such as these should make us pause and take stock of workers' conditions outside the free world. It is encouraging to see some easing up of controls over human rights and freedom of speech

in the Soviet Union, Hungary and Poland. But this is not happening because the communist party dictatorship has suddenly discovered liberty and freedom. The easing up is made necessary by a need for economic reforms. The economies of the Soviet Union and Poland, for example, are in shambles and they are looking for loans and other economic transfusions from the democracies. What is happening, in effect, is the communists of the Soviet Union and Poland are admitting that communism does not work.

My own guess is that the liberties that are being permitted in Russia in these days are not the result of a new-found commitment to freedom and democracy. More likely, the leadership feels that democratic nations will find it easier to do business with a communist nation if it doesn't have the appearance of a huge concentration camp.

Let's watch to see if the workers there will be free to shake loose of the state-owned and controlled unions and form their own in the image of the democracies.

The United States soon will be losing the services of a most forceful advocate of a strong U.S.-flag merchant marine. Although it had long been expected, when General Duane H. Cassidy, commander-in-chief of the Military Transportation Command, announced his retirement effective in October, a sense of deep loss was registered throughout the maritime industry.

We of the Seafarers International Union who got to know General Cassidy rather well during his outstanding performance as the director of all the armed forces transportation operations, will long remember his efforts to awaken the nation's policymakers to the need for a viable U.S. privately-owned fleet, manned by U.S. citizen seamen.

General Cassidy never let up in seeking to strengthen America's sealift capability through revitalization of its merchant marine. Whether before the Congress, the White House or a public forum, General Cassidy was in there punching hard for his goal.

Smart, tough, good guys like the General don't come down the pike very often. All Americans owe General Cassidy a debt of gratitude for his long and distinguished service to this country. We who were privileged to watch him work wish him good health and happiness as he begins another phase of his career.

Study Shows Foreign Fleets Get Wide Range of Government Aids

The merchant fleets of most of the world's nations receive far more economic support from their governments than the U.S.-flag fleet receives.

A new study by the Transportation Institute, a Washington-based maritime research and policy organization representing operators of inland waters, Great Lakes and U.S.-flag oceangoing

vessels, outlines the direct and indirect government subsidy policies of 87 countries.

The massive economic subsidies these countries' fleets receive demonstrates "free market concepts do not exist in the international shipping trades," said TI's President James H. Henry.

Henry added that there is a lack of public understanding of the ob-

stacles the U.S.-flag fleet must overcome in world trade.

The publication shows how the American operators are hamstrung in their vigorous attempts to remain competitive in the international shipping trades. This is largely due to the incentives designed to insure viable national

offer some sort of cargo preference, with many reserving 100 percent of their trade for ships of their own flag. Cabotage restrictions are in place in 24 countries which reserve coastal trades for vessels of their own flag. Government incentives also take the form of tax, investment and depreciation breaks, loans and loan guarantees, subsidized interest payments and operating subsidies, the study documents.

Also, many nations impose restrictions on the fleets of other countries which discriminate through freight taxes and higher port charges.

Material for the volume was compiled from many industry, governmental and academic sources, including: MarAd, Office of Technology Assessment (OTA), United States Trade Representative (USTR), United Nations Conference on Trade and Development (UNCTAD), Organization for Economic Cooperation and Development (OECD) and Shipbuilders Council of America (SCA).

Other nations give more to their fleets than the U.S. does.

fleets, the study notes.

The comprehensive publication covers the maritime support programs of traditional maritime powers to those of land-locked nations such as Bolivia.

Governments' Give Incentives

The study shows that 71 nations

Volume 51, Number 7

July, 1989

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

President, Michael Sacco; Secretary-Treasurer, Joe DiGiorgio; Executive Vice President, Joe Sacco; Vice President Collective Bargaining, Angus "Red" Campbell; Vice President Atlantic Coast, Jack Caffey; Vice President Gulf Coast, Thomas Gildewell; Vice President West Coast, George McCartney; Vice President Lakes and Inland Waters, John Fay; Vice President Government Services, Roy Mercer.

Communications Department Director, Jessica Smith; Managing Editor, Mike Hall; Associate Editors, Max Hall and Deborah Greene.

Breaux Panel Seeks Answers to Sealift Shortage

At a hearing before the Senate's Subcommittee on Merchant Marine seven representatives of maritime interests expressed their concern and views about the state of the nation's sealift capability. The July 13 hearing was chaired by Senator John Breaux (D-LA) who called for "new ideas and new thoughts and new focus" to a problem which had been around for longer than he had been in Congress—over 17 years.

Seafarers President Michael Sacco told the Senate panel investigating sealift that maritime unions were making strong efforts to train sufficient personnel to meet U.S.-flag operators' manpower needs. However, he noted, this task was made considerably more difficult by a shrinking industry which has provided fewer job opportunities.

The bipartisan nature of Congress's concern was evident when ranking Senate merchant marine subcommittee member Trent Lott (R-MS) echoed Senator Breaux's words saying, "It's time we took some actions."

Congressman Charles Bennett (D-FL) was the first of a lineup of seven witnesses to appear before the panel. Joining Bennett were U.S. Transportation Command Commander-in-Chief General Duane H. Cassidy, MarAd Deputy Administrator William Creelman, Assistant Secretary of the Navy Everett Pyatt, SIU President Michael Sacco, Shipbuilders Council of America President John Stocker and United Shipowners of America President William Verdon.

House Considering Maritime Package

Bennett advised the Senate subcommittee that a comprehensive maritime bill, based on the Commission on Merchant Marine and Defense reports, had been introduced in the House. Bennett explained that the goal of the bill's sponsors was "to follow the Commission's intent, that we consider its recommendations in a package instead of piecemeal . . ."

The commander-in-chief for the military's Transportation Command (TRANSCOM) General Duane H. Cassidy said in his opening remarks, "We cannot afford to let this industry get stuck in time."

General Proposes Five Areas of Action

Commenting that the general's statement sounded "great" but did not tell him what needed to be done, Senator Breaux asked Cassidy for "some specific recommendations" as if he "had the pencil and could write something" for him and Congress.

Answering, Cassidy said: "Sir, I would start out if I were king for the day, as you have given me the opportunity" with five areas. "All of them would be controversial, all of them will not have the concurrence of the people that are testifying here today, but this is what I



SIU President Michael Sacco testifies before the Senate merchant marine subcommittee. In the hearing, which was called to review the nation's sealift policy, Sacco said maritime unions were doing their part to maintain a skilled and trained corps of seagoing civilians.

would start out with, and I would do it as quickly as I could because every day we lose, we lose time."

Cassidy proposed:

- Decoupling ship operators and builders because "the yoking of these two industries together . . . does nothing but stifle competition."
- Eliminating regulations that cost the industry, such as roof structure rules and the ad valorem tax.
- Reforming the current tax system which penalizes American operators who pay taxes when their global competitors do not.
- Revamping the operating differential subsidy, "take all the restrictions away."
- Increasing the nation's world market share of cargo through bilateral agreements, cargo preference and any other means available.

Agreed—Keep Maritime Out of Trade Talks

Senator Breaux told the general that he felt the merchant marine's national security and national defense role meant that maritime services should not be a negotiable issue during economic trade talks. The Louisiana senator asked Cassidy if he had any thoughts on the upcoming trade negotiations, known as GATT.

The general answered that he was not an authority on GATT but he shared the senator's concerns. "Anything that would affect or further accelerate the decline of the merchant marine, I am against," Cassidy said. "Therefore, by the judgments of you and some of the

'Despite an industry with fewer job opportunities, maritime unions have retained sufficient qualified manpower to meet the needs of U.S.-flag operators.'

labor leaders of the country, if you believe it would negatively affect the merchant marine, I am with you, I am against it," General Cassidy concluded.

Ready Reserve Fleet is Stopgap Measure

Assistant Secretary of the Navy for Shipbuilding and Logistics Everett Pyatt explained the military's Ready Reserve Fleet (RRF) program:

"From the Defense Department point of view, over the last several years, we have seen a major change in the structure of the industry. We find ourselves for the first time a few years ago, having to go into the market to buy ships that were becoming commercially uncompetitive, in order to maintain capability to deploy unit equipment."

continued on page 4

SIU School Adds Training Class For Quick Response to Oil Spills

Determined to keep SIU crews armed with the latest skills and know-how to meet all the challenges of modern shipping, the Seafarers Harry Lundeberg School of Seamanship is adding courses to its curriculum that will provide training in the emergency handling of fuel spills at sea.

SIU President Michael Sacco, who initiated the specialized spill control courses after the tanker Exxon Valdez incident, said that crewmembers would be trained to act immediately in the event of any spill during the critical interim period between discovery of any fuel leakage and the arrival of Coast Guard officials and clean-up crews.

"We believe that the new training course will enable SIU crewmembers to minimize potential damage to the environment by containing an oil spill quickly," Sacco said.

SIU Crews Best Trained

Sacco added that the first-of-its-kind oil spill prevention, containment and clean-up training is in keeping with the union's tradition of providing the best trained and best qualified seafarers in the world.

The five-day course will become a regular part of the AB and FOWT classes at the Lundeberg School and also will be available to all SIU members. The oil spill class is scheduled to begin in September.

The Lundeberg School is applying for certification from the Environmental Protection Agency (EPA), the government group responsible for protecting the nation's environment.

Lundeberg School instructor Jim Shaffer said the course will prepare SIU crewmembers to be "the first line of defense in the event of an oil spill."

Shaffer, who will teach the class, said the massive oil spill in Valdez, AK and the three major spills caused by foreign-flag tankers in Delaware, Rhode Island and Texas in late June, could have had a less devastating impact on the environment if shipboard personnel had been able to begin containment operations immediately.

In the classroom part of the course, SIU members will be taught how various types of petroleum products react when they hit water, and the effects of weather and tide

continued on page 6

Senate Probes Sealift Capacity

continued from page 3

Pyatt summarized: "This resulted in expansion of the RRF."

Answering Senator Lott's question on the policy of purchasing vessels and putting them in the RRF, Assistant Secretary Pyatt said when one examines the military's reserve fleet, "you will find those ships that were in the private sector are now government owned, and I think that is a trend in the wrong direction. It is an action we took because it was expedient . . ."

General Cassidy added that the RRF could only be viewed as a "stopgap measure." The general pointed out that the average age of the vessels in the RRF was 24 years and the character of each ship was different.

The RRF, said Cassidy, "was a solution absolutely necessary . . . but the big issue of all . . . is the RRF does not provide you the key ingredient of this, and that is sealift . . . there are none of Mike Sacco's Seafarers International Union guys on those RRF ships at all . . ."

"If there are no maritime ships plying the seas day in and day out, if there are no berths out there to use seamen, there will be no seamen for the RRF when we need them. So the main issue we must not ignore is the requirement for people," General Cassidy warned.

Liner Fleet Down to 197 Ships

MarAd's Deputy Administrator William Creelman told the subcommittee "the number of ships in our liner fleet has fallen from 494 in 1970 to 197 currently." He said, "Since estimates indicate that the projected U.S.-flag merchant marine cannot meet future sealift requirements, it is critical" that the nation move rapidly to "enhance the ability of our merchant fleet to meet national security requirements."

Creelman noted that the concept of operating differential subsidy reform would allow wide vessel acquisition and streamline operating subsidies and their administration.

Maritime Unions Keep Up with Technology

SIU President Michael Sacco raised the example of the recent U.S. Postal Service award of the New York/Leningrad mail contract to a lower-bid foreign-flag operator. Senator Breaux added, "We cannot even ship our own mail through a government contract in a U.S.-flag vessel."

Sacco reminded the committee that U.S.-flag operators have been forced to sue the government to ensure adherence to the nation's cargo preference laws.

Addressing the nation's pool of skilled workers in the shipbuilding or seafaring sectors, Sacco noted that the industry's decline meant "first and foremost" a "current and worsening shortage of skilled manpower to build, repair and operate merchant vessels."

Yet, Sacco said, "U.S. maritime unions have played a positive role in the training and maintenance of skilled crews." Through "top-flight training programs and educational facilities to equip merchant mariners with the knowledge and ability" necessary "in a technologically advancing world," maritime unions have been able to "deal with the critical problem of retaining sufficient manpower in an industry with fewer and fewer job opportunities," added SIU President Sacco.

R&D Vital to Future of Water Transport

Representing the Shipbuilders Council of America, its President John Stocker told the panel that government support for research and development was vital. "We believe that we need government support for commercial research and development, focusing not only on new ship designs, but also on new production improvements in the shipyards themselves."

He reminded the subcommittee that the United States is competing with nations with extensive R&D capabilities. "The West Germans, for example, have two shipbuilding institutes. Japan has several. The Japanese program of research and development in the Ministry of Transportation is very extensive. This is where they are doing their work on their high-speed cargo freighter and the use of superconductivity for marine propulsion . . ."

Senator Breaux expressed interest in the Shipbuilder's recently filed section 301 suit, an action which seeks to prove that foreign shipyards engage in discriminatory trade practices.

U.S. Operators Want Level Playing Field

United Shipowners of America President William Verdon said U.S.-flag operators need a more level playing field. "The problem is four fold," said Verdon. He outlined the areas which USA, representing seven U.S.-flag liner companies, would like to see addressed:

Vessel parity which would allow currently unsubsidized operators to achieve cost parity with subsidized companies, crew parity which would require government funding of the difference between U.S. wages and international wage levels, operational parity which would eliminate burdensome regulation and allow U.S.-flag operators to follow cargo and the creation of one system for the American fleet, or elimination of "two distinct systems, one ODS and one non-ODS."

The hearing concluded with remarks from Senator Breaux on the importance of swift action from all levels of government aimed at increasing the nation's military sealift capacity.

Excerpts from Hearing Testimony

Senator John Breaux (D-LA):

"I get the impression . . . there are an awful lot of people who are very concerned about it at an upper mid-level, but it has never really been at the top level. I have read the speeches of the candidates, both Democrat and Republican and, man, you could not say it better. But then after the election it is gone. That is a bipartisan criticism and I guess the Congress is to blame too, because we have not come up with anything that we have been able to get agreed to by the administration."

Senator Trent Lott (R-MS):

"I am tired of talking about it . . . I want to know what are we going to do? I realize a lot of the burden is on us, but we need every direction we can get from you and we need an administration to step up to this issue . . ."

Congressman Charles Bennett:

"The Joint Chiefs of Staff, Chairman Crowe, recently told Congress that our most pressing problem now is the lack of adequate sealift capability. The Commission supplied the know-how momentum to do something about this. It is up to us to have the political will to carry it out."

TRANSCOM Commander General Duane Cassidy:

"The transportation industry of the world is booming . . . the air industry is solid, growing . . . the ports of our nations have never been in better shape . . . the railroads have never been stronger . . . trucking and bus industry . . . are very strong and very well supported . . . so all sectors of the industry are good . . . except sealift. And the sealift issue is the one single industry we have neglected. And when I say 'we' I mean all us. I mean the Department of Defense, the government, the industry itself—it has been divisive and self-destructive. And we have got to put all that behind us, not look for witches and get on with it. We need some leadership . . ."

Navy Assistant Secretary Everett Pyatt:

"You ask why the rapid decline? It is because they are not getting cargo. If you have cargo you can generate business and then you can start looking at some of the other commercial endeavors that I am aware of and you find out that our containership operators do not even get the chance to bid on cargo. That is unfair."

MarAd Deputy Administrator William Creelman:

"Sealift is the term we use to describe the shipping capacity that would be required to deploy and sustain U.S. armed forces in a period of national emergency or war . . . The requirement for sealift is based on the national security strategy established by the President."

SIU President Michael Sacco:

"U.S. maritime unions have played a positive role in the training and maintenance of skilled crews and have attempted to deal with the critical problem of retaining sufficient manpower in an industry offering fewer and fewer job opportunities. They have in place top-flight training programs and educational facilities to equip merchant mariners with the knowledge and ability they need in a technologically advancing world."

Shipbuilders Council President John Stocker:

The shipbuilding "commercial market collapsed in the United States because the Reagan administration declared unilateral economic disarmament by terminating construction subsidies in 1981 without declaring war on foreign subsidy practices . . . What distinguishes the United States from our international competitors is the lack of an industrial strategy that will allow American shipyards to emerge as a competitive force in the international market."

