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

Volume 52, Number 1

January 1990

Court Rules on SIU's Drug Suit

# Random Tests Banned For Merchant Seamen

Page



Lakers Keep Moving Despite Ice and Cold



cover on all five of the Great Lakes and harsher than usual weather, SIU-contracted vessels worked throughout the month of December to deliver raw materials and durable goods to ports throughout the region.

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# Foreign Shipowners Agree: Keep Maritime Off the Agenda of World Trade Talks

European and Japanese shipping company associations urged their respective governments to oppose inclusion of waterborne transportation services in world trade discussions. American maritime interests have been seeking support from the U.S. government for removal of shipping from the GATT agenda.

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Every facet of the culinary SIU Know-how at Work arts are taught to steward department personnel at the union's Harry Lundeberg School. Here Chief Cook Thomas Wybo is carrying some of his mouth-watering pastries from the bakery to the serving table. Story on page 5.

How the Sun Can Play Havoc With Navigation Systems

The navigation systems to which ships at sea are dependent can be the victims of solar upheavals.

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# **President's Report**

#### A Win on the Privacy Issue

The year ended on a positive note for the union and its membership when the U.S. Federal Court for the District of Columbia handed down its long-awaited decision in the suit brought by the SIU against the Coast Guard's program of drug testing for seamen. While the court allowed the pre-employment, periodic, post accident and reasonable cause testing, it upheld our arguments that the Coast Guard "arbitrarily extended the regulations to cover virtually all



crewmembers without considering whether their individual jobs are safety-sensitive." It then issued a permanent injunction against implementation of the Coast Guard regulations providing for random urinalysis drug testing of crewmembers aboard U.S.flag vessels. The court stated that the Coast Guard regulations violated the Fourth Amendment of the Constitution which guarantees the right of Americans against "unreasonable searches and

The court's decision was gratifying because it recognized our chief concern with the Coast Guard testing program and that was that it intruded unnecessarily on the privacy of seafarers. Although the court did not accept all of our argument's against the drug testing regulations, we continue to feel that the regulations are in effect discriminatory against U.S. shipping, in that they have no control over the enormous number of foreign vessels and seamen who ply American waters.

It is important to repeat the reminder we stressed when we joined the suit against the drug testing: we are committed to a drug-free work place, but feel strongly that any program to deal with drugs in the work place should be equitable and respect the privacy rights of seafarers. That is why we reacted immediately when the Coast Guard regulations were announced over a year ago. We felt it was the union's responsibility to fight against any invasion of a seaman's privacy.

#### Keeping Maritime Out of GATT Talks

In a sense there was another bit of comforting news as the year 1989 wound down. It has to do with the current round of negotiations by the nations which are part of the so-called General Agreement on Tariffs and Trade, commonly referred to as GATT. At these talks the 91 participating countries will update the existing practices governing tariffs and trade.

As preparation got under way to establish the items to be dealt with in the initial meetings during the past year, your union strongly opposed any effort by the U.S. Trade Representative to allow mari-

time services to be included in the talks. Our position was based on a fear that if maritime was part of the agenda, the U.S. might trade off existing protections for American shipping in exchange for some concessions favoring larger and politically more powerful shoreside industries. We conveyed our position very strongly to members of the U.S. team that will participate in the GATT talks. We have also advised foreign flag shipowners and governments of our position.

The comforting development is that strong groups of foreign shipowners, namely, the Council of European and Japanese National Shipowners' Associations and the European Community Shipowners' Associations have urged their respective governments to leave shipping out of the coming GATT negotiations. Inasmuch as we thought we and others of the American shipping community might be fighting the issue alone, the news of the European and Japanese opposition, even though for slightly different reasons, could be helpful to our cause.

#### Improvement in Communications

As we close out the first year of administering the union and its activities, I can report that we have accomplished much in our effort to streamline the functioning of the organization's machinery so as to make it more responsive and efficient in all matters of concern to the membership. Matters involving more judicious use of personnel, trimming of unnecessary paperwork and elimination of overlapping of duties have made our union more effective in servicing the mem-

One of the principal objectives we aimed for as we assumed responsibility for managing the union's affairs was to improve the level of communication between the members and the officers, elected and appointed. We sought to increase the quality and quantity of the instruments of information such as the Seafarers LOG and other union publications which already has shown substantial re-

Even more importantly, it was our desire and will to increase the dialogue and exchange of information between the members and union representatives. My own personal experience in this regard is most gratifying, as I note a continuing increase in correspondence, telephone calls and direct discussions between SIU men and women and the union's officers and employees.

It is my absolute intention to keep up this trend because it is vital to the continued success of our organization in dealing with the vast problems which confront American-flag shipping, and therefore the job opportunities and conditions of our membership. Every member's voice and thoughts are important in our union, and we will continue to emphasize that throughout.

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# Foreign Shipowners Want Maritime Out of Trade Talks

European and Japanese shipping associations are urging their governments to demand exclusion of maritime services from the forthcoming negotiations on general trade and tariffs, known as GATT.

In a joint statement issued last month, the Council of European and Japanese National Shipowners' Associations (CENSA) and the European Community Shipowners' Associations (CAACE) said shipping should not be on the bargaining table. "There would be a real danger of trade-offs being made in the negotiations, with the shipping interests being harmed," the statement said.

The Seafarers International Union along with the rest of the American maritime industry vociferously has opposed the inclusion of waterborne transportation services in the current round of world trade talks which have been taking place in Uruguay since 1986. A coalition of more than 200 shipping groups and unions, as well as maritime-oriented organizations, has been working with leaders in the Senate and House to institute legislation prohibiting the American government from negotiating on the subject.

The Journal of Commerce article last month cited the foreign shipowners' concerns of possible GATT reinforcement of "uncompetitive practices already adopted by some developing countries." The European and Japanese operators are also worried that GATT might support "restrictions on the prices and conditions for shipping services, discriminatory freight taxes, difficulties placed on non-nationals establishing branch offices or agencies and barriers to repartriation of profits," reported the publication.

In calling for the exclusion of maritime services from international trade negotiations under the auspices of GATT, the SIU warns that, if left on the agenda, agreements could be reached that would invalidate U.S. laws governing everything from coastwise trade restrictions to operating subsidies for American carriers.

GATT is a multilateral treaty established in 1948 to end discriminatory trade practices, reduce trade barriers and eliminate devices which distort competition in the world market. Currently 91 countries subscribe to the treaty, including the United States.

# SIU Lawsuit Brings U.S. Court Ban On Random Drug Testing of Seamen

The U.S. District Court banned random drug testing of merchant seamen in a decision announced last month stating it was "more intrusive on the individual's privacy interests than any other category" of urinalysis screening. The ruling

was a result of the SIU's lawsuit that argued the Coast Guard-mandated drug testing regulations invaded the privacy rights of seafarers.

The Court's decision said the government had failed to demonstrate how "randomly testing all crewmembers for drugs in the interests of safety" outweighed "the crewmembers' privacy interests" guaranteed by the Fourth Amendment of the Constitution.

While upholding pre-employment, periodic during license renewal, probable cause and post accident drug screening, the Court rejected the Coast Guard's theory that all hands are required to be tested andomly.

Instead, the Court found "the tasks of cooks, messmen and wipers" do not "approach the direct relationship to safety shared by the employees for whom random testing was found reasonable in (other cases)—employees directly involved in the flying or servicing of aircraft and police/guard per-

Random testing was imposed on merchant seamen employed on U.S.-flag vessels, along with the other four other kinds of drug screening by Department of Transportation and U.S. Coast Guard regulations announced in the federal register on November 21, 1988. The regulations called for pre-employment testing to begin in June of 1989 and for the other screening processes to begin December 21, 1989.

Moving quickly to protect the

farers, the SIU, along with the Transportation Institute-an association representing Americanflag shipping companies-filed a lawsuit against the governmentforced drug testing procedures in December of 1988. A lawsuit filed by District 2 MEBA in federal court in March of 1989 was consolidated in May with the case filed by the SIU and TI.

In initiating the lawsuit, the SIU

of the vessel's navigation or operations. The SIU said many positions on a ship were not so safetysensitive that random drug testing is warranted.

In July of 1989, Judge Thomas F. Hogan of the District Court of the District of Columbia, who had been assigned the case, ruled preemployment drug testing of job applicants in the maritime industry could go forward.

# What Happens Now?

With the court having decided to ban random drug testing of merchant seamen, here is how the situation stands:

One, the DOT and USCG can accept the court ruling and forget about random testing;

Two, the agencies can appeal for reconsideration of the decision to a higher court;

Three, the government can go back to the drawing board, as allowed by the judge, to come up with another plan for random testing. Any such revised plan would be submitted to the court for approval.

clearly stated its commitment to a drug free workplace, but not under a misconceived and overbroad regime that subjects seamen to an unwarranted invasion of privacy when there is no proven connection to safety.

In random testing in particular, the SIU and TI argued that the government had failed to show how everyone aboard a commercial ship directly affects the safety | through urinalysis tests was the

The December 19 decision by Judge Hogan prohibits random drug testing of merchant mariners, but allows periodic testing at the time of license renewal, post accident and probable cause drug screen-

The underlying theme of the Court in allowing pre-employment, periodic, post accident and probable cause drug screening

safety factor. The government's interest in ensuring safety in the transportation industry justifies departure from the usual search and seizure mechanisms allowed by the Constitution, the Courts have ruled in a series of drug testing cases over the past two years.

The Court said, in analyzing each kind of testing, it would balance "the government's compelling interest in safety" "against the individual's privacy interests to determine if the warrantless searches mandated by the regulations are reasonable under the Fourth Amendment."

#### Other Procedures Go Forward

In allowing pre-employment testing the Court found the process akin to "procedures encountered in the context of a regular physical examination" and the process involved none of the employer discretion necessary in other kinds of screening. The Court concluded "the intrusions placed on prospective crewmembers' privacy by pre-employment testing are limited and that the testing is reasonable under the Fourth Amendment."

Applicants for licenses, certificates of registry, or merchant mariner's documents who are required to take physical examinations will be subject to periodic drug testing, the Court ruled. The Court said the privacy rights of the individuals have "already considerably diminished. These individuals are already required to have a regular physical examination, and the drug testing will be conducted as part of that regular examination . . . at a pre-determined time, with advance notice, as a part of a process which the individual himself or herself initiates.'

Post casualty drug testing was allowed by the Court because it found the regulations to be confined to all persons directly involved in a serious marine incident. Privacy interests in post casualty testing are diminished because the procedure is based on an event "which furnishes an indication that some dereliction of duty has occurred and requires concrete evidence that events have not gone as planned," said the decision. The Court held "post casualty testing will help maritime employers obtain invaluable information about the causes of major accidents and enable them to take appropriate measures to safeguard the general public."

"Testing a crewmember on the basis of reasonable suspicion that he or she has used a dangerous drug does not transgress the Fourth Amendment," the Court found. The government's interest in safety "outweighs the privacy interest of crewmembers who are reasonably suspected to have used a dangerous drug based on direct observation of specific, contemporaneous physical, behavioral or performance indicators of probable use."

The Court enjoined the Coast Guard from implementing random testing, but invited the agency to promulgate "new, narrower regulations" that would be subject to Court review.

# Panama Canal Open for Business After Invasion

Shipping through the Panama Canal has returned to normal after being suspended following the U.S. invasion of Panama last month.

The canal was closed for several days in December for the first time in the waterway's 75-year history. American military officials sealed off the canal to prevent an act of sabotage by followers of ousted dictator Manuel Noriega.

American military forces attacked the Noriega headquarters and other military targets in an effort to capture the Panamanian strongman and quash his acts and threats of violence against American citizens and interests.

Tensions had been raised to such an inflamed level that on December 1, 1989 the White House had ordered Panamanian-flag vessels be barred from U.S. ports after January 31. Many U.S. owners of Panamanian-flag vessels were forced to re-register their carriers under other runaway flags in order to continue shipping into the United States. Before the presidential announcement, Panama's merchant fleet had more ships above 1,000 gross tons capacity than any other nation.

The U.S. government's proposed ban of Panamanian-flag vessels in American ports resulted in a mad scramble by runaway registries to capture the newly-created business. Several countries slashed their fees and made paperwork easy in order to lure former Panamanian-flag vessel owners to their registry. Before the U.S. invasion 400 ships had transferred from the Panamanian regis-

The ban on Panamanian-flag ships was lifted after the December 20 American invasion and installation of the popularly elected government. However, several companies have announced they would not return to the Panama flag because of the cost of the

transaction.

At the height of the canal closing, more than 125 vessels were waiting to enter the waterway. In an average day a total of 32 ships pass through the canal.

SIU President Michael Sacco sent a letter of support for the military action to President George Bush. In the letter, Sacco noted the union's appreciation for "the absolute respect for the concept of freedom of the seas and unrestricted access through the world's vital waterways."

President Bush ordered the military action involving 26,000 American soldiers after a U.S. Marine lieutenant was shot by Noriega's Panamanian Defense Forces. Noriega, who faces drug trafficking charges in the United States, initially escaped from the American forces. On Christmas Eve Noriega sought asylum from the Vatican Embassy.