USA President William Verdon:

"The strength of foreign fleets is an obvious indication of the perceived value of the national maritime industry by other major nations. These fleets have had consistent, direct and indirect support from their governments since the end of World War II . . . The economic fact of life in the international shipping environment is that an aggressive, competitive and well managed U.S. liner company can be successful only if it has the ability to keep its major costs on a parity with those of its foreign competitors."

Foreign-flag Cruise Ships Cited for Inadequate Safety Standards

The federal government's safety watchdog agency, signalling its mounting dissatisfaction with foreign-flag passenger ship operations carrying millions of Americans in and out of U.S. ports, has asked Congress for remedial action.

At a meeting on July 6, the National Transportation Safety Board (NTSB) reviewed the results of an investigation conducted by the agency of an uncontrolled engine room fire last year aboard the Bahamian-registered Scandinavian Star. The board found that a lack of maintenance, poor crew training and the absence of fire-fighting procedures all were factors in the fire that burned almost out of control on the vessel.

Contributing to the blaze was the failure of a fire extinguishing system aboard the ship. A complicating factor was the inability of crewmembers of 27 different nationalities to communicate with each other, the safety board noted.

Millions of Americans on Cruises

Hundreds of ocean-going cruises originate in the United States with the majority sailing from Miami, a city now called the "cruise capital of the world." Forty percent of the world's cruise customers depart from southern Florida. Last

SIU's continuing objective is an American-flag fleet of passenger ships.

year an estimated 4.5 million passengers boarded cruise vessels in Florida ports.

Although 81 large foreign-flag passenger ships operate out of U.S. ports, none is required to meet U.S.-flag ship safety standards.

The four billion dollar U.S. cruise industry's number of passengers is increasing yearly by 13 percent. The world's passenger vessel fleet has not kept pace with the customer growth, and, as a result, new cruise ships—most of them catering to the American market—continue to be built.

SIU Calls for U.S.-flag Passenger Fleet

The NTSB's misgivings with safety procedures and practices on foreign-flag cruise vessels calls to mind the SIU's efforts to increase the number of American-flag passenger ships. In the late 1970s the SIU played a major part in the successful effort to bring about legislation that put the SS Constitution and the SS Independence into the Hawaiian Islands cruise trade. The American Hawaii Cruise Line vessels are the only U.S.-flag deepsea passenger ships in operation. The same legislative effort allowed a couple of other vessels to enter U.S. cruise service, but they did not materialize.

The SIU attempted to win approval from Congress to reflag two

Cunard cruise ships during the 1983-85 legislative sessions, but the move was opposed by foreign-flag operators, some U.S. maritime unions and others opposed to development of a U.S.-flag passenger fleet, and consequently the bill was defeated in committee.

NTSB Urges Increased Role for Coast Guard

In a 4-0 vote during its July 6 session, the NTSB recommended that Congress pass legislation to

increase safety regulations governing the operations of the U.S.-based foreign-flag passenger fleet.

The safety regulations for foreign-flag cruise ships sought by the NTSB were not detailed in the July 6 meeting's report. However, agency spokesman Alan Pollock says the board will specifically ask Congress to give the U.S. Coast Guard increased authority over foreign-flag cruise vessels operating out of U.S. ports and carrying primarily American passengers. The agency also will

recommend that increased resources be allocated to the Coast Guard so safety regulations can be properly policed.

While the SIU views the NTSB's request to toughen safety requirements on foreign-flag vessels as a first step, SIU President Michael Sacco said that a continuing objective must be to acquire an American-flag fleet of passenger ships that will give the American public an alternative that operates under maximum, regulated safety standards.

NTSB Investigations of Accidents Involving Foreign-flag Passenger Ships

What follows are the incidents which have been or are currently being investigated by the nation's transportation safety watchdog agency—the National Transportation Safety Bureau. This is not a complete list of accidents involving foreign-flag cruise ships because there is no legal obligation for such vessels to report accidents to U.S. authorities if they take place on international waters or in foreign ports.

ANGELINA LAURO— Italian Registry Fire on March 30, 1979. 669 passengers.



Probable cause was determined to be overheated oil in an unattended skillet in the crew galley.

The fire spread throughout the ship because of failure of responsible vessel personnel to promptly establish effective control and coordination of the shipboard firefighting effort. Crewmembers who first observed the smoke and the ship's fire detection and sprinkler system failed to provide an early warning. Two individuals received minor injuries.

SCANDINAVIAN SEA— Bahamian Registry Fire on March 9, 1984. 744 passengers and 202 crewmembers.



Probable cause was determined to be the deliberate or accidental ignition of an accelerant on the carpet in a room occupied by two crewmembers. Contributing to fire damage was failure of ship's firefighters to follow up and investigate any possible further heat source after putting out the fire and failure of master to exercise his authority over the shoreside fire-fighting efforts. No injuries or loss of life, but vessel (valued at \$16 million) was declared total loss.

SCANDINAVIAN SUN— Bahamian Registry Fire on August 20, 1984. 530 passengers and 201 crewmembers.



Probable cause was determined to be the crew's failure to tighten a threaded pipe fitting and to keep closed a watertight door and self-closing fire door. One passenger and one

crewmember died of smoke inhalation, four persons suffered minor injuries, and 58 individuals were treated for smoke inhalation.

A. REGINA— Panamanian Registry Grounding on February 15, 1985. 143 passengers and 72 crewmembers.



Probable cause was determined to be the failure of the master to monitor the vessel's progress along the chartered course line, failure to make allowance for heavy wind and rough seas, failure to maintain a lookout and assuming a watch in a medicated and fatigued physical condition. One crewmember slightly injured.

EMERALD SEAS— Panamanian Registry Explosion and fire on July 30, 1986. 1,296 people onboard.



Probable cause was the ignition of an undetermined source of acetylene leaking from a cylinder. Adherence to hazardous ships stores regulations, like those contained in U.S. law and codes, could well have prevented the fire and explosion. 15 passengers and two crewmembers were evacuated and treated for smoke inhalation and injuries.

SCANDINAVIAN STAR— Bahamian Registry Fire on March 16, 1988. 439 passengers and 236 crewmembers on board.



Probable cause determined to be lack of preventive maintenance program, inadequate crew training, lack of written firefighting procedures, malfunctioning of fire suppression system and the inability of

crewmembers to communicate in a common language with each other and with passengers. One passenger taken to hospital.

SONG OF AMERICA— Norwegian Registry Fire on November 8, 1988. 1,366 passengers and 500 crewmembers onboard.



Incident still under investigation by NTSB. Initial reports indicate crew made mistakes while fighting the blaze and equipment malfunctioned. Three individuals were hurt.

CARNIVAL CELEBRATION— Liberian Registry Collision on February 10, 1,580 passengers and 671 crewmembers.



Incident still under investigation by NTSB. Three crewmembers on the Cuban freighter hit by the Celebration died. One lost a foot. Minor injuries reported among the Celebration's passengers and crew.

Safety Board Says Scandinavian Star Fire Should Never Have Happened

Inadequate crew training, the lack of a preventive maintenance program and the absence of fire-fighting procedures caused an uncontrolled engine room fire on the Bahamian-registered Scandinavian Star, the nation's transportation safety agency announced at its July 6 meeting.

Also contributing to the severity of the mid-March 1988 emergency was an inoperative fire extinguishing system and the inability of crewmembers to communicate in a common language, the National Transportation Safety Board (NTSB) added.

The board members of the transportation safety watchdog agency, in a 4-0 vote, accepted the investigative report on the fire's probable cause and issued a series

continued on page 21

'Buy and Ship American' Bill Passes in House

The maritime industry won the first round when the House of Representatives voted in favor of a maritime industry-supported measure known as the "Buy and Ship American" provision of the \$11 billion foreign aid program. The second round will take place in the Senate where similar legislation will be discussed in late July or August.

The bill passed in the House would change the rules governing so-called cash transfers, the form of aid which allows recipient nations to receive funds from the U.S. government instead of commodities. The cash transfer program also allows the beneficiary country to buy goods anywhere in the world and ship on any flag.

Congressman Robert Torricelli

(D-NJ) introduced the legislation which would require that nations receiving U.S. aid in the form of direct cash assistance must buy U.S. commodities and services. The bill also states that 50 percent of all goods and products generated by the cash transfer program must be carried on U.S.-flag vessels.

Could Boost Industry

Some industry experts have predicted the changes in the cash transfer program could mean a \$300 million a year boost to U.S.-flag shipping.

The "Buy and Ship American" amendment introduced by Torricelli passed its first hurdle, the House Foreign Affairs Commit-

tee, by a 22-15 vote. On the floor of the House, the SIU-supported amendment faced two challenges. Both attempts to gut Torricelli's amendment were defeated.

Language, which if passed would have killed the 50 percent cargo preference requirement, lost 230-186. Wording to exempt certain products from the 50 percent cargo preference was defeated by a margin of 219-188.

In mid-July the Senate Foreign Relations Committee passed a foreign aid authorization bill which contained "Buy and Ship American" provisions similar to those passed by the full House of Representatives. The bill is scheduled to go before the full Senate in late July or August.

SIU President Calls for Leadership To Build Strong and Competitive U.S. Merchant Marine

The highest level of government must get behind a maritime policy if the nation's maritime industry is to be revitalized, SIU President Michael Sacco told a Senate panel on merchant marine issues. Meeting on July 13, the congressional hearing was called by the Senate Subcommittee on Merchant Marine to examine American military sealift capabilities.

"The record indicates that the Congress understands the need for a merchant marine," Sacco told the subcommittee hearing chaired by Senator John Breaux (D-LA).

But "national administrations," Sacco said, "regardless of party, have failed to act in a positive manner" towards development of a U.S.-flag merchant marine that can meet the nation's economic and national security interests.

"The time for studies is over, we need action now," Sacco sum-

marized. He proposed that the Senate and House develop a mechanism wherein Congress can work with the administration in formulating remedies to rebuild the American-flag fleet.

Sacco pointed out that all major legislation intended to increase the size of the U.S.-flag commercial fleet was inspired by presidential leadership. The Merchant Marine Act of 1970 was enacted when the Nixon administration took the lead in promoting its passage. Before the 1970 Act, the previous constructive maritime legislation was the Merchant Marine Act of 1936, which was drafted with the full backing of the Roosevelt administration.

"These administrations recognized the value and role of a strong merchant fleet and appointed people who carried out that commitment," Sacco said.

Sacco reminded the Senate merchant marine subcommittee that U.S. maritime unions have played a positive role in training and maintenance of skilled crews. Despite an industry which offers fewer and fewer job opportunities, maritime unions have retained sufficient qualified manpower to meet the needs of the U.S.-flag operators.

Sacco was one of seven witnesses to present remarks to the panel. Others who testified included Congressman Charles Bennett (D-FL), TRANSCOM Commander-in-Chief General Duane Cassidy, MarAd Deputy Administrator William Creelman, Assistant Secretary of the Navy Everett Pyatt, Shipbuilders Council of America President John Stocker and United Shipowners of America President William Verdon.

SIU Hits MarAd Plan for Lid on Hearings

The SIU has registered a vigorous protest against what it termed the Maritime Administration's attempt to stifle the public's interest on matters of national concern.

The Maritime Administration is seeking to close hearings on matters concerning the awarding of subsidy by only allowing companies to be involved in the process.

Under current rules, all interested parties may testify. By this definition the public, trade associations, all maritime unions which represent crewmembers, and others affected by the Maritime Administration's actions can comment.

If MarAd gets its way, the right to participate will be limited only to "operators of U.S.-flag vessels."

"We believe the current rules work. If that is so—why fix them," SIU President Michael Sacco said in the union's 14-page comment objecting to the proposals.

The two types of hearings af-

fecting by the proposals are sections 605 (c) and 805 (a) of the 1936 Merchant Marine Act. Those sections cover the awarding of Operating Differential Subsidy contracts on foreign trade routes and entry of domestic, or Jones Act, operators into the international trades.

Under those sections, operators may apply for ODS contracts, but hearings are required to determine if their entry into those trades would harm existing U.S.-flag operators.

MarAd's proposals would slam the door on the public's participation in hearings which could have serious impacts on the union's membership.

For example, if an SIU-contracted company is providing "adequate" service on a certain international trade route, the union would likely testify against awarding ODS to another operator.

The 1936 Merchant Marine Act specifically outlines the hearing

rights of all parties involved in sections 605 (c) and 805 (a).

"Every person, firm or corporation having any interest in such application shall be permitted to intervene and the Secretary of Transportation shall give a hearing to the applicant and the intervenors," section 805 (a) says.

The new rules also would eliminate the rights of interested trade groups, such as the Transportation Institute and other unions.

MarAd claims one of the reasons for the proposed changes is that such hearings often take months or longer to complete.

The union noted that there are many reasons these hearings take so long, including delaying tactics by lawyers, the failure of administrative law judges to control the proceedings, excessive amounts of time allowed to file motions, briefs and exceptions and delays by the judges to issue decisions.



Lundeberg School Vocational Director Bill Eglinton and instructor Jim Shaffer inspect site of proposed oil spill simulations.

OIL SPILL CLASS

continued from page 3

on an oil spill. They also will learn the rules and regulations under which they must work.

Simulated Exercises

During the five-day course, SIU members will take what they learned in class and put it to practical use in three training exercises. The simulations of oil spills will be done using a non-toxic, cotton-based, biodegradable product which acts the way actual petroleum does when it hits water. Seafarers also will have two types of containment booms to use, one for inner harbor operations and one for unprotected waters.

The first exercise will call for dealing with a simulated spill from a tank barge and will involve the use of fire hoses to help contain the spill and start clean-up operations.

SIU crewmembers will be trained to act immediately in the event of any spill

In the second exercise, those taking the course will use booms and small skiffs to begin containment of a spill.

The final exercise will be a full-scale operation. Class participants will contain a large simulated oil spill working with skiffs to place booms and using wind and currents to help collect the oil. Equipment ranging from buckets and mops to absorbents and suction equipment will be used in the exercise.

Shaffer said spill prevention techniques in loading and discharging oil and in other routine operations also will be reviewed in the course.

The Piney Point facilities of the SIU-contracted Stewart Transportation Company, operators of tug boats and tank barges on the Chesapeake Bay, will be utilized for much of the practical training exercises.

MONTEREY FISHERMEN JOIN SIU: 15 SQUID VESSELS COVERED

In a sweeping union organizing campaign of fishing vessels operating out of California's Monterey Bay, 15 vessels signed contracts with the SIU's affiliate, the Fishermen's Union of America.

With a majority of the fleet's vessels now under union contract, Monterey fishermen have been able to win some important victories in the last two months.

City OK's Net Repair

First, working through the union, Monterey fishermen secured wharf space where nets can be spread out and repaired. On behalf of the Monterey fishermen, the Fishermen's Union requested that Monterey's city manager and city council designate a section at the end of a wharf for emergency net mending.

In a letter to FUA Business Agent John (Bricky) Crivello, City Clerk Cynthia Parham said, "At their meeting June 6, 1989, the Monterey City Council approved your request to use a section of Wharf II for net repair on an emergency basis, on a six-month trial basis. . ."

The use of the wharf for net mending was an important issue to Monterey fishermen. The larger ring nets used today by squid fishing boats cannot easily be transported. Before winning the right to mend nets on the wharf, fishermen dragged the cumbersome nets from vessels to trucks to mending locations and back again.

A second achievement was legislation passed by the California state legislature allowing the use of lights in fishing districts 16 and 17 of the Monterey Bay. Lights greatly enhance the catch by luring squid to the surface.

Sam Farr Leads Charge

The union worked with California Assemblyman Sam Farr, who introduced legislation and worked for its passage. Farr, who represents the Monterey area in the

Through the union, Monterey fishermen have been able to secure city wharf space.

California legislature, is described by FUA activists as a great friend of the commercial fisherman. Sam Farr grew up with concern for the fishing industry. His father Fred Farr, a former California state senator, was one of the earliest promoters of commercial fishing in the state of California, and is credited with securing unemployment benefits for fishermen.