# Bitter Weather Has Lakers Moving on a Slow Bell

Great Lakes SIU members worked in bone-chilling weather last month as arctic winds surged over the north-eastern region of the United States. "We've been getting some recordsetting low temperatures," reported SIU Assistant Vice President Byron Kelley who is based in Algonac, MI.

Union Patrolman Jack Allen, who has travelled throughout the region to meet with Great Lakes members, said most SIU-contracted vessels would be in by around the first of January. "Although a couple may try to stay out there longer," he added.

With wind chill factors of 40 degrees below zero not uncommon recently, the mile-and-a-half stretch of the St. Clair River between Algonac and Canada froze solid by mid-December, Kelley said. In most places, the Lakes have completely frozen over and it's generally "all plugged up," said Allen.

"A run that normally takes five hours took a day-and-a-half in December," Allen noted. "The ships were moving but it was awful slow going. A few got stuck for a while, but



The St. Clair River as seen from the SIU's Algonac hall.

currently there are no SIU-contracted vessels trapped in ice. Of course, anything can happen up here."

"We're down to one shipping lane now, so that slows things up as well," Allen said. St. Lawrence Seaway officials had to remove nighttime navigation aids and limit vessel movement to daytime hours, further contributing to delays.

Throughout the autumn, SIU members shipping on the Great Lakes reported odd weather. "During the fall, we had terrible winds. They never stopped blowing, they would just change directions," said Allen. "Then it started freezing up right around Thanksgiving."

Although the ice came early and polar winds blasted the region with sub-zero cold, Lakers continued to carry cargo in what is believed to be a record-setting shipping year for the St. Lawrence Seaway.

"Overall, based on what we've shipped, I'd say production of durable goods went up this year and things have been looking pretty good for American businesses," said Kelley. "We've seen a rush in shipping because of increased production of items like refrigerators and vehicles."

The Seaway Commission reported steel exports transported on the Lakes had increased in 1989 to 1.22 million metric tons compared with 70,000 metric tons the year before.

Elsewhere around the Lakes, the rapid formation of ice created shutdowns earlier than anticipated. The Soo Locks, located between Sault Ste. Marie, MI and the Ontario, Canada city of the same name, was closed at the end of December. The Army Corps of Engineers, the group that determines when to shut down the locks, reported this year's closing was earlier than the past two years when the locks ceased operation for the season in mid-January.

The last salt-water vessel leaving the Great Lakes this season sailed out of the St. Lawrence Seaway on December 21. By the end of December, Lakes traffic was limited to sections of the waterway.

Despite the record cold and solid ice, Great Lakes members and SIU-contracted companies continued to work and move cargo. "I guess it just boils down to the fact that we're kind of used to this weather up here," Allen concluded.

# Excerpts from the U.S. Court Decision on Random Drug Testing

In ruling on the SIU's lawsuit against drug testing, Judge Thomas F. Hogan of the U.S. federal district court in Washington, DC handed down his ruling in a 38-page decision. Following are excerpts from that document of the court's findings on the issue of random testing of merchant seamen.

"Unlike pre-employment testing, the individuals who will be tested are not applicants for jobs, but are employees, whose privacy interests are greater than applicants. . .

"Unlike with periodic licence application or renewal testing, the testing will not occur at a pre-determined time, with advance notice, as part of a process which the individual initiates. . .

"Random testing is not akin to post casualty testing or reasonable cause testing, which are triggered by events or conduct of the individual. Instead the regulations specifically provide that no employee shall know in advance when such testing will occur. . .

"... random testing is more intrusive on the individual's privacy interests than with any other category of testing...

"This greater intrusion heightens the Court's concern with the Coast Guard's broadly drawn categories of individuals subject to random testing. . .

"The Court is uncomfortable relying on the Government's broad assertion that every crewmember's safety-related responsibilities are so direct and important that random testing as proposed by the Government is constitutionally permissible. . .

"Regardless of which test the Court employs today, defendants still fail to convince the Court of the immediacy or gravity of the potential safety threat sufficient to mandate random drug testing for all employees currently covered in the Coast Guard's regulations. A drug-related lapse by a messman or wiper would not necessarily give rise to 'irreversible and calamitous consequences' . . . Nor do the tasks of cooks, messmen, wipers, or other such covered employees under the Coast Guard regulations approach the direct relationship to safety shared by the employees for whom random testing was found reason-

able in Cheney (another case)—employees directly involved in the flying or servicing of aircraft and police/guard personnel. Thus, the gravity of the potential safety threat does not rise to the level found persuasive in Cheney. . .

"... merely because an individual employee is categorized with other employees who do hold jobs with safety responsibilities, cannot provide a constitutional basis to permit random testing of that individual employee...

"The Court finds the defendants' (the government) 'heave to' arguments unconvincing. While the Court does not question the Government's legitimate interest in safety, the issue it decides is whether that interest is sufficiently compelling to justify a warrantless, suspicionless search. . .

"No . . . direct nexus between the duties of each of the crewmembers subject to random testing under the proposed regulations and the safety concerns of the Government has been shown by the Government. . .

"The Court recognizes that a drug-related blunder by a wiper or cook could, through a chain of ensuing circumstances, lead to an emergency situation that is a threat to public safety. However, the chain of causation between the misconduct of a cook or wiper and injury is considerably more attenuated than that found persuasive for drug-related blunders by the air traffic controllers, pilots or guards in *Cheney*. Elongation of the causal chain in the name of public safety cannot provide a reasonable basis under the Fourth Amendment for a warrantless, suspicionless search. . .

"The Court has not been shown that the governmental interest randomly testing all crewmembers for drugs in the interest of safety outweighs the crewmembers' privacy interests. The regulations providing for random testing, as currently drawn, cannot be sustained under the Fourth Amendment. As such, the Court will enjoin the implementation of the regulations providing for the random testing of all crewmembers...

"It is likely, however, that some crewmen within the currently drawn regulations perform duties so directly tied to safety, that they could constitutionally be required to undergo random testing... Given the minimal information the Court now has regarding the job and emergency duties of the various crewmembers, the Court will decline to draw lines which the Coast Guard itself has not drawn. The Court will leave the reformulation of the regulations providing for random testing to the Coast Guard."

# SIU Steward Department Skills Displayed During Holiday Season

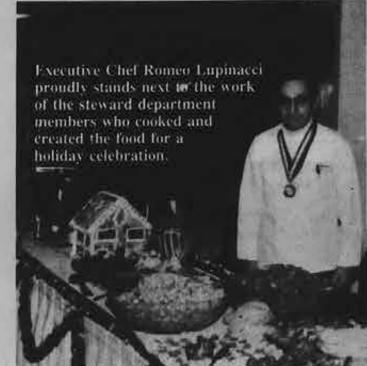




▲Robert Ball (left) rolls another clamball before they are popped into the oven for baking.

▼All hands get involved in making a fruit cocktail. Trainees like these were able to assist veteran stewards during holiday gatherings at the Lundeberg School.





The skills of steward department SIU members are evident to their shipmates throughout the year. The holiday season affords them with an opportunity to further demonstrate their cooking and baking skills. At the Seafarers Harry Lundeberg School of Seamanship, the special skills of steward department members have provided pastries, carvings and unique meals to other classmates who have been attending courses at the union's school.

Last month Chief Cook Thomas Wybo provided a showstopper with his immaculately prepared pastries. Wybo worked a solid three weeks on a gingerbread house adorned with carved chocolate trees, a white frosting-covered yard and Santa with his reindeer as well as scores of petit fours and chocolates, some plum pudding and two yule logs.

Although Wybo has been sailing with the SIU for four years, the 32-year-old has been in the galley half his life. "I started by washing pots and pans in a French pastry shop in Detroit when I was 16," he recalled. "They gradually worked me up to fillings, cookies, cakes."

After attending a community college for two years, he started working as a cook and pastry chef for a downtown Detroit hotel. He was transferred to a Los Angeles hotel, before landing in Hawaii, working in a hotel and later shipping with the SIU on the American Hawaiian Cruise Line vessels.

Another American Hawaii Cruise Lines galley member was participating in the holiday cooking for a second year. Laura Cates is upgrading to chief cook. Part of her training included helping to make the pastries. "I've been asked both years to help," Cates said about coming to the school during the holidays. "I really enjoy it."

Robert Snow, who became a member in 1983, also was upgrading to chief cook. "I was here for the holidays in 1984," Snow said. "When I was asked if I could help this year, I was glad to come."

The Seattle native primarily works on T-AGOS and Sea-Land vessels but has also sailed on cruise ships. Like Cates, Snow is learning the art of cooking and does not have a specialty.

Overseeing the whole production was the school's Executive Chef Romeo Lupinacci. This was his tenth holiday season at Piney Point.

"Each year, we try to outdo the other," the fourth generation chef said. "We try to change the format, but there are certain items we must have."

Lupinacci said one of those foods is stuffed Maryland ham. "'This is like nothing you have ever had' I was told when I came here. I thought what could be so different about ham. Well, I learned a lesson when I got here."

The ham is corned, like corned beef, in brine before it is stuffed with cabbage, kale, onion, mustard seed, red pepper flakes and salt. It is wrapped in a cheese cloth and poached for about five hours at 175 degrees. The ham is allowed to cool as it is served cold.

When asked to summarize his work in the steward department, Wybo said, "How many jobs give you the opportunity to use your imagination through your eyes, hands and belly!"



▲Greg Herring whittles a turkey from an apple. The chief cook instructor has been creating food carvings for nearly ten years.

Laura Cates, a chief cook upgrader, separates an egg white while cooking a sauce for a holiday dessert. Cates is a nine-year veteran of the galley gang.



WAnother mess of ribs is being whipped up by Arsenio M. Gusilatar. "Gus," as he is known at headquarters, has been with the union since 1980.







Sea-Land Port Steward Sea-Land shore gang Harry Alexander talks with bosun Hubert Cain SIU Representative and his brother Joe Perez aboard the Sea-Land John Cain are Atlantic. Alexander, an SIU in charge of member, is the permanent providing the stores port steward for company's and supplies when Gulf shipping region. vessels dock. Both are SIU

Shore gang able seamen (left to right) Johnny Tims, Carlos T. Conde, H. Rains, Marshall Allen, Robert Zepada and Harold Caldeira take a break from working aboard the Sea-Land Atlantic.



Sea-Land Atlantic

crewmembers Bosun

Alfredo Ceuvas and

Chief Steward Jose Rivera

display a Seafarers LOG

that had been brought

visiting patrolman.

W. C. Byrd,

onboard by a

# **Houston Shore Gang at Work**

When the Sea-Land Atlantic paid a call to the port of Houston, the SIU shore gang was called out to handle the vessel.

Led by Bosun Hubert Cain, the crew assembles every Monday when a Sea-Land container vessel visits its home port after a run to Europe. The members put in a hard day's work, according to Joe Perez, SIU representative in Houston who provided these photographs. The crew goes onboard the ships as standbys to relieve those members wanting to take a day off. The shore gang also helps supply and store goods on the vessel.

# SIU Help in Missing Children Campaign Recognized by Allen

The National Center for Missing and Exploited Children recently thanked the SIU for being a partner in the battle to make America a safer place for children by publishing each month in the Seafarers LOG a picture of a missing child.

In his letter to the union, Ernest E. Allen, president of the National Center, said, "America's children are safer because of you, and we at the National Center are proud of your participation, understanding and commitment in this extraordinary effort."

Since the June 1989 issue, the Seafarers LOG has contributed part of the back page to a photograph of a missing child. The LOG also has reported the circumstances of the disappearance and the telephone numbers to call if any individual believes he or she has information on the whereabouts of the child.

Allen said, "130 children have been recovered as a direct result of the photo distribution campaign, and hundreds of sightings and other leads have been reported and received on other cases."

Published with the photos of the missing children is the National Center's toll-free telephone number. Allen said more than 54,000 calls have been received by the Center from people who believe they have seen a missing child. "The leads are referred to law enforcement agencies, with technical assistance from the National Center," he said.

The National Center is a clearinghouse of information on missing and exploited children. In operation since 1984, it provides training assistance to law enforcement and child protection agencies to develop procedures to investigate and prosecute cases involving a disappearance or a form of abuse.

In addition to the Center's successful photo distribution campaign, the group provides information to state legislatures to assist in the development of laws that ensure the safety of children.

# Social Security Benefits Up, Payroll Taxes Increase in 1990

The January 3, 1990 check of the nation's 38.9 million social security recipients will include the largest benefit increase in the monthly payment since 1982, the U.S. government's Health and Human Services Department announced late last year.

In 1990, the 130 million workers who pay social security payroll taxes will find their contribution rate up from 7.51 to 7.65 percent. Also, the maximum amount of earnings subject to the payroll tax will increase from \$48,000 to \$50.400

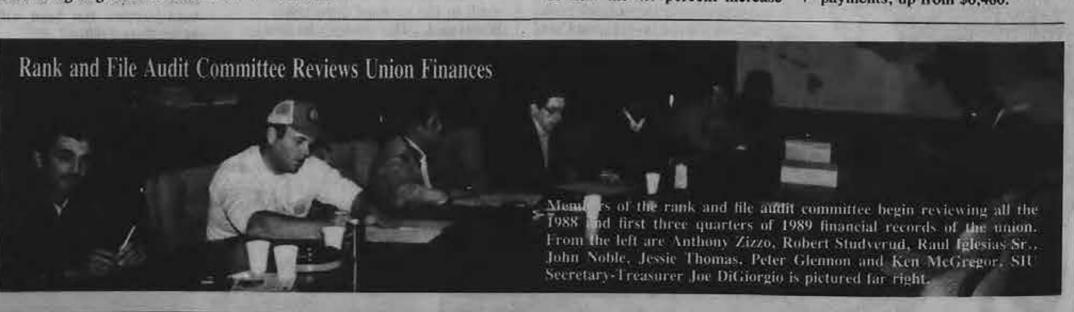
Under the new benefit schedule, individuals retiring in 1990 at the age of 54 will receive a maximum monthly social security payment of \$975, up from \$899 in 1989.