Squid is the main catch for Monterey fishermen, last year they hauled in more than 8,000 tons. Oddly enough none of that catch was processed in Monterey's famed Cannery Row. All the canneries



The Junior, one of the 15 SIU boats in Monterey, reels in 60 tons of squid during a fishing trip in late June.

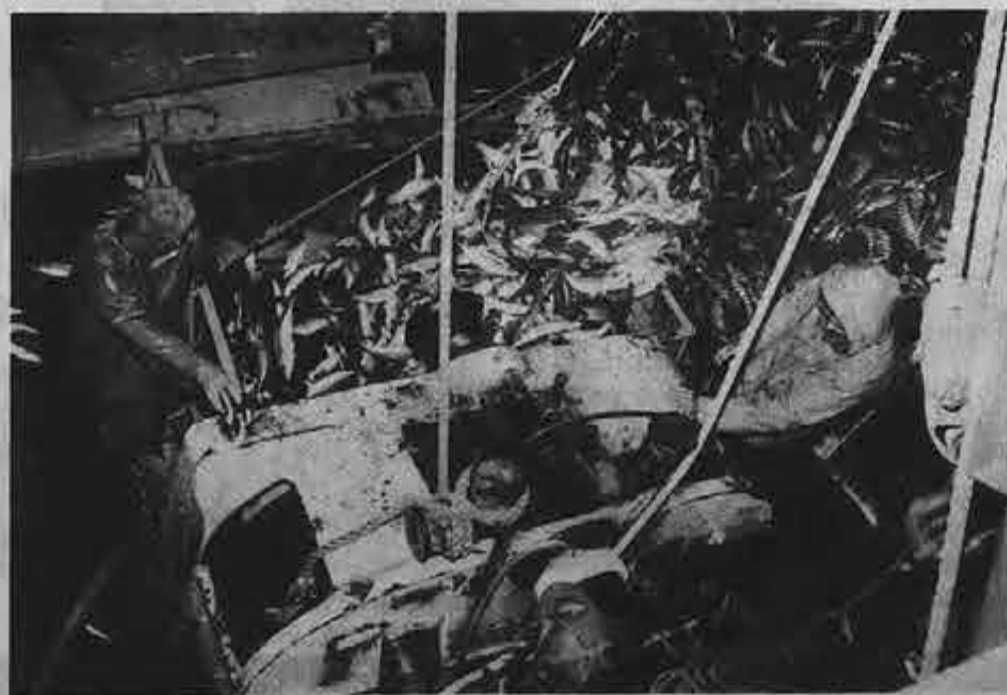
in that area have been closed and replaced by restaurants and tourist shops. Today, the entire catch of the area's fleet, which also includes some mackerel and herring, must be trucked elsewhere for processing.

The union also lobbied the Fish and Game Commission to allow Monterey fishermen the use of the drum seine, a special type of gear which results in more efficient fishing. The commission ruled in favor of the Monterey fishermen's request.

The 15 boats now in the SIU are: El Dorado, Frankie Boy, Junior, Vitina A, Miss Rose Ann, Swan, Sea Spray, New Stella, Santa Maria, Victory, Little Joe, Tommy Jo II, Miss Kristine, Kingdom and Sea Queen.



SIU fisherman and photographer David Campos photographed this 60-ton catch of squid caught by Monterey fishermen.



Sixty tons of mackerel are hauled in by SIU Monterey fishermen and stored for transport in the vessel's hatch. The mackerel is taken to the cannery for unloading.



In front of the fishing boat Junior are crewmembers (left to right) Nem Van Nguyen, Brent Bispo, Hai Van Nguyen, Frank Balesteri Jr. Captain Jim Campos, Loc Phuoc Le, Quy V. Ha and David Campos.



Pictured above is just part of the new fishing fleet of 15 vessels which recently became part of the Seafarers International Union of North America affiliate, the Fishermen Union of America.

San Pedro Fishing Boat Votes 'Yes' For SIU Representation

After winning a vote for union representation, the crew of the Santa Teresa, a San Pedro-based fishing vessel, has a union contract. Fishermen's Union of America President Theresa Hoinsky reports that the vessel's crew secured pension and welfare benefits in their first union contract. Wages were brought up to the San Pedro area fishermen's uniform union agreement, adds Hoinsky.

In an election conducted by the National Labor Relations Board, the M/V Santa Teresa crew voted 5-2 for representation by the SIU's Fishermen's Union of America. On June 16, after three months of negotiations, a collective bargaining agreement was signed with the vessel's owner.

The Fishermen's Union of

America was formed in 1974 when three SIUNA affiliates merged to form one large union of West Coast fishermen. It has consistently worked with the international's legislative program in Washington, DC to secure a safer and more competitive domestic fishing industry.

The three affiliates—the Seine and Line Fishermen's Union of Monterey, the Seine and Line Fishermen's Union of San Pedro and the Fishermen's Union of the Pacific, San Diego—entered into the merger to improve membership services and to cut down on overlapping administrative costs. The savings were funneled into organizing drives like the ones recently conducted in Monterey and San Pedro.

Six More Top-of-the-Line Stewards

From May 30 to July 3 William Bragg, Ray Garcia, Nancy Heyden, Alphonse Johnson, Frank Sison and Wally Lau plowed through books, worked on typewriters, computers and in the galley, listened and questioned experts in the fields of food science and management. The purpose of their endeavors—to become top-of-the-line stewards in the union.

A special course on Sea-Land's Steward Operations was taught by SIU member Jimmy Mann. Mann currently serves as Sea-Land's port steward. As a Lundeberg school graduate, Mann worked in the steward department until attending Cornell University full-time. His college degree was made possible partly through a union scholarship.

'... it's a great feeling to come out top gun of our department...'

The stewards covered everything from brush-ups on basic math and study skills to microbiology and nutrition practices. The Lundeberg school's steward recertification program is designed to meet the growing demands of a competitive industry while preserving the quality of food served to crewmembers.

Requisitioning procedures and menu planning exercises helped prepare the soon-to-be recertified stewards for greater responsibilities.

Attention was turned to "people skills" such as communication and leadership techniques.



Pictured with Instructor Ed White (far right) are recertified stewards: (left to right) Nancy Heyden, Bill Bragg, Wally Lau, Alphonse Johnson, Frank Sison and Ray Garcia.

Safety procedures in the galley were reviewed as well as fire fighting, first aid and CPR.

Union education courses attended by the stewards focused on the mechanics of the SIU—from membership services to political action.

Each Steward Speaks

During the July Piney Point membership meeting, the six stewards graduated. William Bragg told those assembled, "I've been to the school six times and I've never been able to say thank you. Well today I'm finally saying it, thank you."

Alphonse Johnson said he appreciated those who taught the courses, "Thanks for the instructors, all one has to do is listen and take heed, they will bend over backwards to help you."

The school's grounds were mentioned by Frank Sison, "We have great facilities here. All I can say is—use it and don't lose it."

Ray Garcia noted, "It is a great

feeling to come out top gun of our department," and Wally Lau remembered that "in the old days there was no one around to teach you, you had to steal knowledge, now we all have a chance to learn."

Directing her comments to newcomers to the school, Nancy Heyden said, "I'd like to welcome you trainees and let you know your family just grew by thousands."

SIU Vice President Jack Caffey, who chaired the meeting, summed up the feelings of all those in the audience and union members everywhere when he concluded, "God bless the stewards."

In a special addition to the grad-



Jim Mann accepts an honorary recertified steward certificate presented by SIU President Michael Sacco.

uation ceremony, SIU President Michael Sacco presented Jimmy Mann with an honorary steward recertification. Calling Mann "home grown," a member who "worked his way up to port steward of Sea-Land, but one of us who has never forgotten where he came from," Sacco handed him the award.

Jim Mann thanked the union, the Lundeberg school and the union's scholarship program for helping him throughout his career. He said he looked forward to working with the Lundeberg school to make improvements which would make everybody's life at sea a little bit better.



SIU President Michael Sacco and stewards hold a round table discussion on issues facing the union's membership.



SIU Secretary-Treasurer Joe DiGiorgio meets with recertified stewards.



Alphonse Johnson (left) and Ray Garcia complete a computer assignment.



Stewards with SIU Washington Representative Frank Pecquex (center) in Washington, DC after meetings on the union's legislative program.



Holding signs (above) are (L-R) Aaron Chaney, Tanya Riffe and Adam Riffe. Their grandmother, Peggy Chaney, works in the maintenance department at SIU headquarters. Pictured in the center photograph Dion Wilson (striped shirt) and Parys Moss play a bit of tug-of-war with a pom-pom. With them are SIU employees Alicia Williams and Bill Moss. At the right, SIU Marshals help hand out the free lunches provided for the day.



SIU Joins with AFL-CIO to Urge Nat'l Legislation for Child Care

More than 5,000 members of AFL-CIO unions and their children rallied on Capitol Hill June 21 to call for the passage of two important pieces of family-oriented legislation.

The Seafarers International Union played an important role in "Children's Day on the Hill." While some SIU members served as rally marshals, others brought their children and participated in the rally and lobbied their congressmen.

The need for quality child care is evidenced in surveys which show 60 percent of all children have working mothers, and by the year 2000, 80 percent of women in their

prime childbearing years (between 25 and 44) will be in the labor force.

One family bill before Congress is known as the Act for Better Child Care (ABC). The legislation establishes minimal national standards for child care and addresses four areas: affordability, availability, quality and coordination.

60% of all children have working mothers.

Also being considered by Congress is legislation concerning family and medical leave. The proposed bill mandates up to 10 weeks of unpaid parental leave for the birth, adoption or serious illness of a child. It also calls for up to 13 weeks of unpaid leave for an employee's own serious illness.

Both bills are now before the Senate and House.

At the rally site on the Capitol's west side, SIU members acted as marshals, directing the crowd to various rally points and maintaining pathways for handicapped or wheelchair-bound participants. They also provided stage and media security.

Seafarers worked behind the scenes too. At Robert F. Kennedy

stadium, several miles from Capitol Hill, 25 SIU marshals were in charge of organizing parking and

food for the 87 large buses which had carried people in from the mid-Atlantic states.



Reagan Chaney and Adam Riffe share a sign during Children's Day.



Marshals assigned to the bus parking lot include (left to right) Munassar Mohamed (Cook & Baker), Julius Henderson (Cook & Baker), Almus Allen (Trainee Bosn Class 441), Dana Zuls (Chief Steward), Gary Mizer (Chief Cook).



Wearing the famous "Lundeberg stetson," SIU members who worked as marshals for the AFL-CIO Children's Day on the Hill are pictured with one of the rally's junior participants.



SIU staff members Don Mundell (back) and Carla Tomaszewski (right) take a photo with Senator Barbara Mikulski. Also present were Mary Mundell (front, left), Ruth Mundell (back, left) and Jan Tomaszewski.

DOT Seeks a National Transportation Policy

The Department of Transportation announced it is seeking comments on the formulation of a national policy encompassing all aspects of the transit industry.

The maritime segment is one of the major areas which will be addressed by the national transpor-

tation policy, according to the DOT.

The policy will cover all modes of transportation, their environmental impact, human factors, costs, energy requirements and other areas.

U.S. Unions Deplore China Crackdown

AFL-CIO President Lane Kirkland spoke for union members throughout the United States when he said, "The United States must support the struggle of the Chinese people to gain for themselves greater freedom and liberty."

The AFL-CIO, a federation representing international and national unions—including the SIU—called for a series of tough moves directed toward the Chinese regime. A swift and harsh response on the part of the American government would demonstrate the intolerance of the American people for the brutal and bloody tactics used to wipe out student and worker support for democracy, noted the American labor movement leader.

Kirkland's comments came at the end of June after the Chinese government's crackdown on pro-democracy demonstrations in Beijing's Tianamen Square the night of June 4. It was reported that hundreds of unarmed students and workers were killed as government tanks and soldiers rolled into the site which had hosted the public demonstrations for freedom.

It has been reported that nearly all of the 30 or more executions have been workers. Both students and workers have been arrested, including leaders of an independent labor union that was formed during the exciting days of the demonstrations.

The Chinese government "has horribly reaffirmed its belief that power comes out of the barrel of a gun," Kirkland said. "The massacre and executions of students and workers who demonstrated for democracy confirms the nature of communist dictatorship as essentially tyrannical and immoral," he added.

"That the regime should choose workers as its first victims of terror is not surprising," said the AFL-CIO leader. Kirkland went on to note, "The communist ruling class, which claims to govern in the name of the workers, fears them most of all."

Labor Calls for Tough Response

Rather than accepting the Chinese government's warning to the United States not to interfere in its internal affairs, Kirkland said, "it is time for the American government to abandon its cautious approach and to actively interfere on behalf of those who suffer under that regime." He pointed out that the violation of human rights and workers rights covenants is a violation of international agreements.

Citing President Bush's commitment to toughen the American position if violence escalated in China, Kirkland said, "It is time for him to do so."

The American labor federation president suggested the following actions be taken in addition to

Bush's proposed call to stop international loans: a recall of the U.S. ambassador, Chinese attempts to gain membership in GATT negotiations should be blocked, science and technology sales to the country should be suspended, China should lose its most-favored nation trading status.

China's most-favored nation status means that U.S. tariffs on products imported from that country are generally 50 to 90 percent lower than they would be without the benefit of that status. China currently exports 6.9 billion dollars worth of goods to the United States.

Kirkland also noted that the All-China Federation of Labor stands with the dictatorship and against the people. The All-China Federation of Labor is the communist-controlled, state run trade union organization. The AFL-CIO has long contended that state dominated and so-called unions in communist countries are not free trade unions.

No word of protest came from the All-China Federation of Labor when Chinese workers went before a government firing squad. The AFL-CIO president called it "a bankrupt and hollow organization, better suited for oppression and manipulation of workers than for their liberation."

The AFL-CIO leader also noted that the shameful behavior of the All-China Federation of Labor "vindicates our contention that, like its counterparts in other communist countries, it does not represent workers but serves as an instrument of the communist party and the government."

100 Legislators Agree: No Maritime in GATT

More than 100 House members have signed a resolution that calls for exclusion of maritime services from the upcoming trade talks to amend the worldwide agreement-known as GATT. The Maritime Administration (MarAd) also advised against including maritime in a trade agreement.

MarAd's Deputy Administrator William Creelman said his agency sees "maritime services as having a distinct and important national defense dimension, and it needs to be looked at differently than other service negotiations."

Congressman Walter B. Jones (D-NC), who introduced the House resolution, also expressed concern. "The fundamental reliance that our nation has on our merchant marine for national security and defense places it beyond any multinational process of trade negotiations."

The General Agreement on Tariffs and Trade negotiations have been held on and off since 1948, but this is the first time that service industries, including maritime, have been put on the bargaining table.

The SIU has warned Congress that if maritime services are included in the final GATT agreement, all promotional programs which have served to bolster the American-flag merchant marine might be at risk.

Court Suspends Pre-Hire Test For Thirty Days in SIU Suit

The federal court withheld final ruling on the joint SIU and Transportation Institute lawsuit charging that the government's drug testing regulations of maritime workers are illegal. Judge Thomas Hogan of the U.S. District Court of the District of Columbia heard oral arguments on June 21 from the SIU, TI and the government.

The court urged and the Coast

organization representing U.S.-flag operators, charged that the government's drug testing program imposed on the maritime industry violated employees' constitutional rights and forced private business to act as agents for the government.

Foreign-flag Ships Not Covered

Furthermore, the suit stated, U.S.-flag operators would be forced to pay for a government-imposed program while their foreign-flag competition paid nothing.

The lawsuit was filed in response to the Department of Transportation and Coast Guard regulations mandating five types of drug testing for maritime workers: pre-employment, periodic, random, probable cause and post-accident. The government set June 21 as the implementation date for pre-employment. The remaining four programs had starting dates in December of this year.

The SIU expects the court to rule on mandatory pre-employment drug testing first because of the earlier implementation date. After ruling on pre-employment testing, Judge Hogan will take up the other four drug testing programs required by the DOT's regulations.

Court awaits rulings from other suits.