The Social Security Administration gave the following examples of how the 4.7 percent increase would affect average monthly benefits:

- A couple 65 or over, with both receiving benefits, will gain \$43 a month to \$966.
- A disabled worker with a spouse and children will receive \$44 more a month, bringing the payment up to \$975.

The Social Security Administration also announced, beginning this month, beneficiaries between the ages of 65 and 69 can earn up to \$9,360 a year without losing some or all of their social security payments.

Last year the amount allowed was \$8,880. Individuals under 65 who receive social security benefits will be able to earn \$6,840 a year without incurring a loss in payments, up from \$6,480.



# Bosun Zizzo Documents Drama on the High Seas with a VCR Camera



The TV monitor shows a scene from a videotape made by Bosun Tony Zizzo, pictured above, during a run to Alaska and the Panama Canal.

When Bosun Anthony "Tony" Zizzo heard he would be on the Alaska to Panama Canal run, he thought to himself, "I have a VCR camera, why not use it?" The idea gave birth to a videotape of interesting sights encountered by the crewmembers of the Bay Ridge (Bay Tankers) on its trip from Long Beach to Alaska and on to Panama over a three month period of time last year.

Zizzo said all hands pitched in to make the project a success. "If anyone spotted something worth filming, we'd go into action. I had help with the filming, too," he said.

A highlight of the videotape was shots of whales. "The whales we filmed were captivating, they would come along side the ship. Once we filmed a pod of killer whales," Zizzo recalled.

The videotape begins in Long Beach and includes shots filmed from the vessel of the Santa Barbara channel. Traffic was slow from Anchorage to Valdez, so Zizzo was able to film the spectacular Alaska mountains, glaciers and rugged coastline. "I think the highlight of the Valdez part of the videotape was the bald eagles we saw," said Zizzo.

The videotape included scenes of a helicopter neatly delivering crewmembers to the vessel, despite rough winds and bad weather. Crewmembers on the Bay Ridge admired the helicopter pilot's abil-



ity to maneuver his craft under difficult circumstances. The audio portion of the tape during the helicopter landing contains praise from crewmembers for the pilot, known

as "Chopper Dave."

As the ship made its way to the Panama Canal, using the VCR's zoom lens, Zizzo filmed dolphins at play. "I think the dolphins and their pattern of behavior is very interesting. We were excited that we could photograph so much of their activity," said Zizzo.

After completing the videotape, Zizzo provided all crewmembers with a copy and donated one to the union's Lundeberg School video and film library.

# Reyes Donates Cemetery Plots to SIU Members



This headstone, donated by pensioner Phil Reyes, marks the location of the dozen SIU gravesites in the Forest Park Cemetery of League City, TX. To date eight SIU members have been buried near the headstone.

A retired SIU steward has seen to it that members who did not qualify for SIU burial benefits will have a place to be remembered in Texas.

F. M. "Phil" Reyes Sr. erected a headstone to identify the 12 plots he purchased in Forest Park Cemetary, League City, TX for indigent union members.

"I wanted to make sure that SIU members knew that they would be taken care of when they died," Reyes said. "That's what "Brotherhood of the Sea' is all about."

Reyes, known as "Pop," began his SIU career in the port of Mobile, AL during World War II. He started sailing in 1927. After his retirement in 1971, he helped to organize a retired Seafarers association in Mobile. The group keeps up on union affairs and has been very active in Veterans Day celebrations in the Alabama port city. The group traditionally lays a floating wreath in honor of fallen brothers and sisters during the annual National Maritime Day observance in Mobile Harbor.

The 83-year-old Philippine native purchased the dozen plots in 1967 when he was shipping from the area. Eight of the 12 gravesites already are filled. League City is located between Houston and Galveston, TX.

Robert Davis, a retired Seafarer who had sailed from the port of Houston, was recently buried at the site. When the funeral for Pensioner Davis took place in October, he became the eighth SIU member to be buried there.



# SIU Retirees Celebrate Veterans Day in Mobile

Approximately 50 SIU pensioners and their families gathered in the Mobile, AL hiring hall to celebrate Veterans Day with a catfish dinner. The event was organized by Richard McCall, who joined the union in 1947 at the port of Mobile.

Brother McCall (left), who sailed in all three departments before retiring in 1986, is joined by fellow pensioners Richard Busby (center), who joined in 1943 in the black gang, and T. J. Hilburn, who got his permit in 1947 in the deck department. Brother Busby provided the Seafarers LOG with these photographs.



# Seamen with War-Time Service May Be Eligible for Decorations

Merchant mariners who saw active duty during World War II, the Korean War and the Vietnam conflict may be eligible for decorations or medals from the U.S. government. Because of a recently enacted law, the Maritime Administration can now accept applications for the honors for the first time in close to 35 years.

The law, known as the Merchant Marine Decorations and Medals Act, also allows individuals whose decorations have been lost or destroyed to obtain replacements by contacting the Maritime Administration.

If an individual is found by the Maritime Administration to be eligible for a merchant marine decoration or medal, he will be sent an authorization card that will allow him to purchase the award from a vendor who is obligated to sell the item at cost.

In processing applications for original issuance of decorations or medals, the Maritime Administration asks for the following information:

 the individual's full name and present mailing address,

a copy of the individual's DD
 Form 214 (also known as "Certificate of Release or Discharge from

Active Duty") with continuation sheet, if provided,

 the individual's "Z" or book number and his World War II sailing history including ships sailed on, the theatres of operation and the applicant's ports of discharge,

 copies of any available supporting documentation to substantiate the application for the award.

If an individual does not have DD Form 214, the Maritime Administration advises he apply for it by completing DD Form 2168, known as "Application for Discharge of Member or Survivor of Member Group Certified to have Performed Active Duty with the Armed Force of the United States." The form is available by contacting a local office of the Department of Veterans Affairs of the U.S. government.

Any seaman who believes he is eligible for any of the awards should apply to the Office of Maritime Labor and Training, Maritime Administration, Room 7302, MAR 250, Department of Transportation, Washington, DC 20590.