Guard agreed to suspend implementation of the pre-employment drug testing requirements for at least another 30 days while the judge considers recent rulings on similar drug testing cases before the district court.

By publishing a notice to this effect in the Federal Register, the Coast Guard advised the maritime community that implementation of mandatory pre-employment drug testing would not begin on June 21.

The lawsuit filed by the SIU and the Transportation Institute, an

Gov't Services Members Will Train at SIU Lundeberg School

SIU members sailing on Military Sealift Command Pacific (MSCPAC) will now have the opportunity to upgrade their skills at the Seafarers Harry Lundeberg School of Seamanship, announced SIU Government Services Vice President Roy "Buck" Mercer.

MSCPAC agreed to a comprehensive training program for its civilian mariners after three of the command's leaders inspected the Lundeberg school.

MSCPAC Employment Director Earl Bergman, MSCPAC Supervisor Staffing/Class Specialist Jim Harvey and MSCPAC Civilian Personnel Officer A. J. Qatsha met with Buck Mercer and Ken Conk-

lin, the Lundeberg school's commander.

Mercer Meets with MSC Commander

In a meeting with the Military Sealift Command's chief, Vice Admiral Paul D. Butcher, SIU Government Services Vice President Roy "Buck" Mercer reviewed the labor agreement in place between the union and MSCPAC covering unlicensed crewmembers. Also in attendance was SIU Congressional and Government Relations Director Nick Marrone.

Specifically, reports Mercer, the union presented evidence of the West Coast pay differential between seafarers in the private sector and those who are civilian mariners on government vessels. CMPI 610 changes were also raised.

The vice admiral expressed his concern with the situation and agreed to get to the bottom of the matter. SIU Vice President Mercer said after the meeting that the integrity of the collective bargaining agreement between MSCPAC and the union would now be upheld.

Classes will be scheduled for the fall.

The union and MSCPAC have agreed upon a comprehensive training program which will let the command's SIU crewmembers attend courses in the deck, engine and steward departments. In addition, the school's sealift, lifeboat and CPR classes will be open to SIU Government Services Division members.

A schedule for training is currently being arranged, reports SIU

Letters to the Editor

Venture Crew Says Thanks to Stewards

Westward Venture (TOTEM) crew and officers report that Steward Florencio Nieves (rear) and Chief Cook Veronika K. Cardenas (pictured at right) have done an "exceptionally good job." In a letter to the LOG, Westward Venture seafarers noted the "unusually well-prepared meals" of Steward Nieves and Chief Cook Cardenas.



Soviets Honor U.S. WWII Merchant Mariner

To the Editor:

Sometime in March I received a phone call from the Soviet Embassy saying that I had been considered for a WWII medal for merchant marine service. . . . I couldn't talk good on the phone and I couldn't converse with the person from the embassy due to his heavy accent. It was decided that I would be sent the medal.

When it arrived, I had to get my congressman to have the accompanying certificate translated.

Anyway, it was a surprise after all these years since the war ended. I received my WWII VA certificate last year in August 1988.

Well you may want to publish this in the LOG. I have a lot of SIU friends who may remember me. Wish we could have merged before President Drozak died.

Otis L. Bouchie, Jr.,
Oneonta, AL

Editor's Note: Brother Bouchie is a retired NMU member.

Along with the medal described in his letter to the LOG, Brother Bouchie received a letter from Yuri V. Dubinin, Ambassador of the Union of Soviet Socialist Republics based in Washington, DC. The letter read: "Dear Mr. Bouchie: On behalf of the Presidium of the Supreme Soviet of the USSR, it is our pleasure to forward to you the commemorative medal, awarded to you as a participant of the U.S. convoys to the Soviet Union during the Second World War. We wish we could formally present it to you at a ceremony in the Soviet Embassy. Our congratulations and best wishes to you. Sincerely yours, Yuri V. Dubinin."

The LOG finds Brother Bouchie's experience very interesting. Are there any other seafaring people who were on the Murmansk run who have had similar contact with the Soviets?

Advice to WWII Mariners: Keep Trying

To the Editor:

. . . I thought the following information would be of some help to our members with veteran status.

I have recently been awarded a veterans disability pension of \$861 monthly. In addition, I received a retroactive payment of \$10,000. I also received \$862 social security disability award monthly.

The veterans pension was based on the degree of disability, plus total monthly income and monthly medical expenses.

For those of you who are disabled, I encourage you to apply. You must document all expenses and income, plus have a letter from your doctor. In my situation they will allow for full-time home care.

There are two types of disability: service connected and non-service connected. I received a non-service award.

I was turned down twice, but I appealed each time until they ruled on my behalf. Summing it all up, documentation and perseverance are the key. You have nothing to lose, so hang in there. Who knows? Perhaps there is a 45-year retroactive payment waiting for you. Good Luck!!!

At this time I wish to thank Mike Sacco and Ed Turner for their assistance in many problems. It is comforting to know that in spite of all the responsibility these brothers are faced with, they were never too busy to help.

Daniel Palmerone,
Concord, CA

Message from Retired Member Ralph Wilson

To the Editor:

One of the nice things about being a former member of the SIU is the receipt each month of the Seafarers LOG.

I joined the SIU from the port of Baltimore in 1963. My first ship, the SS Steel Maker, had an ordinary seaman who I became friends with. He is now Vice President Atlantic Coast, I am speaking of Jack Caffey.

I enjoy my monthly LOG. It keeps me up to date on important issues confronting the maritime industry.

It saddens me when I see former shipmates who have taken their Final Departure. My sadness turns to gladness when I see shipmates who have retired from the SIU after getting their required sea time to retire.

One such shipmate is noted on page 18 of the June 1989 LOG. I speak of Brother Jan Kachel who I sailed with on the SS Steel Designer. . .

Many changes for the better have taken place in the SIU. I'm glad that . . . I perhaps assisted in a small way to help make the SIU what it is today.

I miss sailing but I've found my snug harbor in southwest Florida. So my sailing now is but a very, very fond memory.

SIU Full speed ahead.

Ralph G. Wilson,
North Fort Myers, FL

Looking for Information on Liberty Ship Gable

To the Editor:

I read the story about the Liberty Ship very carefully. You see, my father—William L. Gable—was lost at sea May 25, 1942. He was the chief engineer on the Carvelle. The Germans blew it out of the water in the Gulf of Mexico.

In May 1945, in Savannah, Georgia, there was a ship that was put to sea with my father's name on it. After all these years is there any way you can find out what happened to the Liberty Ship Gable?

Thank you for your time.

George R. Gable,
Glen Burnie, MD

Editor's Note: Anyone with information regarding the Liberty Ship Gable can send it directly to George R. Gable at 18 Chester Circle, Glen Burnie, MD 21061.

Liberty Ship Article Stirs Memories for WW II Seaman

To the Editor:

I just received a copy of the Seafarers LOG (May, 1989) from a friend of mine who read my name in the piece "A War Time Hero Comes Home to Baltimore." Several questions and some dope on myself.

First, how do I get on the mailing list for the LOG? The LOG is a newsy paper and I enjoyed reading it all.

It's true that I started as a sea-

man in 1936, but was not a member of the MFOW until the war years and later, in 1944, I went to work for the Army Transportation Corps Water Division as a chief engineer, diesel. I was assigned all tugs, five in all. . .

In 1946, having promised the wife to get a shore job, as by then we had two children, I went to work at Bethlehem Steel Corp. at Sparrows Point, MD. I was a member of the AFL-CIO, Local 2609 for 30 years and retired in 1976.

I am willing to answer any and all questions about my service from 1936 to 1946.

Lester Gatton,
Baltimore, MD

Editor's Note: Local 2609 is an affiliate of the United Steelworkers of America.

Welfare Plan Came Through

To the Editor:

My wife and I want to take this time to thank the Seafarers Welfare Plan for helping us out in our time of need.

I am referring to the hospital and doctor bills for my wife Adella, and also for myself because I was in the hospital the latter part of January.

Again, we want to thank the Seafarers Welfare Plan for helping us.

Gordon Sandberg,
Frankfort, MI

Editor's Note: This letter was originally sent to the Seafarers Welfare Plan. The SWP forwarded it to the LOG.

The Seafarers LOG welcomes Letters to the Editor from all union members, their families and pensioners. On occasion, due to space limitations, it may not be possible to run a letter in its entirety. Anonymous letters will not be published.

Frederick Hickman Shares Certificate of Service

To the Editor:

I am enclosing this certificate of service. I thought you might want to run it in the LOG so some of the seafarers could see it. So far I have not seen one in the LOG.

This is a photo copy.
I am a retired member.

Frederick Charles Hickman Jr.,
Lufkin, TX



AROUND THE PORTS

Jacksonville

SIU Helps Students From Exceptional Center



Biltmore Exceptional Student Center students on camping trip made possible by a small donation from the SIU's Jacksonville hall.

Biltmore Elementary School students personally thanked the SIU for helping to raise the funds necessary to take 11 sixth-graders on a camping trip. Although the children may have had so-called physical handicaps, they did what all sixth-graders do when surrounded by nature—they listened to their favorite pop tunes.

The group of 11 also fished, grilled hot dogs and hamburgers, learned to recognize different kinds of pine trees and spent the night in cabins.

The SIU raised a small contribution to help cover the costs of the outing. The donation was very

much appreciated.

In a letter to SIU Headquarters Representative George Ripoll, the students wrote: "We wish to thank you so very much for providing funds for our recent camping trip to Northside Recreation Complex for the Handicapped. We were able to explore the woods along the boardwalk with the forest ranger and were able to fish on the wheelchair accessible pier. We enjoyed cooking our own meal outside over the campfire..."

The students concluded, "For many of us it was the first time we experienced sleeping away from home with our friends and it was fun. Thank you again."



SIU Headquarters Representative George Ripoll and Biltmore Exceptional Student Center representatives Jane Risk (left) and Shirley Thomas.

Picket Line Solidarity



Joining the Carpenters and Paperworkers unions on an informational picket line directed against B E & K, a union-busting contractor, are SIU members: (beginning third from left) Patrolman Anthony McQuay, Cook Richard Worobey, AB Kaare O'Hara, OMU Jaime Hernandez and Patrolman James Kosy.



On a 95-degree Saturday in June, four SIU members collected \$205 in three hours for Dollars Against Diabetes, a campaign launched by the AFL-CIO's Building and Construction Trades Department. Pictured above are Boss Freddie Goethe (left), FOWT Dan Campbell (center) and Patrolman Anthony McQuay (right).

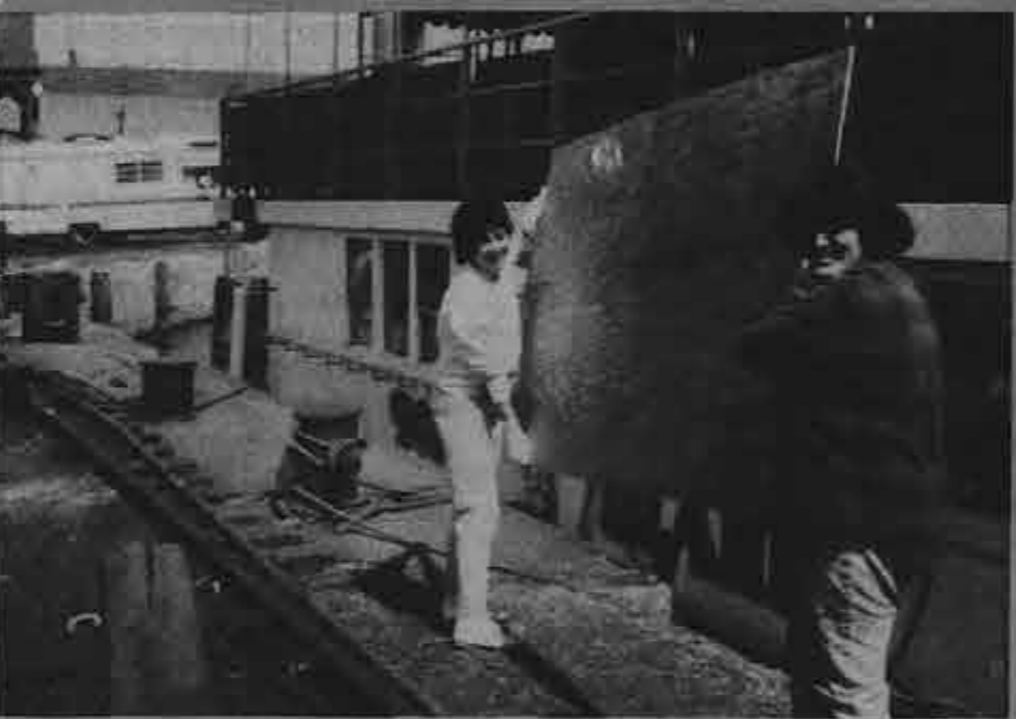
Algonac

Tug Hannah Crew



Great Lakes Seafarers man tug boats as well as freighters. Above is the SIU crew on the tug Hannah (OLS Transport). Standing left to right are QMED Alan Kindt, Conveyerman Tracy Neal, Cook David Sprunk, Deckhand David Tharp and Deckhand Todd Carr. Sitting are Conveyerman John King (left) and Steward Pierre Hill.

Bob-Lo Lines Fit-Out



Deckhands Cheryl Stamper (left) and Michelle McGonagle hoist a sheet of plywood during the season's fit-out of Bob-Lo passenger ferries. The Bob-Lo ferries sail between Detroit and Bob-Lo Island, a summer hotspot for residents of the Motor City.

New York



SIU Port Agent Kermet Mangram and UFW President Cesar Chavez.

SIU Joins Farmworker Rally Against Calif. Poison Grapes



SIU members participating in the UFW march and rally are: (left to right) (back row) Hugh Woods, Gerry McEwen, Jack Sheehan, Charlie Williams, (front row) Tom Vanye, David Mauzanet and Lewellyn Trotti.

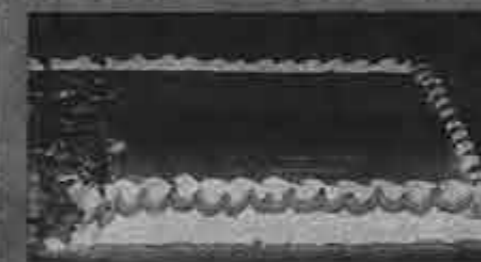
United Farmworkers leader Cesar Chavez led the recently held march and rally to kick off this year's UFW offensive against what the union considers the poison-California-table-grape.

Called "Solidarity Saturday," the event brought together hundreds of New York and New Jersey trade unionists who joined with the farmworker's union. The

Mobile

Retired Union Men are Welcomed at SIU Hall

When the Retired Seamen of Mobile wanted to hold a fish fry, they turned to the SIU. As a result, the Mobile SIU hall hosted a get-together of the retiree group whose membership is made up of pensioners from all the maritime unions. SIU Patrolman Jeff Libby reports the fish fry had an excellent turnout and, of course, great food.



A good feeder includes a "Brotherhood of the Sea" cake.



Pictured clockwise are: Joe Bradley and Tai Moss; Joe Crawford, Bernard Overstreet, Charlie Avery; Jack Allen, Richard McCall and Bill Hunter; Richard McCall, Jack Kennedy, Richard Busby and Tony Boguart.

San Francisco

Gasch Will Be Missed

Gilbert Gasch, a long-time fixture at the San Francisco hall's counter, has retired after 47 years as a merchant mariner, purser and union representative.

Gasch, who resides in Redwood, CA, said he wanted to thank all of the people who had helped him and given him support. He said, "It was great to work" with SIU members, officers and staff.

SIU Vice President George McCartney said Gasch will be sorely missed. "He's a great guy and all of us in San Francisco—members and officials alike—will miss him," McCartney said.



Retiring SIU welfare representative Gilbert Gasch and Vincent Good, the new welfare representative, at the San Francisco union hall.

New Orleans



Alison C crewmembers are AB Lionel Smallwood (left), Cook John Ridley (center) and AB John Woodbury (right).



Pictured left to right are Deckhand Frank Lancaster, Cook Kenneth Highlower, AB Alexander Miraglia and AB Timothy Frierson. The crew of the tug Gale B was docked in Freeport, LA. Crewmembers took time to consider the contract and vote.