If an individual has lost or destroyed previously issued service decorations, he can apply for replacements by contacting the same Maritime Administration office.

# Awards Issued by MarAd

The following decorations are issued by the Maritime Administration to individuals who meet the eligibility criteria noted below:

#### For World War II Service

The Atlantic War Zone Bar— Awarded to crewmembers of ships operated by or for the War Shipping Administration who served in the Atlantic War Zone, including the North Atlantic, South Atlantic, Gulf of Mexico, Caribbean, Barents Sea and the Greenland Sea, during the period December 7, 1941 to November 8, 1945.

The Pacific War Zone Bar—Awarded to crewmembers of ships operated by or for the War Shipping Administration who served in the Pacific War Zone which included the North Pacific, South Pacific and the Indian Ocean east of 80 degrees east longitude, during the period December 7, 1941 to March 2, 1946.

The Mediterranean-Middle East War Zone Bar—Awarded to crew-members of ships operated by or for the War Shipping Administration who served in the zone including the Mediterranean Sea, Red Sea, Arabian Sea and Indian Ocean west of 80 degrees east longitude, during the period December 7, 1941.

The Combat Bar—Awarded to crewmembers who served on a ship which at the same time of service was attacked or damaged by an instrumentality of war during the period December 7, 1941 to July 25, 1947. A star is attached if the crewmember was forced to abandon ship. For each additional abandonment a star is added.

The Philippine Defense Ribbon— Awarded to crewmembers of ships operated by or for the War Shipping Administration who served in Philippine water for not less than 30 days during the period December 8, 1941 to June 15, 1942.

The Philippine Liberation Ribbon—Awarded to crewmembers of ships operated by or for the War Shipping Administration who served in Philippine waters for not less than 30 days duirng the period October 17, 1944 to September 3, 1945.

The Merchant Marine Emblem— An identifying insignia that was issued to active merchant seamen for service during the period December 7, 1941 to July 25, 1947.

The Victory Medal—Awarded to crewmembers of ships owned by, or operated by, or for the account of the War Shipping Administration for 30 days during the period December 7, 1941 to September 3, 1945.

The Honorable Service Button— Awarded to crewmembers of ships owned by or operated by the War Shipping Administration for 30 days during the period December 7, 1941 to September 3, 1945.

The Presidential Testimonial Letter—Awarded to crewmembers of ships owned by or operated by the War Shipping Administration for 30 days during the period December 7, 1941 to September 3, 1945.

#### For Korean War Service

The Korean Service Bar— Awarded for service in the U.S. merchant marine during the period June 30, 1950 to September 30, 1953 in waters adjacent to Korea.

#### For Vietnam Conflict Service

The Vietnam Service Bar—Awarded for service in the U.S. merchant marine during the period July 4, 1965 to August 15, 1973 in waters adjacent to Vietnam.

(The eligibility criteria listed in this article was extracted from the November 2, 1989 Federal Register.)

# All Transportation Workers Will Be Tested for Drugs

Drug testing became a way of life for over four million transportation workers last month as government-imposed regulations mandating urinalysis procedures go into effect from December through the first part of 1990 for the railroad, trucking, airline and shipping industry.

Organizations representing employees and companies in each transport field have filed over 20 lawsuits against the government's extensive drug testing procedures that include randomly selecting individuals for a urinalysis test.

In a series of legal decisions, including ones by the Supreme Court, the government's overriding concern for safety has resulted in rulings allowing pre-employment, periodic, post casualty and probable cause drug testing of transportation workers to be implemented. However, broad random testing of merchant seamen and truck drivers has been put on hold by two district court decisions, one of which was generated by the SIU's lawsuit against the Coast Guard's drug screening regulations affecting all maritime workers.

The Department of Transportation says the drug testing program is the largest in history conducted by the private sector. Only the military's program, which covers 4.5 million members of the armed services and some civilian employees, exceeds the current drug testing program in the transportation industry.

Workers in each transportation sector will be removed from their safety-sensitive jobs after testing positive in any one of the screening procedures.

# Liberty, OMI Beat Foreign Competition in Rate Bid

Two U.S.-flag companies won the right to carry four separate food cargoes to Poland this month, beating the bids of foreign carriers. Liberty Maritime and OMI, both SIU-contracted companies, submitted transport costs to the U.S. government of \$35.35 and \$33.88 per ton respectively while the lowest foreign-flag operator's bid came in at \$54.53 per ton for the same cargo. Phil Shapiro, president of Liberty Maritime said the bids prove "U.S. rates are competitive" in the world market.

Late last year, opponents of cargo preference laws, which provide that 75 percent of government-generated aid cargo be tansported on American-flag ships, tried to capitalize on the American public's excitement over Eastern nd Central Europe's rapid journey toward democracy by attempting to exempt food cargoes to Poland from being carried on U.S.-flag

Farm-state legislators in Congress said the high cost of U.S. shipping prevented the purchase of larger amounts of food aid. Charles Grassley, the Republican senator from Iowa, said in a statement typical of the anti-U.S. shipping lobby, "Cargo preference is an immoral parasite that literally snatches food from the mouths of the world's hungry and allows the

The recent award of aid cargoes to Liberty Maritime and OMI proves U.S.-flag ships are competitive.

greedy maritime industry to exploit its legislative monopoly." Grassley's remarks were made on the Senate floor in September.

The Liberty and OMI bids demonstrate American-flag carriers are competitive in the world trades, shooting down the farm lobby's argument that the cost of doing business with U.S.-flag companies

Two U.S.-flag companies won of larger amounts of food aid. is automatically more expensive than using a foreign ship line.

In addition, the SIU, other American maritime interests and pro-U.S. shipping legislators have noted U.S.-grown grains are not always the cheapest ones on the world market. As Congressman Robert Torricelli (D-NJ) reminded his colleagues in an October debate on the issue, "What we want is an American ship with an American flag unloading an American product with an American label . . . so that it is clear to the Polish people that when they needed the United States, we were there."

Liberty was awarded three shipments aboard the Liberty Star, Liberty Sun and Liberty Sea during the U.S. government's competitive bidding process in which the Agency for International Development sought the lowest cost for shipping humanitarian aid to beneficiary nations. Liberty's ships will carry between 40,000 to 50,000 metric tons of corn while OMI will transport one 40,000-ton shipment of the grain.

# 5 SIU Men Retire This Month

The Seafarers Pension Plan announced this month the retirement of five SIU members: four from the deep sea division and one from the inland.

KNOWLTON ALLEN



Knowlton Allen, 65, received his SIU permit in February 1952 at the port of Savannah, GA. The Georgia native served in

the Navy from 1942 to 1946.

Brother Allen worked in the galley for Waterman Steamship company early in his career. He lives in Seattle, WA.

RALPH O. KING



Ralph O. King, 68, first shipped out in June 1942 at the port of Tampa, FL, on a Waterman Steamship vessel. He

acquired his SIU book a year later. Brother King worked in

the deck department. Before he retired, the Florida native shipped out of the port of Jacksonville, where he caught his last ship, the MV Ambassador, He calls Tampa home.

#### JOSEPH PETRUSEWICZ



Joseph
Petrusewicz, 57,
joined the SIU
in August 1955
at the port of
Philadelphia.
Born in
Massachusetts,

Brother Petrusewicz served in the Army from 1949 to 1950. The deck department veteran joined the 1961 New York harbor picket line and upgraded at Piney Point during 1976. He has retired to Quincy, MA.

CARLOS ROJAS



Carlos Rojas, 66, became a union member in February 1965 at the port of New York. He was born in Agurilla, PR.

Early in his steward department

career, Brother Rojas worked on vessels operated by Waterman Stewamship and Moore-McCormick. He volunteered for many union picket lines and activities. He lives in Brooklyn, NY.

**ERNEST A. JACKSON** 



Ernest A.
Jackson, 65,
joined the SIU
in March 1973
at the port of
Houston. He
worked in the
deck department

as a tankerman. The Alabama native resides in New Orleans.

# Safety is a Priority for AB



AB Tom Brooks secures the gangway on the LNG Gemini as the ETC vessel sails between Japan and Indonesia.

# **Know Your Rights**

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

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

SHIPPING RIGHTS. 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 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 head-quarters.

CONSTITUTIONAL RIGHTS AND OBLI-GATIONS. 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.

NATION-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.

# **Volunteers Needed by NY Seaport Museum**

The South Street Seaport Museum in New York City has put out a call for volunteers to assist in giving tours of the institution's maritime exhibits to school children.

In contacting the Seafarers LOG about the program, a Seaport Museum spokesperson said the group was particularly interested in having retired SIU members participate in the program. "Your pensioners have so much knowledge of the sea and of maritime history," the spokesperson said. "They would be very capable of guiding tours through the museum."

SIU retirees and members interested in applying for the volunteer positions should contact the South Street Seaport Museum, 207 Front Street, New York, New York 10038, 212/669-0400. Museum volunteers work two half-days a week giving tours to the public and school children.

Those accepted for the volunteer positions can participate in a six-week training course that includes lectures on the museum's exhibits and instruction on teaching methods. The next training session will begin February 20, 1990.

# Son Won 1966 Union Scholarship



The December LOG carried a feature on Judge Tommy Miller, a 1966 winner of the union's scholarship program and now a federal magistrate. Pictured above are Judge Miller's parents, retired SIU member Captain Elmer E. Miller and his wife Joyce. The Miller's make their home in Virginia Beach, VA.

# ummeled by particles of radiation and solar particles, radio navigation systems dependent on the earth's atmosphere will experience extraordinary blackouts and interruptions in the early part of 1990.



Geomagnetic storms caused by monstrous explosions on the sun known as solar flares, will wreak havoc with radio communications systems like LORAN and spawn unusually spectacular displays of the northern lights this

The communications interruptions and brilliant auroral lights are the products of the increased activity of the sun as it reaches the zenith of its 11-year cycle in 1990.

The solar maximum is marked by an increase in sunspots which are seen as dark patches of strong magnetic activity. When the magnetic fields of the sun become unstable, sunspots generate solar flares, huge bursts of energy converted to heat and radiation.

The flares, which reach temperatures of up to 36 million degrees Fahrenheit, release big jolts of charged particles into the expansion of gases from the sun's surface called the solar

Made up of protons and electrons and increased in speed by the flare, the solar wind passes the earth at 200 to 500 miles per second, bombarding the earth's outer atmosphere, known as the ionosphere, with a geomagnetic storm made up of billions of tons of solar matter. Assaulted by the massive amounts of solar particles, the earth's upper atmosphere is infused with electrical currents of as much as a million amperes.

A huge solar flare can throw enough radiation into the atmosphere that if it were corralled into one place it could supply a major American city

with enough electricity for 200 million years. When the magnetic storm disrupts the earth's

magnetosphere, which extends about 3.5 million miles from earth in the direction of the sun, it changes how an electronic signal is transmitted. causing interruptions in radio communications systems. Vivid northern lights are caused when the high energy electrons in the solar winds spill into the north and south polar regions where there is no magnetic force. When the electrons hit oxygen, red and green lights result.

#### Seafarers Should Take Note

Crewmemers of U.S.-flag vessels using the Long (LO) Range (R) Aid (A) to Navigation (N)-or LORAN-radio communication system operated by the United States Coast Guard should be on guard for the sun's quirks during the solar maximum.

Using good seamanship practices, a mariner can determine if a reading from one navigational procedure does not square with another. One factor to consider in drastic differences in readings is the effect a geomagnetic storm has on a system dependent on the ionosphere. This is particularly the case in 1990, when systems like LORAN could be interrupted with increasing frequency as the solar maximum and its accompanying geomagnetic storms reach the height

of their 11-year cycle.
In a presentation to the 1989 annual meeting of the Wild Goose Association, a group of private citizens interested in LORAN, J. M. Kuches and J. W. Hirman of the National Oceanic and Atmospheric Administration's Space Environment Laboratory said, "We have learned over the past 20 to 30 years that the sun has a great impact on communication and navigation systems dependent on the ionosphere for their operation. We have also become increasingly aware of the cyclic behavior of the sun in various ways that perturb the ionosphere."

Kunches and Hirman then warned, "until

some future time" when man-made communications systems "are engineered to function at any level of solar or geomagnetic activity, LORAN operators must be aware of the sun's vagaries that affect the performance of their systems."

The two NOAA scientists said the geomagnetic storms can last "from minutes to hours" and result in "a change in the propagation time of LORAN signals." How a signal is transmitted and its quality also can be altered by the emissions produced during solar flares.

#### 1990 Zenith May Be Biggest Ever

Scientists believe the zenith of the current solar cycle may be the highest maximum ever recorded. The most active peak until now took place in March of 1958. While the height of the current 11-year cycle may take place any time between January and August, scientists are betting on the first quarter of 1990.

In March of last year, earth residents were treated to a preview of what is to come in 1990 during solar maximum. When a powerful group of sunspots rotated into view of the earth, their accompanying solar flare blasted the earth's ionosphere with an immense dose of protons and electrons. Kunches and Hirman said the dramatic rise in radiation was "comparable to a day when the air temperature exceeds the range of a typical thermometer." The geomagnetic storm caused by the March flare was the third largest since 1932 when data on the energy bursts were first recorded.

For a period of a few days last March, while the earth's atmosphere was infused with the extraordinary electrical currents from the geomagnetic storm, residents of Key West, FL marvelled at the rare spectacular lights in the sky and others around the country wondered why their automatic garage doors were opening and closing on their own.