Red Circle SIU Boatmen Vote For A New Contract

A new contract is in place for SIU boatmen on Red Circle Transport Company vessels. The three-year labor agreement, covering wages, hours and working conditions, was ratified by the membership in late June. The contract runs from July 1, 1989 through June 30, 1992.

The labor agreement between

the union and Red Circle Transport Co. allows all SIU boatmen to upgrade their skills through attendance at the Seafarers Harry Lundeberg School of Seamanship.

The New Orleans-based Red Circle Transport Co. operates six pieces of equipment—three barges and three tugs—in the Gulf of Mexico.

Wilmington

SIU Members on Eastern Picket Line



In a show of solidarity with striking Eastern machinists, pilots and flight attendants, the labor movement called a June 17 rally which was held at the busy Los Angeles airport. The SIU provided a big contingent. Pictured are some of the SIU members who participated: (left to right) QMED Jesse Manard, Port Agent Don Anderson, Crowley Deckhand Todd Wilson, DEU Larry Holbert, AB Eddy ("O.B.") O'Brien, Crowley Tankerman Dennis McKendall, AB Charles Krauser, SA Angel Hernandez, AB Mike O'Hanisan, OS John Fleming and AB Kenneth Bischoff.

School Graduates Classes in All Departments



TANKERMAN endorsements result from the school's two week course on liquid cargo transportation. The course covers diesel engine operation and repair, handling of fuels, asphalt and other dangerous cargoes. Safety procedures are stressed. Graduates are trained in all aspects of loading, transferring and unloading cargo by tank barges. Before taking the class, individuals desiring a tankerman's endorsement, provide the Lundeberg School with documentation supporting their ability to handle the various types of fuels. Course graduates pictured are: (left to right) (back row) Instructor Jim Shaffer, Dolphin Moores, George Tricker, Robert ("Panama Bob") Adams, Mike Bullen, Charles Werner, Michael Mat, (front row) Tim Smith, Frank ("Philly Flash") Sessa, Moises Huertas and Raul Inglesias.



ABLE SEAMEN courses are taught at the Lundeberg school for three different AB levels—special/12 months, limited/18 months and unlimited/36 months. In top picture, graduating AB students are: (left to right) (back row) Rick Carpenter, Tom McKinnon, Jeff Lahanle, John McNamara, Ray Kurczewski, Armando Alvarez, Larry Phillips, (second row) Kenneth Bethea, Charles Collins III, Charles Touzet Jr., Daniel Hecher, Dannie Truss, Delroy Brown, Instructor Jake Karaczynski, (front row) Marcias Lawrence, John Parker III and Miguel Monge. Pictured in bottom photo are: (left to right) (fourth row) Ken Lusk, Stephen J. Martin, Len Wilcox, Howard Gibson, Kelly A. Wood, Jake Troutwine, Ed Aldrete, Kevin Starkey, (third row) Horace Cooper Jr., Frank Sessa, B. Santana, Sean Ryan, Anna Buyvid, Ken Landry, Wes Bertrand, Ronald Corgey, Instructor Jake Karaczynski, (second row) Robert Zepeda, Bobby Branham, Ron Huyett, Mustari Lalong, Michael S. Gomes, Eric Selberg, Tony Cheesebrew, Mark Hoffman, (first row) Curtis Small, David Bailey and Steve Hansford.



REFRIGERATED CONTAINERS ADVANCED MAINTENANCE covers all phases of refrigerated container unit operation, maintenance and repair. Participants learn a systematic approach to troubleshooting as well as advanced maintenance procedures. The course is designed to allow graduates to assume duties of a maintenance electrician onboard container ships carrying refrigerated containers. Pictured with Instructor Eric Malzkun (left) are Al Matos (second from left), Chris Beaton, John Day and Tony Mohammed.



ELECTRO-HYDRAULICS graduates have studied the principles of electrical control of hydraulic systems. These include cargo winches, deck cranes, anchor windlass, ship steering and other shipboard systems. The first weeks of the course are spent on the electro-hydraulic deck crane (Hagglund 16 through 50 cranes) and the electrical relay sequenced hydraulic operation. Basic hydraulic systems, components and their functions are reviewed. Individuals in the electro-hydraulic systems class must have a QMED rating and have completed the Lundeberg School's Marine Electrical Maintenance Course and Introduction to Hydraulics. Completing the six-week course were QMED's (left to right) Ken Browning, Danny Johnson, W. O. Barrineau and Rudy Salvaggio. Not pictured is graduate Joe McGee.



WELDING consists of classroom and on-the-job instruction in electrical arc welding and cutting as well as oxy-acetylene brazing, cutting and welding. Certificates of completion of the course were awarded to: (left to right) Sam Minor, Bruce Smith, Al Lautermilch, Amir Kasim, Tom Doran. Also pictured is Instructor Bill Foley (right).

General Cassidy Announces Retirement for October 1

General Duane H. Cassidy, commander-in-chief of the military's transportation logistics command, announced before a



General Cassidy

nation's declining merchant marine, the general said, "I may retire from the Air Force and take this uniform off, but I am so committed to this issue, I do not care if I am picking apples in an apple orchard, I am going to be saying things about this issue and I will be glad to serve anywhere I can."

During his tenure as commander in chief of the U.S. Transportation Command, the Air Force general had displayed a keen understanding of the U.S. merchant marine's contribution to our nation's sealift capability, said SIU President Michael Sacco.

The general began his military career in the Air Force. He became commander in chief of TRANSCOM in 1986. TRANSCOM is the Department of Defense agency responsible for coordinating land, air and sea transportation of American military personnel and supplies in the event of a national emergency or war.

Senate subcommittee panel his retirement effective October 1.

When asked by Mississippi Senator Trent Lott what he would do to help address the issue of the

Photo by Doug Thurmer

Three Oil Spills in June Involve Foreign-Flag Vessels in Delaware, R.I. and Texas

In less than 12 hours on June 24 and 25, three separate large oil spills sent more than 1.5 million gallons of crude oil across a Rhode Island bay, a Delaware beach and a Texas river.

The spills in Delaware and Rhode Island involved foreignflag tankers. In Texas a Panamanian cargo ship collided with a non-union tug and barge.

The chain of accidents began in Narragansett Bay, RI, Friday June 24 at 4:40 pm. A Greek-flag tanker, the World Prodigy, struck a reef and more than 400,000 gallons of oil spewed from the tanker into the bay near the town of Newport.

Not quite two hours later in the Houston shipping channel, a cargo ship flying the Panamanian flag collided with an oil-laden barge near La Porte. The resulting spill put about a quarter of a million gallons of crude oil in the Galveston Bay.

Finally, around 4:00 am Saturday, the Uruguayan-flag tanker Presidente Rivera reportedly went out of a shipping lane in the Delaware River and struck a rock. More than 800,000 gallons of fuel oil spilled into the river.

The Coast Guard is investigating the cause of all three accidents.

Classes 438 and 439 Join Union Ranks After Graduation

Demonstrating the Seafarers Harry Lundeberg School of Seamanship commitment to provide young people coming into the mar-

itime industry with basic seamanship skills and knowledge are two trainee graduating groups—class 438 and class 439. As part of the continuous program of the union to prepare young people for seagoing careers, classes 438 and 439 are the most recent graduating groups.

Name Change for ASC Bulk Carrier



This SIU-manned Great Lakes vessel has been known as the M/V Roger M. Keyes. The 680-foot self unloader was rechristened the Adam E. Cornelius last month. Owned by American Steamship Company (ASC), the vessel has an unloading rate of 6,000 gross tons per hour and is powered by twin diesels generating 7,000 horsepower. The vessel's new name links it to the Cornelius family whose members have played an instrumental role in the building American Steamship.



Pictured above are members of trainee class 438 after completing lifeboat training. From left to right are: (back row) Tilbert Lettsome, Phil Donahue, Brian Dailey, Donnie Isbell, Mark Francois, Berry Burgett, Anthony Crockett, (second row) Lisa Allard, Shawn Burncheck, Leon Delacroix, Charles Earl Bibbs III, Gino Sean Whitehead, Johnny Overman III, Instructor Jim Moore, (front row) Martin Josephson Jr., Genevieve Morris, Raphael Burchfield, Maribel Cruz and Robert Baptiste.

Lifeboat Graduates



LIFEBOAT exercises take place outdoors for three hours a day. Rowing, coxswain training and davit operations are conducted. In photo are (left to right) Ali Mugalli, Bonnie Johnson, Jim Wilson, Yahya Ghaleb who completed the course. Instructor Jim Moore is on the far right.



Trainees class 439 includes: (alpha order) Alton Berrian, Joseph Cullison, Lyle Davis, Michael Dykema, Daryl Fowkes, Joe Garcia, Devin Hall, John Huyett, Juan Melendez Jr., John Mendez, Frederick Miller, Victor Mull, Lyle McCorison, James Reed, Christine Shoening, Robert Scott, Corinthis Thomas, Arthur Wadsworth, Roy West and Thomas Williamson.

Know Your Rights

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers

Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—THE LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

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

LEGAL AID

The following list of attorneys is provided for the convenience of Seafarers who may have need for legal assistance.

Alabama

John Falkenberry
300 N. 21st St.
Birmingham, AL 35203
(205) 322-1100

Simon, Wood & Crane
1010 Van Antwerp Bldg.
Mobile, AL 36602
(205) 433-4964

California

Les Ostrov
Fogel, Feldman, Ostrov,
Ringler & Klevens
5900 Wilshire Blvd.
Suite 2600
Los Angeles, CA 90036
(213) 834-2546

John Paul Jennings
Henning, Walsh & King
100 Bush St.
Suite 440
San Francisco, CA
94104
(415) 981-4400

Florida

Frank Hamilton III
Hamilton & Associates,
P.A.
2620 W. Kennedy Blvd.
Tampa, FL 33609
(813) 879-9842

Illinois

Katz, Friedman, Schur
& Eagle
7 S. Dearborn St.
Chicago, IL 60603
(312) 263-6330

Thomas Lakin
Lakin & Herndon, P.C.
251 Old St. Louis Ave.
Wood River, IL 62095-
0027
(618) 254-1127
(800) 851-5523
toll-free

Louisiana

Louis Robein
Gardner, Robein &
Uran
2540 Severn Ave.
Suite 400
Metairie, LA 70002
(504) 885-9994

Kristi Post
Canal Place One
Suite 2300
New Orleans, LA 70130
(504) 524-6207
(504) 524-6208

Maryland

Charles Heyman
Kaplan, Heyman,
Greenberg, Engelman
& Belgrad
Sun Life Bldg.
Charles & Redwood Sts.
Baltimore, MD 21201
(301) 539-6967

Massachusetts

Orlando & Associates
1 Western Ave.
Gloucester, MA 01930
(508) 283-8100

Michigan

Victor G. Hanson, P.C.
19268 Grand River Ave.
Detroit, MI 48223
(313) 532-1220

Christopher Legghio
Miller, Cohen, Martins
& Ice
1400 N. Park Plaza
17117 W. Nine Mile Rd.
Southfield, MI 48075
(313) 539-2110

New York

Howard Schulman
485 Madison Ave.
New York, NY 10022
(212) 421-0017

Pennsylvania

Kirschner, Walters &
Willig
1608 Walnut St.
10th floor
Philadelphia, PA 19103
(215) 893-9000

Margaret Browning
Spear, Wilderman,
Sigmond, Borish &
Eady
260 S. Broad St.
Suite 1500
Philadelphia, PA 19102
(215) 732-0101

Texas

Marvin Peterson
Archer & Waldner
2050 America Tower
2929 Allen Parkway
Houston, TX 77019
(713) 523-4455

Virginia

Arthur Rutter
Kutter & Montagna
415 St. Paul's Blvd.
Suite 720
Norfolk, VA 23510
(804) 622-5000

Washington

Rob Williamson
Davies, Roberts & Reid
101 Elliott Ave. West
Suite 550
Seattle, WA 98119
(206) 285-3610

HELP SPAD HELP YOU-- Contribute Today

LUNDEBERG SCHOOL OPEN TO UNION MEMBERS FOR SUMMER VACATIONS

The Seafarers Harry Lundeborg School of Seamanship—located in Piney Point, MD—has set aside rooms for SIU members and their families who wish to spend their vacation in scenic and historic St. Mary's County. The costs for room and board have been kept to a minimum, in order to provide union members with access to top notch vacation facilities without straining a family budget. A vacation stay is limited to two weeks. To apply, send the following application to the union's school.

ROOM RATES:	Member	\$30.00 per day
	Spouse	\$5.00 per day
	Children	\$5.00 per day
MEALS	Member	\$8.50 per day
	Spouse	\$4.00 per day
	Children	\$4.00 per day

NOTE: No lodging or meal charge for children under age 12.

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____ Book# _____
S.S.# _____
Address: _____
Telephone # _____
Number in Party _____
Date of Arrival: 1st Choice _____
2nd Choice _____ 3rd Choice _____
Stay is limited to 2 weeks
Date of Departure _____

Send to: Seafarers Training & Recreation Center; Piney Point, MD 20674; or call 301-994-0010

Dispatchers' Report for Deep Sea

JUNE 1-30, 1989

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	40	4	2	43	4	1	7	64	7	3
Philadelphia	3	3	0	3	3	1	2	2	2	0
Baltimore	8	5	0	4	4	0	1	11	5	0
Norfolk	11	9	1	9	7	4	5	15	6	3
Mobile	15	7	8	8	6	7	1	13	2	4
New Orleans	40	8	10	32	9	5	5	41	9	13
Jacksonville	26	9	4	19	5	5	2	44	12	6
San Francisco	35	5	10	20	7	7	5	50	12	7
Wilmington	15	4	4	16	2	2	4	22	6	5
Seattle	39	7	5	25	6	2	6	53	4	8
Puerto Rico	10	1	0	16	1	0	2	12	1	0
Honolulu	9	7	5	4	7	5	7	8	5	6
Houston	37	10	10	24	10	10	4	45	5	5
St. Louis	1	4	1	1	1	0	2	0	3	1
Piney Point	3	5	3	3	5	2	0	1	4	2
Totals	292	88	63	227	77	51	53	381	83	63
ENGINE DEPARTMENT										
New York	21	4	3	17	5	0	5	40	4	4
Philadelphia	1	1	0	2	1	0	0	0	0	0
Baltimore	10	2	0	3	1	0	2	10	5	1
Norfolk	1	3	1	2	7	1	1	4	6	2
Mobile	13	6	2	9	3	2	0	10	4	0
New Orleans	22	7	3	16	6	4	2	28	4	5
Jacksonville	18	4	1	12	4	3	1	22	3	1
San Francisco	26	5	5	14	3	3	8	35	5	6
Wilmington	12	3	3	6	2	2	1	18	4	3
Seattle	22	4	2	19	3	1	5	26	3	2
Puerto Rico	5	1	0	7	0	0	1	5	1	0
Honolulu	4	13	13	5	9	14	8	2	12	10
Houston	21	4	0	17	5	1	6	27	3	0
St. Louis	2	3	1	0	2	0	0	2	2	2
Piney Point	3	5	3	2	2	2	0	5	6	6
Totals	181	65	37	131	53	33	40	234	62	42
STEWARD DEPARTMENT										
New York	19	1	0	14	3	1	5	33	4	0
Philadelphia	1	1	0	1	1	0	1	1	1	0
Baltimore	2	2	0	2	2	0	0	4	4	0
Norfolk	10	1	1	8	0	0	5	6	1	2
Mobile	8	5	0	4	2	0	0	8	3	0
New Orleans	13	2	0	9	3	1	2	26	2	0
Jacksonville	12	3	0	15	3	0	4	15	4	0
San Francisco	30	3	2	29	3	0	9	57	7	6
Wilmington	8	2	0	4	0	0	1	17	3	2
Seattle	18	3	0	9	0	0	4	32	4	1
Puerto Rico	6	0	0	5	0	0	2	5	0	1
Honolulu	1	19	18	8	21	21	56	5	36	23
Houston	10	3	0	8	0	0	3	27	4	0
St. Louis	0	1	0	0	0	0	0	0	1	0
Piney Point	5	12	2	3	3	1	0	5	13	1
Totals	143	58	23	119	41	24	92	241	87	36
ENTRY DEPARTMENT										
New York	14	15	7	13	13	7	0	28	19	14
Philadelphia	0	2	0	0	2	0	0	0	2	1
Baltimore	1	5	1	1	3	1	0	2	4	1
Norfolk	5	5	2	3	5	4	0	4	4	4
Mobile	3	2	2	2	3	2	0	2	1	1
New Orleans	17	7	16	10	7	10	0	24	10	20
Jacksonville	2	2	4	3	4	6	0	2	5	8
San Francisco	16	7	18	16	3	11	0	38	11	14
Wilmington	6	8	3	5	5	0	0	9	15	7
Seattle	17	7	1	11	5	0	0	24	14	3
Puerto Rico	7	3	1	6	5	0	0	7	4	1
Honolulu	2	43	153	2	54	185	0	3	61	120
Houston	7	5	8	2	2	0	0	11	10	11
St. Louis	0	1	0	0	0	0	0	0	3	1
Piney Point	0	3	4	0	1	3	0	0	4	2
Totals	97	115	220	74	112	229	0	154	167	208
Totals All Departments	713	326	343	551	283	337	185	1,010	399	349

Totals All Departments

***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 June was up from the month of May. A total of 1,356 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,356 jobs shipped, 551 jobs or about 41 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 185 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 10,262 jobs have been shipped.

Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point
Monday, August 7
- New York
Wednesday, August 8
- Philadelphia
Wednesday, August 9
- Baltimore
Thursday, August 10
- Norfolk
Thursday, August 10
- Jacksonville
Thursday, August 10
- Algonac
Friday, August 11
- Houston
Monday, August 14
- New Orleans
Tuesday, August 15
- Mobile
Wednesday, August 16
- San Francisco
Thursday, August 17
- Wilmington
Monday, August 21
- Seattle
Friday, August 25
- San Juan
Thursday, August 10
- St. Louis
Friday, August 18
- Honolulu
Friday, August 18
- Duluth
Wednesday, August 16
- Jersey City
Wednesday, August 23
- New Bedford
Tuesday, August 22

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

Personals

Alfred A. Bliksaur

Alfred A. Bliksaur, please contact Barbara Coffin at (206) 643-7780

John Wright

Please get in touch with Vivian as soon as possible. (813) 736-1354

Augustas Bell

Corky Siletto

Robert D. Holich

Ms. Ardis (A.B.) Bell would like to get in touch with the above named people. They may call her collect at (415) 822-2168 or write her at 1119 Palou Ave., San Francisco, CA 94124

Ronald (Reggie) Smith

Please get in touch with your old friend, Michael Alexander. You can write him at 161-29 Jewel Ave., Apt. 4J, Flushing, N.Y. 11365; or call (718) 380-7285.



Send 'em to the LOG

Dispatchers' Report for Inland Waters

JUNE 1-30, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	26	2	0	18	0	0	70	21	6
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	3	0	0	3	0	0	0
Jacksonville	0	0	4	0	0	3	4	2	18
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	1	27	14	4	37	6	3	59
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	3	4	2	1	2	3	3	3
Algonac	26	9	0	9	1	0	39	12	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	57	15	38	43	6	45	123	41	86
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	1	0	0	15	5	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	1	0	0	0
Jacksonville	0	1	0	0	0	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	1	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	16	6	0	6	1	0	22	12	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	20	7	1	7	1	1	39	19	3
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	1	0	3	0	0	10	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	2	0	0	1	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	3	0	0	0	1	0	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	4	2	0	3	0	0	6	6	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	3	0	0	3	0	0	0
Totals	10	3	8	6	0	4	17	9	7
Totals All Departments	87	25	47	56	7	50	179	69	96

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

Dispatchers' Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	19	5	0	54	18	0	8	3
ENGINE DEPARTMENT									
Algonac	0	10	4	0	22	6	0	9	4
STEWARD DEPARTMENT									
Algonac	0	3	2	0	7	4	0	2	2
ENTRY DEPARTMENT									
Algonac	0	16	23	0	0	0	0	16	50
Totals All Departments	0	48	34	0	83	28	0	35	59

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

Seafarers International Union Directory

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

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

ALGONAC
 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

SANTURCE
 1057 Fernandez Juncos St.
 Stop 16
 Santurce, PR 00907
 (809) 725-6960

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

SEAFARERS WELFARE PLAN
1-(800)-CLAIMS-4
1-(800)-252-4874

Shargabian Given Big Send-Off Party

After 46 years at sea, Chief Cook Simon G. Shargabian is heading ashore. Brother Shargabian's crewmates on his last ship, the Gus M. Darnell, threw a retirement party while the ship was near Greece. All hands chipped in for a "very nice watch," reports AB Jim Elbe, which was presented at the retirement celebration.

Brother Shargabian joined the SIU in 1963, after spending 20 years in the U.S. Navy. The chief cook was born and raised in Boston and will retire to Clearwater, FL. The soon-to-be SIU pensioner told shipmates he plans to fish and entertain family and friends.



Chief Cook Simon Shargabian (fourth from the right) is joined by shipmates at a party thrown in celebration of his upcoming retirement. With Brother Shargabian are (left to right) QMED Rich Novick, Steward Charlie Scott, Chief Mate Bill Showers, Bosun Tom Banks, AB Jim Elbe, Pumpman Pete Hardy, Messman Tom Route, DEU Mark Pinkham, QMED Alie Assahn, Captain Morway and Second Mate C. Brown.



Brother Shargabian (left) and Steward Charlie Scott grill steaks for the party.



Enjoying Chief Cook Shargabian's steaks are (seated, left to right) Mark Pinkham, Pete Hardy, Bill Showers and (standing) Tom Route.

Other SIU men whose retirement was announced are:

Deep Sea

JOSEPH MUCIA



Joseph Mucia, 63, first started sailing with the SIU in 1946. He sailed as bosun/mate and most recently was employed with Sea-Land Manpower. Brother Mucia makes his home in Jackson, NJ.

LEONARD I. NIXON



Leonard I. Nixon, 62, joined the SIU in 1952. Born in Somerville, TX, Brother Nixon most

recently sailed aboard the Overseas Marilyn (Maritime Overseas Corp.). His pension became effective June 1989. Seafarer Nixon resides in League City, TX.

Inland

JEROME ABRAMOWITZ

Jerome Abramowitz, 62, of Paterson, NJ retired as a deckhand. He worked aboard railroad vessels in the port of New York. As an SIU inland members he served on

vessels of the following companies: Conrail, Penn Central and Erie Lackawana.

DUDLEY BONVILLAIN



Dudley Bonvillain, 62, of Lockport, LA worked last aboard the Dixie

Triumph in 1988. Brother Bonvillain joined the SIU's Marine Allied Workers Division, SIU in 1945. In 1957 Brother Bonvillain joined the Inland Boatmen's Union. He retired as a deckhand.

THOMAS BRADY

Thomas Brady, 65, last sailed in 1984 for Interstate Oil. He began his boatman's career on a tug for Gulf Atlantic in 1956, and joined the union in 1960. Brother Brady was senior tug captain of the Schuykill and the Pathfinder and captain of the Maritrans Transporter. Brother Brady resides in Elizabeth City, NC.

GEORGE FERRARA



George Ferrara, 62, of North Bergen, NJ was captain of the Cross

Harbor I of the New York Cross Harbor Railroad. Captain Ferrara worked previously for the Pennsylvania Railroad. He began maritime-related work in 1944 when he joined Todd Shipyards in Hoboken, NJ. Brother Ferrara served in the U.S. Navy.

WILLIE L. JAMES

Willie L. James, 62, retired as a cook in March 1989. His last vessel was the Albatross. Brother James worked for Radcliff Materials, Sea-Land and Alcoa. He first shipped in the SIU inland division in 1955. Pensioner James currently resides in Carlton, AL.

ALBERT JEFFERSON



Albert Jefferson, 72, sailed last in 1987. He worked as a fireman aboard the Mississippi Queen (Delta Queen Steamboat Co.). Brother Jefferson resides in Gretna, LA.

EARL E. JOHNSON

Earl E. Johnson, 62, of North Charleston, SC retired as an engineer. Pensioner Johnson sailed in the SIU's inland division from 1969 to 1985. He primarily worked

on Allied Towing and Gulf Atlantic vessels.

BENNIE J. LANDRY



Bennie J. Landry, 57, sailed with Sabine Towing. A resident of Nederland, TX, the deckhand joined the union in 1963.

FREDDIE NELLOMS



Freddie Nelloms, 63, began his boatman's career in 1951. Currently

residing in Pensacola, FL, Brother Nelloms retired as chief engineer. He sailed for 30 years with the SIU-contracted company Dixie Carriers, in coastal waters, the Mississippi River and its tributaries. Brother Nelloms began his inland shipping career in 1951.

DOMINIC PIAZZA



Dominic Piazza, 61, sailed with Radcliff Materials (Dravo Basic) until 1977.

Brother Piazza began his inland career in 1965. He served as mechanic and crane operator. Pensioner Piazza makes his home in Houma, LA.

JOHN RANDAZZA

John Randazza, 57, of Gloucester, MA worked as a fisherman for 36 years, from 1952 until he retired in 1988. He sailed in the deck department and later became a vessel skipper in 1972.

Lakes

JACOB IVEY

Jacob Ivey, 66, of Toledo, OH sailed as an OS with American Steamship Company. Born in Tennessee, he has been in the union since 1967.

HOWARD V. JOHNSON

Howard V. Johnson, 58, of Benzonia, MI joined the union in Detroit in 1967. A tug foreman/deckhand, he worked for Luedtke Engineering. He was born in Arkansas.

GEORGE R. NELSON



George R. Nelson, 60, sailed last on the Paul Thayer in January 1989.

Brother Nelson worked in the engine department holding the following positions: QMED, oiler and fireman. Brother Nelson worked aboard such vessels as the J.E. Ferris and the R.E. Webster. Pensioner Nelson resides in Shell Lake, WI.

LAWRENCE OBERLE



Lawrence Oberle, 63, of Saulte Ste. Marie, MI retired as a deckhand.

His employers included SIU-contracted companies Great Lakes Dredge and Dock, McNamara, West Great Lakes, Pieter Kiewit, Ludtke and Hannah Marine.

JOHN V. O'DEE



John V. O'Dee, 62, of North Olmstead, OH sailed as a captain and tug

fireman until 1975. He worked for Great Lakes Dredge and Dock, Dunbar and Sullivan, Pieter Kiewit and Great Lakes Towing. Brother O'Dee also belonged to the United Brotherhood of Carpenters and Joiners.

ROBERT C. ROACH



Robert C. Roach, 62, sailed from 1956 to 1984. He worked for SIU-contracted

inland companies: Great Lakes Towing, Pieter Kiewit and Dunbar and Sullivan. Brother Roach resides in Elyria, OH.

CORRECTIONS

SAMUEL N. SMITH

Brother Smith recently wrote to the LOG to correct the information which appeared in the June issue announcing his retirement. Brother Smith writes that all the years he sailed he worked solely in the steward department. In 1947 and 1948 he worked on the old Matsonia and original Lurline. First he worked as a second steward, then as maitre d' and chief steward for APL, from 1951 to 1972. During this time Brother Smith was also chief steward on the maiden voyage of the hospital ship, the SS Hope, from September 1960-1961. In December of '72 he worked for Grace/Prudential which later became Delta Lines. He spent 12 years there. Brother Smith returned to APL, working on cargo ships. SIU Vice President George McCartney noted the important role Brother Smith played when American Hawaii Cruises was just beginning to offer cruises. Brother Smith came to Piney Point to teach the new crew for both the SS Constitution and the SS Independence. He took the crew to Hawaii and became hotel manager from 1980 to 1982.

Editor's Note: The LOG staff thanks Brother Samuel Smith and SIU Vice President George McCartney for advising the paper of Brother Smith's seagoing career. The LOG staff extend their apologies for the inaccuracies which appeared in the retirement notice of Brother Smith in the June issue.

LNG CAPRICORN (ETC), March 26—Chairman Eugene A. Bousson, Secretary Francis E. Ostendarp, Educational Director Endang Abidin, Deck Delegate Victor M. Biata, Engine Delegate Timothy R. Van Pelt, Steward Delegate B.I. McElny. The ship's treasurer reported \$446 in ship's fund. No beefs or disputed OT reported by deck, engine or steward departments. Under good and welfare, it was noted that the ship is running smoothly. Next port: Tobata, Japan.

MOBILE (ITB), March 26—Chairman Fred Jensen, Secretary Frankie Ross. Ship's chairman reported payoff would be in New York. Deck delegate said whole department was doing an outstanding job. Steward delegate reported outstanding job in that department and good chief cook. No beefs or disputed OT reported by any department. Under good and welfare, it was noted this is an outstanding ship, and deck department, steward department and officers have all worked together.

MOKU PANU (Pacific Gulf Marine), March 4—Chairman Pete Loik, secretary Edward Dale, Educational Director William Hudson. Ship's secretary asked crewmembers to keep rooms clean. No beefs or disputed OT reported by deck, engine or steward delegates. Under headquarters report, a suggestion was made for union's pension program. Under good and welfare, it was noted that vessel had great cooks aboard, good salads, good food and crew thanked steward department. Next port: Crocket, CA.

OMI COLUMBIA (OMI Corp.), February 5—Chairman Joseph R. Broadus, Secretary Chester R. Moss. Ship's chairman reported payoff will be in San Francisco, plastic garbage could no longer be thrown over the side, union members need to continue supporting SPAD so U.S.-flag ships remain engaged in the Alaska trades. Ship's secretary presented a repair list for crewmembers to help fill out. He also said galley had a stove plate that had not worked in over two weeks. Educational director suggested crewmembers take advantage of union's school so they could help themselves and the organization. Ship's treasurer reported \$200. Deck, engine and steward delegates reported no beefs or disputed OT. Under good and welfare it was noted that the ship has been cleaner since two wipers have been added to crew. All departments have been doing their share to keep the pantry clean at night and a vote of thanks was given to steward department, noting that Chief Cook R. Collins is the best. It was concluded that food is good and crew is happy.

OVERSEAS JOYCE (Maritime Overseas Corp.), March 13—Chairman William Cronan, Secretary J. Parker, Deck Delegate M. Cella, Engine Delegate J. Hernandez, Steward Delegate S. Hamilton. No beefs or disputed OT reported by deck, engine or steward delegates. Steward department was complimented under new business. Under good and welfare, a request was made for better work gear. Crewmembers also asked that phone rates from Japan be posted. A higher clothing allowance was suggested for sandblasting and spray painting. Fresh milk and produce were sought from Japan. Next port: Jacksonville, FL.

PHILADELPHIA (Apex Marine Corp.), March 5—Chairman V.T. Nielsen, Secretary Steve Parker, Deck Delegate Joseph E. Miller. Ship's secretary said it was a good ship and

great crew and that this is his last trip before getting off. Educational director stressed importance of upgrading at Piney Point and of contributing to SPAD. He also noted that many safety meetings have been held aboard ship. Ship's treasurer said weekly arrival pools are being held to help pay for two new VCR machines and to help increase library fund. Department delegates reported no beefs or disputed OT. In a report to the LOG, the crew said this trip everyone got the chance to fire rocket distress flares. A demonstration was also given of ship-to-ship and ship-to-shore rocket propelled lifelines.

ROVER (Ocean Carriers, Inc.), March 12—Chairman Fred Serrahn, secretary Ernest Harris, Educational Director J. Parkhurst, Deck Delegate James Hirst, Engine Delegate Blade Reed, Steward Delegate James Robinson. Ship's chairman reported vessel would be working with Navy ships at sea. Educational director reminded crewmembers that safety comes first. Ship's treasurer reported \$156 in ship's fund. No beefs or disputed OT reported by deck, engine or steward delegates. A suggestion was made on procedures for union meetings held aboard ship. Under good and welfare, a vote of thanks was given to steward department. Next port: Persian Gulf.

SEA-LAND CHALLENGER (Sea-Land Service), March 27—Chairman Glen

letter around so all members will know what to expect when they prepare to register after April 1. Concern was also expressed about waiting time for results (three to seven days) since members must register within 72 hours. Deck, engine and steward delegates reported no beefs or disputed OT. Under good and welfare, the eight-month time period was discussed and a six-month time was proposed. It was suggested the company pay off with money orders or checks in Long Beach. The lack of supplies for a six-week trip was raised. As an example, during the last run, the vessel ran out of sugar. Next port: Long Beach, CA.

SEA-LAND EXPEDITION (Sea-Land Service), March 19—Chairman M. Zimbro, Secretary E. Vazquez, Educational Director D. Dukehart, Deck Delegate Pedro Tower. Ship's chairman reported everything running smoothly, payoff will be in Elizabeth, NJ, donate to SPAD and try to upgrade. Disputed OT was reported in deck department. A suggestion for one more AB and utility was forwarded to contract office for evaluation by negotiating committee. Under good and welfare, a vote of thanks was given to steward department.

SEA-LAND INNOVATOR (Sea-Land Service), March 5—Chairman W.L. Tillman, Secretary S. Amper, Educational Director R. South, Deck Delegate Francisco Munoz, Engine

ice), March 12—Chairman John Schoenstein, Secretary John Alamar, Educational Director W.H. Walton, Deck Delegate Joseph Touart, Engine Delegate Ahmed Yahia, Steward Delegate Terry Allen. Under old business, repairs were asked for in messroom and crew room. New curtains were requested for rec room, messroom and crew rooms. Ship's chairman reported problems concerning the DEU's OT on previous voyage. The matter has been raised with headquarters. Crew was thanked for keeping area clean and in general it was a good trip. Ship's treasurer reported \$115 at beginning of trip, paid steward \$75 for movies he taped on his vacation. No beefs or disputed OT reported on this trip by any department. Four motions were introduced regarding transportation, shipping procedures, time on and forwarded to the contract department. A resolution was introduced asking that Sea-Land put back the old type of prime ribs which were sliced to order. Under good and welfare, it was suggested union review dental plan.

SEA-LAND PERFORMANCE (Sea-Land Services), March 11—Chairman John O. Frazier, Secretary Gwendolyn Shinholster, Steward Delegate Jeffrey Beasley. No beefs or disputed OT reported by deck, engine and steward delegates. Under good and welfare, a vote of thanks was given to steward department for an excellent job. Next port: Charleston, SC.

SEA-LAND TACOMA (Sea-Land Services), March 26—Chairman Ray J. Ramirez, Secretary E.H. Jackson, Educational Director R. E. Clock. Educational director suggested Piney Point offer a machinist class to teach lathe operation and also a welding certification program. No beefs or disputed OT reported by deck, engine or steward delegates. Under good and welfare, a vote of thanks was extended to steward department.

SEA-LAND VALUE (Sea-Land Service), March 5—Chairman George Burkey, Secretary J. Gonzalez. Under old business, it was noted that hot water and sink in pantry had been repaired. Ship's chairman reported everything was going along smoothly. Ship's reporter advised meeting of crew changes. No beefs or disputed OT reported by deck and engine departments. Steward delegate requested to see patrolman at payoff. Under good and welfare, a vote was taken thanking steward department for a job well done. Next port: Elizabeth, NJ.

SPIRIT OF TEXAS (Seahawk Management), March 12—Chairman Ruel N. Lawrence, Secretary R.H. Mann, Educational Director Michael S. Pell. Ship's chairman reported payoff will be in Galveston, TX. Ship's reporter said a new electric typewriter is needed, steward has been using his own. Educational director encouraged all eligible members to take advantage of courses offered at Piney Point. Some disputed OT reported in deck department. Engine department delegate's report included a letter regarding the chief mate and cadet doing QMED work. Steward department reported no OT disputes. Copies of Seafarers LOG were passed around. Under good and welfare, it was noted that two washers and two dryers are needed. The pantry could use a small freezer for ice cream and a table could be put in laundry room. Drains in galley and pantry need work. Steward department was thanked for a super job well done. Steward department thanked entire crew for a very good trip. Next port: Galveston, TX.

Digest of Ships Meetings

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

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 ship's minutes.

James, Secretary George W. Gibbons, Educational Director Leon Acosta. Ship's chairman reported crew is trying to clean ship and said it has been a very good trip. Ship's secretary noted new men came aboard in New Orleans, thanked captain for new TV and said payoff is scheduled for March 29. He thanked crew for putting up with the leak in messroom. No beefs or disputed OT reported by deck, engine or steward delegates. Under good and welfare, votes of thanks were taken for captain for securing the new TV, crew for putting up with the leak and steward department for a job well done. Next port: Elizabeth, NJ.

SEA-LAND DISCOVERY (Sea-Land Service), March 13—Chairman Mark Downey, Secretary Jose R. Colls, Educational Director R. H. Ulatowski, Deck Delegate A. Calero, Engine Delegate V. Martinez, Steward Delegate Leon Butler. Ship's chairman said payoff would begin when union patrolman arrived. He reported everything was running smoothly. No beefs or disputed OT reported by three departments. Under good and welfare, a vote of thanks was given to steward department. Next port: Elizabeth, NJ.

SEA-LAND ENDURANCE (Sea-Land Service), March 28—Chairman Joseph A. Morrison, Secretary James A. Jones, Educational Director G. Evosevich. Ship's chairman stated he had received a letter from headquarters about new drug testing regulations. He expressed his concern about random testing and who would perform it, and he passed the

Delegate Alfred R. Lang. No beefs or disputed OT reported by deck, engine or steward delegates. Under good and welfare, it was noted that all was OK. Next port: Long Beach, CA.

SEA-LAND INTEGRITY (Sea-Land Service), March 19—Chairman E. Wallace, Secretary P. Laboy, Educational Director R. Kalan, Deck Delegate Charles Parks, Engine Delegate R. Scott. Ship's chairman reported everything running well. Ship's secretary urged crewmembers not to forget SPAD. No beefs or disputed OT reported by deck, engine or steward delegates. Under good and welfare, a vote of thanks was taken for steward department—a good feeder. Next port: Elizabeth, NJ.

SEA-LAND MARINER (Sea-Land Service), March 25—Chairman A.R. McCree, Secretary Peter H. Houe, Educational Director/Engine Delegate Daniel Compeau, Deck Delegate O. Wiley, Steward Delegate T.B. Pope. Ship's chairman conducted a discussion on new drug testing regulations. Ship's education director stressed importance of upgrading skills at union's school. No beefs or disputed OT reported by deck, engine and steward department. Copies of a headquarters communication on drug testing program were made and given to each crewmember. Under good and welfare, crewmembers asked for more baked goods at coffee time and better night lunches. A vote of thanks was given to chief cook for his delicious meals. Next port: Yokohama, Japan.

SEA-LAND NAVIGATOR (Sea-Land Serv-

Fire on Foreign-flag Cruise Ship, Only Luck Saves Lives and Vessel

continued from page 5

of recommendations directed at avoiding devastating accidents on foreign-flag cruise ships carrying American passengers.

The foreign-flag cruise ship, operated by Miami-based SeaEscape Ltd., was carrying nearly 450 passengers and 250 crewmembers when a deteriorated seal at a fuel line valve—which allowed leaking—ruptured and sprayed diesel fuel on the hot exhaust manifold. A fire erupted that cut power and communications and filled the vessel with smoke.

The over 10,000 dwt vessel, carrying mostly American passengers—many of whom were elderly, was en route to its home port of St. Petersburg, FL after a four-day Gulf of Mexico gambling cruise. The fire broke out late at night on March 16, 1988, and the vessel's captain put out a mayday call just after midnight.

The NTSB's investigation revealed the following:

The Scandinavian Star's engineering staff had not replaced old seals, nor did they know the purpose of deflector sleeves. If deflector sleeves had been in place, the fuel oil leak would have been directed away from the manifold.

Company Policy Hurt Early Efforts

The motorman who discovered the fire testified that instead of shutting off a fuel line that was feeding the fire he reported the blaze to the watch engineer. He told the board he followed the chain of command because company policy did not give him the authority to disengage the fuel system.

By the time he returned the fire had spread to such a point that crewmembers were prevented from reaching the fuel line which was continuing to feed oil to the blaze.

Communication between the watch motorman and the watch engineer was done through hand signals because they did not share a common language.

Cut off by the fire, power was down for an hour. Crewmembers could not reach the emergency generator because the source of electricity was in the engine room where the fire was raging, a violation of international codes.

Finally, crewmembers remembered there was an old truck battery on what was once a car deck. By jerryrigging the battery to the emergency generator, power was restored.

The lack of electricity in the first hour of the fire meant crewmembers could not use an emergency fire pump. In another crew-initiated improvisation, water was syphoned from the pool to the deck above the engine room.

Equipment Malfunctions

Adding to the crew's inability to fight the blaze was the malfunctioning of the remote auto-

matic and manual release mechanisms of the fixed carbon dioxide fire extinguishing system. Without this fire suppression method, crewmembers relied on 34 handheld individual containers of CO₂.

Shutting off the fuel oil booster pumps to prevent the feeding of the fire was delayed because of the absence of written emergency firefighting procedures.

Although the vessel's standard operating instructions and engineering drawings were in writing, they were in French—a language not understood by any of the engineering or deck officers.

Hindering the evacuation process were several factors.

Because the ship's local ventilation system was not equipped with smoke-sensitive actuating devices, smoke filled the vessel. And an evacuation group was unable to conduct an effective search for passengers because there was no protective breathing equipment available.

Communication with the passengers was at worst non-existent or at best confused. The power had cut off the public address system. Many crewmembers, who represented 27 nationalities, did not speak the language of most passengers.

Further chaos was attributed to conflicting information on where to obtain life jackets. Written instructions on placards located in staterooms were different from what crewmembers told passengers during the chaos. Some passengers reported that crewmembers tried to send them back to their smoke-filled rooms to retrieve life jackets.

Crewmembers at the muster and lifeboat stations did not know if all passengers had been safely evacuated because there were no procedures for accounting for all the individuals onboard.

Mexican Navy Helps Fight Fire

The Mexican Navy responded to the Scandinavian Star's call for help, as did the U.S. Coast Guard. Four Mexican naval vessels were on their way immediately upon receiving the Scandinavian Star's mayday call. Arriving on the scene by 5:00 am, they helped put out the blaze.

The Scandinavian Star was towed to a Mexican island resort where passengers disembarked. Later the vacationers were shuttled to Mexico's mainland and flown back to the United States on charter flights.

The failure of the emergency generator, the engine room smoke detection system and the fire-fighting system's remote activation mechanism combined with inadequate maintenance and training procedures and communications difficulties could have resulted in, as one safety board member said during a hearing on the incident, "a catastrophic loss of life. . ."

NTSB Acting Chairman said at the July 6 meeting, "It was sheer luck that many of the more than 700 people on board the Scandinavian Star that night didn't have to abandon ship into 10-foot seas."

This was the third fire in a five-year period onboard SeaEscape foreign-flag cruise vessels that has been investigated by the federal safety agency.

A fire on the Scandinavian Sea in March of 1984 resulted in minor injuries. In August 1984 a fire on the Scandinavian Sun caused the

death of a woman passenger and one crewmember and 58 individuals were treated for smoke inhalation. After thorough investigations, the NTSB found that possible arson caused the former and crew negligence the latter.

During testimony on the Scandinavian Star's March 16, 1988 fire, one crewmember told board members that the vessel had experienced oil leaks "all the time." Another crewmember testified that oil leaks happen "every so often."

MCS-PMA SUPPLEMENTARY PENSION PLAN

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

Summary Annual Report for MCS-PMA Supplementary Pension Plan Fund

This is a summary of the annual report of the MCS-PMA Supplementary Pension Fund EIN 57-6097856 for the six months ended December 31, 1987. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$451,748. These expenses included \$74,076 in administrative expenses and \$377,672 in benefits paid to participants and beneficiaries. A total of 2,375 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$10,841,812 as of December 31, 1987, compared to \$10,995,264 as of July 1, 1987. During the six months the plan experienced a decrease of net assets of \$113,452. This decrease included unrealized depreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$908,748, including employer contributions of \$346,649, gains of \$109,382 from the sale of assets, and earnings from investments of \$452,717.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The following items are included in that report: (1) An accountant's report, (2) Assets held for investment and (3) Actuarial information regarding the funding of the plan. To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)899-0675. The charge to cover copying costs will be \$2.10 for the full annual report, or \$.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

Final Departures

Deep Sea

CHARLES DEMERS



Pensioner Charles Demers died June 15, 1989 at Humana Hospital Southmore in Pasadena, TX. He was 67. Brother Demers was born in Massachusetts and lived in Houston. He was a veteran of the U.S. Armed Forces. Seafarer Demers went on pension in 1984. Burial took place at Forest Park East Cemetery in Harris County, TX. He is survived by his wife Irene.

RICHARD HEIKUS

Pensioner Richard Heikus, 65, died June 21, 1989, at the Virginia Mason Hospital in Seattle, WA. Born in Cleveland, OH, Brother Heikus joined the SIU in 1957. He most recently sailed aboard the Mariner, Philadelphia and Independence, all Sea-Land vessels. Pensioner Heikus, who lived in Seattle and shipped out of that port, also served in the U.S. Armed Forces. He went on pension in 1988. Cremation took place at Bleitz Funeral Home in Seattle. Surviving is his wife Darlene and his stepdaughters, Terri Lea and Sheila Lynn Dige. The family of Brother Heikus asked that the following poem accompany the notice of his death in the Seafarers LOG. "I never was on the dull, tame shore, But I loved the great sea more and more. And backward flew to her billowy breast, Like a bird that seeketh its mother's nest. And a mother she was and is to me, I am where I would ever be." (by B. W. Procter).

BASILIO PATRON

MCS Pensioner Basilio Patron, 80, died of cardiopulmonary arrest on April 4. The San Diego resident served as a messman on vessels operated by SIU-contracted companies: Amer Mail, Matson and American President ships. A member of the Marine Cooks and Stewards, Brother Patron was also a chief petty officer with the Coast Guard. He sailed first in 1936, and retired in 1973. Brother Patron is survived by his wife, Corazon.

EVERETT H. SMITH

MCS Pensioner Everett H. Smith, 88, passed away January 12, 1989 at the Ontario Community Hospital in Ontario, Calif. Brother Smith was a member of the Marine Cooks and Stewards Union. He sailed in the steward department and retired in April 1971. He was

born in Nebraska and resided in Ontario, Calif. Brother Smith served in the U.S. military from 1941 to 1945. He was cremated on January 17, 1989 and his ashes were scattered at sea. Surviving is his son, Everett A. James of Redlands, Calif.

ROBERT B. STEWART

MCS Pensioner Robert B. Stewart, 92, passed away January 13, 1989. Brother Stewart started sailing in 1930 and continued his career as a merchant seaman for 32 years. He sailed with Matson Lines and was a member of the Marine Cooks and Stewards Union. Seaman Stewart sailed in the steward department, retiring in June 1962. He was born in Illinois and resided in Pomona, Calif. Surviving is his widow, Eloise W. Stewart. Funeral services were held at Todd Memorial Chapel in Pomona, and burial took place at Pomona Cemetery in that city.

PETER TAI JR.

MCS Pensioner Peter Tai Jr., 71, died in Honolulu on February 18. A member of the Marine Cooks and Stewards, he worked as a baggage porter and messman. He sailed on Matson, Oceanic and American President Lines vessels. He is survived by his daughter, Rodetta Siliado.

WILBERT H. TAPLAN

MCS Pensioner Wilbert H. Taplan, 72, died December 22, 1988 at Kaiser Foundation Hospital in Oakland, Calif. Brother Taplan was a seaman for 28 years; he sailed in the steward department and belonged to the Marine Cooks and Stewards Union. He last sailed with Matson and retired in July 1973. Brother Taplan served in the U.S. military from 1943 to 1946. He was born in Louisiana and resided in Oakland. Surviving is his widow, Algerine Weisner Taplan.

FERNANDO VARELA

Pensioner Fernando Varela, 88 passed away January 13, 1989 at St. Luke Hospital in San Francisco, Calif. Brother Varela was a merchant seaman for 35 years. He belonged to the Marine Cooks and Stewards Union and retired in October 1969. Born in Spain; he became a U.S. citizen. He was a resident of San Francisco. Surviving is his daughter, Anna Gignoux of San Francisco.

JOSEPH VICK



Pensioner Joseph Vick, 61, died on March 8. A native of Steele, MO, he

joined the union in Seattle in 1970. A Navy veteran, he sailed as an AB aboard such vessels as the Trans Hartford, the Steel Surveyor, the Alcoa Marketer and the Pecos. Brother Vick worked last in 1987.

JULIAN R. WILSON



Pensioner Julian R. Wilson, 66, passed away on March 23. A native of

Virginia, he sailed in the SIU's deep sea division from 1947 to 1972 with the ratings of bosun and AB. Brother Wilson worked on Vietnam-bound ships in that war. Brother Wilson became an inland boatman in Norfolk in 1972. He worked for Gulf Atlantic Towing and retired in 1987.

Inland

JOHN M. BALL

Pensioner John M. Ball died on April 18. Brother Ball worked as a Gloucester fisherman until retiring in 1971. He was a member of the Atlantic Fisherman's Union, an affiliate of the SIUNA until it merged with the SIU's AGLIWD. Brother Ball was a resident of Magnolia, MA.

GERALD H. COLEMAN

Gerald H. Coleman, 59, died on May 6. He joined the union in the St. Louis hall in 1980. Brother Coleman worked as a cook for vessels of National Marine, Dixie Carriers and the Delta Queen Steamship Co.

SAMUEL DAVIS

Samuel Davis, 62, died on April 14. A native of Amite, LA, he served in the Navy for 24 years. Brother Davis joined the union in Norfolk during 1975. He worked as a cook for Virginia Clipper, the NBC Line and Harbor Towing Corp.

SAM DE SALVO



Sam De Salvo, 78, died on March 31 in Marrero, LA. He had heart

and lung ailments. A resident of Westwego, LA, he joined the SIU's inland division in 1955, and sailed in the deck department. Brother De Salvo was preceded in death by his wife. Boatman De Salvo was buried in McDonogh Cemetery in Gretna, LA. His brother, Donald, survives him.

JAMES DONEGAN

Pensioner James Donegan, a Gloucester fisherman, died. He retired in 1977. Brother Donegan, upon entering the

Gloucester fishing industry, joined the Atlantic Fisherman's Union. At that time the AFU was an affiliate of the SIUNA. Brother Donegan became a member of the AGLIWD when the AFU directly affiliated with the district.

VINCENT G. GRIM

Vincent G. Grim, 77, died on February 13. A native of Brooklyn, he joined the union in New York in 1963. He worked in the deck department of Erie Lackawana Railroad tugboats from 1942 until 1975.

HUBERT C. HOBBS



Hubert C. Hobbs, 75, died of lung cancer on March 29. A native of North

Carolina, he lived in Norfolk, VA. Brother Hobbs worked as a chief engineer for the Curtis Bay Towing Company. Burial took place in Forest Lawn Cemetery in Norfolk, VA. He is survived by his wife, Mabel.

MILON M. O'NEAL



Milon M. O'Neal, 78, passed away March 3 in Norfolk, VA. He had

lymphoma. A resident of Hatteras, NC, and a member of the SIU's inland division, Brother O'Neal worked as an engineer. He was buried in Midgette Family Cemetery in Hatteras, NC. His wife, Ida, survives him.

LEONARD PASZKIEWICZ

Pensioner Leonard Paszkiewicz, 70, passed away April 5. A resident of Green Bay, WI, he worked as an assistant cook. Brother Paszkiewicz last sailed in 1981 and retired in 1983. His wife, Verle, survives him.

SAMUEL J. ROMAN

Pensioner Samuel J. Roman, 70, died May 30, 1989 in Philadelphia, PA where he was born and lived. Brother Roman sailed with the SIU as deckhand, first mate and captain for Curtis Bay Towing Co. since the mid-1940s. He retired in 1980. Burial was June 3 at the Holy Redeemer Cemetery in Philadelphia. Roman is survived by two sisters of Philadelphia and many nieces and nephews.

JOHN C. SANDSTROM

Pensioner John C. Sandstrom, 65, died April 29. A Navy veteran, he joined the union in Chicago in 1967. The Minnesota native sailed as an oiler on vessels such as the Chisolm, the Upson and the Medusa Challenger. He retired in 1987.

JOHN F. VAN ANTWERP

Pensioner John F. Van Antwerp, 79, passed away March 13. Born in Michigan, he joined the union in 1955 in Frankfort. Brother Van Antwerp sailed in the deck department. He retired in 1973.

Great Lakes

ROBERT D. AFFLECK

Robert Dixon Affleck, 48, died February 15, 1989. Born in Chicago, Brother Affleck sailed out of the port of Algonac as a deckhand and oiler. While sailing on the Great Lakes, Affleck was drafted into the U.S. Army. He served from 1964-66 and received the Vietnam Service Medal, a good conduct medal, an overseas service bar and an honorable discharge. In addition, Boatman Affleck was an expert rifleman. Following his Army stint, he worked for Hannah Inland Waterways from 1966-82. Surviving is a brother, Richard Affleck of Chicago.

ROBERT J. GARVEY



Pensioner Robert J. Garvey died June 8, 1989 at the age of 70. Born in

Kaukauna, WI, he lived in Greendale, WI. Brother Garvey sailed deepsea from 1951-59 and joined the Great Lakes Tug and Dredge Region, IBU, in 1961 in the port of Milwaukee, sailing as a lineman and oiler. A veteran of the U.S. Navy from 1944-46, Garvey worked for such companies as Merritt, Chapman & Scott and Vessel Fueling Co. of Chicago. He retired on pension in 1981.

Corrections

JOHN E. FLOYD

Pensioner John Elmer Floyd, 75, passed away on February 28 in his home in Toledo, OH. Born in St. James, MI, Brother Floyd sailed with Boland Cornelius Lines as a fireman from 1940 until 1960, when he joined the SIU in the port of Detroit. He then sailed aboard the Adam E. Cornelius (American Steamship Co.) from 1961 to 1974. Brother Floyd retired in 1975. Seafarer Floyd is survived by his wife Mary M. Floyd, his daughter Dolores Floyd and brother Stanley Floyd of Charlevoix, MI.

Editors Note: Brother John E. Floyd appeared in the April issue of the Seafarers LOG in Final Departures, page 22. His wife has forwarded to the LOG names of additional survivors who were not listed in the original obituary.

1989 UPGRADING COURSE SCHEDULE

Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry

June through September 1989

The following is the current course schedule for June—December 1989 at the Seafarers Harry Lundeberg School of Seamanship. The course schedule may change to reflect the membership's and industry's needs.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 4	October 13
	October 30	December 8
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions for starting date)	
Radar Certification	September 11	September 15 (follows Limited License course)
Lifeboat	August 21	September 1
	September 18	September 29
	October 16	October 27
	November 13	November 24
	December 11	December 22
LNG—Self-Study	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	
Radar Certification	September 11	September 15 (follows Limited License course)
	November 13	November 17
Tankerman	August 21	September 1
	September 18	September 29
	October 16	October 27
	November 13	November 24
Simulator Shiphandling	August 21	September 1
	September 18	September 29
	October 23	November 3
	December 4	December 15

*Upon completion of course, the Sealift Operations & Maintenance course must be taken.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 18	December 8
Firesman/Water tender and Officer	October 30	December 8
Hagglund Crane Maintenance	November 6	December 15
Marine Electrical Technician	September 4	November 24
	November 13	February 2 ('90)
Refrigeration Maint. & Operations	October 2	November 19
Diesel Engine Technology	November 20	December 15
Variable Speed DC Drives	September 18	October 27
Hydraulics	August 21	September 15
Welding	October 2	October 27

*All students in the Engine Department will have two (2) weeks of Sealift Familiarization at the end of their regular course.

1989 Adult Education Schedule

Course	Check-In Date	Completion Date
The Adult Education Courses for 1989 will be six weeks in length.		
High School Equivalency (GED)	September 4	October 16
	October 30	December 11
Adult Basic Education (ABAE)	September 4	October 14
	October 30	December 9
English as a Second Language (ESL)	September 4	October 14
	October 30	December 9

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

ABE/ESL Lifeboat Preparation Course September 25 October 13

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

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 25	November 6

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member Lakes Member
 Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Veteran of U.S. Armed Forces: Yes No

U.S. Citizen: Yes No

Home Port _____

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

Are you a graduate of the SHLSS Trainee Program:

Yes No
 (If yes, fill in below)

Trainee Program: From _____ to _____

Last grade of school completed _____
(dates attended)

Have you attended any SHLSS Upgrading Courses:

Yes No
 (if yes, fill in below)

Course(s) Taken _____

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

Yes No

Firefighting: Yes No CPR: Yes No

Date Available for training _____

Primary Language Spoken _____

With this application COPIES of your discharges **must** be submitted showing sufficient time to qualify yourself for the course(s) requested. You **must** also submit a COPY of the first page of your union book indicating your department and seniority, as well as, a COPY of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

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

- ENGINE**
- FOWT
 - QMED—Any Rating
 - Variable Speed DC Drive Systems (Marine Electronics)
 - Marine Electrical Maintenance
 - Pumproom Maintenance & Operation

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

- STEWARD**
- Assistant Cook Utility
 - Cook and Baker
 - Chief Cook
 - Chief Steward
 - Towboat Inland Cook

- ALL DEPARTMENTS**
- Welding
 - Lifeboatman (Must be taken with another course)

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course.

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundeberg Upgrading Center, Piny Point, MD. 20674

Alert Sounded for Youth Missing for 18 Months

Barbara and Dennis Betz haven't seen their son since Jan. 20, 1988. The then-11-year-old Patrick Shawn Betz was last seen at an Upland, CA pizza parlor.

Patrick is classified as an "endangered runaway" by the National Center for Missing and Exploited Children. Unlike the vast majority of young runaways, Patrick did not return to his home.

He is now one of more than 22,000 cases the NCMEC has handled since its inception in 1984. Last month the SIU joined forces with the National Center in their campaign to help locate missing children. With the union's far-flung membership, it is hoped someone may spot the children (see box).

Upland, where Patrick was last seen, is near San Bernadino in Southern California. Since the NCMEC added the four-foot, seven-inch youngster to its list of missing children, it has received only three reports of sightings—none of which panned out.

His parents have reported receiving several phone calls where the caller does not say a word, but simply stays on the line. There have been no background noises on the calls.

Patrick may be trying to make it on his own in the streets. But no matter how tough a child may think he is, "it's awful hard to make it, especially a child his age," said Margaret Sanders, a case worker at the National Center.



Patrick Shawn Betz is pictured above.

Children Patrick's age are easy prey for drug dealers, pimps and pornographers, and the sad truth is, many runaways fall victim to the exploiters, says the National Center staff member.

The National Center, which serves as a clearinghouse of information, has been able to close more than 13,000 of its files, mostly runaways who do return home. The organization's photo campaign has been responsible for locating 129 children.

Most media attention focuses on children who are kidnapped by strangers, but the National Center says a majority of all abductions are performed by the non-custodial parent of the child.

The National Center has included Patrick Shawn Betz in the organization's photo campaign program. Begun in 1984, the project encourages civic, business and community groups to distribute photos of missing children. All of the National Center's efforts in the private sector are coordinated with law enforcement officials.

Whatever Patrick's situation is today, the 13-year-old no doubt needs help.

The Seafarers LOG asks its readers to study the picture and information in the box below. If Patrick Shawn Betz is recognized, immediately call one of the numbers listed. Patrick's life could depend on it.

Date Missing: 1/20/88

Missing From: Upland, California

Date of Birth: 6/21/76

Age at Disappearance: 11 years old

Sex: Male

Race: White

Height: 4 ft. 7 in.

Weight: 90 lbs

Hair: Brown

Eyes: Green

Identifying Information: Child was last seen wearing a gray shirt, gray pants and white shoes. Child has a skin discoloration on left jawline near chin.

Circumstances: Child was last seen near Pizza Chalet on Foothill and Euclid Streets in Upland, California.

ANYONE HAVING INFORMATION SHOULD CONTACT

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

OR

Upland Police Department
(California)
Missing Persons Unit
1-714-945-7624

SIU And Affiliates Join 1989 Union Industries Show In San Jose

More than a quarter of a million people filled the San Jose (CA) convention center during the four-day run of this year's AFL-CIO Union Industries Show.

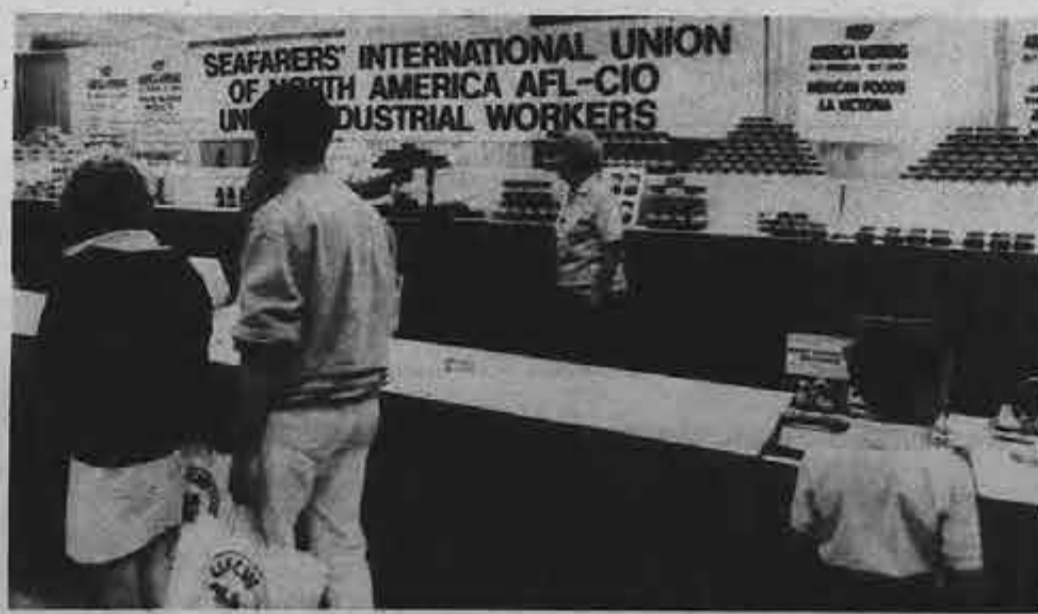
Exhibits from SIU and its United Industrial Workers affiliate were part of the 300 exhibitors at what was the biggest show of its kind since its beginning in 1938.

"Made in the USA With Pride" was this year's theme. The booth operated by the SIU-contracted Delta Queen Steamboat Co., which

operates the riverboats Delta Queen and Mississippi Queen, was a popular stop for visitors.

One lucky show visitor was Mary Frausto of San Jose. She won what was no doubt the most coveted giveaway at the Union Industries Show, a trip for two on the SIU-contracted Delta Queen.

Products on display made by UIW members included a variety of Mexican food products from La Victoria, bronzed items from Bron-Shoe, American Tuna and Brillo



Some of the hundreds of thousands of people who came to the 1989 Union Industries Show inspect the many products produced by the SIU's industrial division—the United Industrial Workers. All display items were donated by the producing companies.



Manning the SIU/UIW booth at the Union Industries Show are (left to right) Bill Dobbins, UIW vice president; Rose Dacquisto, Lin Moorman Edney, Alberta Edney, Steve Edney, UIW President and Irma Lerma.

scouring pads.

Sponsored by the AFL-CIO's Union Label department, the show included demonstrations of dozens of skills from glass-blowing to baking. More than \$100,000 in union-made products, services and samples were distributed to show-goers.

SIUNA Vice President Edney reported that the SIU's booth was a favorite of show visitors. "The raffle for a cruise for two donated by the Delta Queen brought thousands of people to our tables."



These bronzed shoes are an example of the work done by the UIW-contracted company Bron-Shoe.