During the March superstorm, the aurora borealis, or northern lights, usually visible only in the arctic regions, was seen from as far away as Brownsville, TX and Key West.

The storm's solar particles pumped electrical currents into transmission lines and wiring and interrupted satellite and radio navigation systems, including LORAN. Television signals, shortwave transmissions, telephone service and aircraft communications were also temporarily stunned by the March flare's radiation.

For a brief time satellites orbiting in the earth's atmosphere plummeted and the system that keeps track of the 19,000 objects in orbit lost count of 11,000 of them.

Scientists believe the ferocity of the great flares last March and their related geomagnetic superstorms could be repeated several times in 1990 during the solar maximum. While astronomers have identified the cycle's patterns, the question of why and exactly when sunspots occur continues to be a mystery.

Scientists are still looking for a way to predict solar flares. As global needs for communication expand and space travel increases, pinpointing the occurrence of flares will provide valuable information to individuals in charge of systems vulnerable to geomagnetic storms. Scientists are continuing to study the star known as the sun, located 93 million miles away from earth and 333,000 times as big as earth.

Meanwhile, users of LORAN, the federal government's radio navigation service established in 1943 and administered by the U.S. Coast Guard, will be among those who may experience the interruptions and transmission glitches caused by the sun's stormy activity. Made up of 17 chains and 44 stations, the LORAN system will provide information on geomagnetic storms, when possible, to its users.



Another view of the March 1989 solar flare activity.

# Seamen Take Note - The Sun's Stormy Actions Will Muddle Communications Systems in 1990



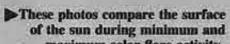






Diagram showing some of the effects of solar

COMMUNICATIONS

◆A flare is a sudden localized release of energy in the solar atmosphere. Although most of this energy is in the form of visible light and represents a very small fraction of the total solar output, the x-ray, ultraviolet, and subatomic particle

maximum solar flare activity. emissions from flares often cause geophysical distrubances. National Solar Observatory/Sacramento Peak **8** IBER OF SUNSPOTS 1700-1990 1810

# Letters to the Editor

#### Looking for SS Richard March Hoe Crewmembers Who Sailed in Dec. '42

To the Editor:

I am in great hopes that you may help me in my search.

A short note of explanation. I have spent three years or more gathering information and history of our military unit in World War II. After several thousand letters and much expense we are short some information. Most of this concerns the members of the crews on the ships that we sailed. We would like to have all the names of all the crewmembers of these ships. We have gone to great expense in trying to locate all of our army members plus trying to locate the crewmembers of the ships. We have come up with the whereabouts of about two thirds of our army unit and very few names of the crewmembers of the ships.

This is what we need — the names and/or pictures of the crewmembers of the Liberty ship, the SS Richard March Hoe, for the time period December 6, 1942 through December 14, 1942. Undoubtedly this ship started elsewhere but picked up our army unit in and around Seattle, WA. (The vessel) put our army unit off at Seward, AK, then continued north toward the Aleutian Islands, later returning to the States . . .

(If anyone) can forward these names to me, it would be very much appreciated. We are making a video of the history of our army unit and we would like to include these men as part of our history.

...Also ... we are searching for members of the 267th Separate Coast Artillery Battalion (HD) that was stationed in and around Seward, AK in World War II ...

Thank you . . . Paul R. Mansberry Prosperity, Pennsylvania

Editor's Note: Anyone wishing to contact Paul R. Mansberry with

information on the crew of the SS Richard March Hoe or the 267th artillery batallion can do so by writing to him at the following address — PO Box 61; Prosperity, PA 15329-0061.

#### 'Receiving LOG is Like a Mail Call After a Long Time at Sea'

To the Editor:

I wish you could have been at the Merchant Marine Veterans Dinner Meeting in Colorado, December 12, 1989.

When I passed out the SIU LOG papers that you sent me, it was like mail call during the war when mail arrived after a long time at sea. You never saw so many happy men. Many of these men had belonged to the SIU and they were eager to hear what was going on.

We receive very little maritime news here in Colorado from local papers but there were thousands of men from here that served in the merchant marine and now that they have received recognition as veterans, they are proud to say, "I served as a merchant seamen and we delivered the goods."

Thank you very much for the LOG, it was really appreciated... William Kellett Lafayette, Colorado

#### "A" Team on Pless Commended By QMED Robert Rester

To the Editor:

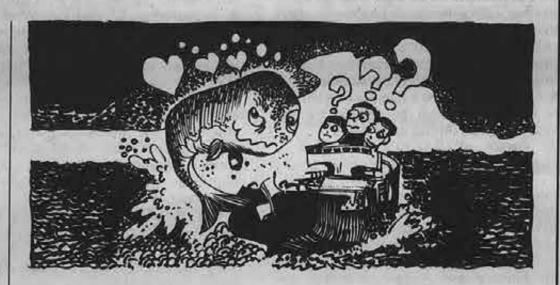
Once again the "feast makers" did another splendid job preparing and serving the Thanksgiving meals (on the SS Maj. Stephen W. Pless).

On behalf of the crew and officers I would appreciate your entering the steward department "A" team again this year in the Seafarers LOG. Also thanks to the Waterman Steamship (Company) for providing the fine food.

Robert Rester Panama City, Florida



The SS Maj. Stephen W. Pless galley crew is pictured above from left to right (back row) Chief Steward Charles "Chef" Yancy, Chief Cook Donald "Blue" Gebbia, GSU Steve "Carde" Payton, (front row) GSU Frank Casby Jr. and Third Cook Jessie Robinson. QMED Robert Rester provided the photo to the LOG.



#### More on Collisions with Whales

To the Editor:

I am writing to relate my experiences of ship collisions with whales.

In 1950, while steaming down the west coast of Mexico aboard an American Hawaiian C-4, the vessel slowed down over 2 knots overnight. A look around at daylight revealed a whale draped around the bow. We had to steam in reverse to clear the whale — it was a big one too, dead of course.

Another time along the coast of

South Africa on a Robin Line ship, at about two in the afternoon — a fine day, clear and sea calm — a whale came swimming from the port side directly into the ship amid ships. It swam right along side the vessel and unfortunately as it passed by the stern it was struck about four times by the propeller blades. When last seen, it was turning and turning on the surface astern with blood gushing from it. This was about 1972.

Edward J. Schultz Rockville Circle, New York





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

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

FREE

# Please fill out the application below and mail it to:

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

Please send the new SIU t-shirt to:	
NAME	2
ADDRESS	
CITY, STATE, ZIP	
SOCIAL SECURITY #BOOK #	,
PHONE #RATING	
T-SHIRT SIZE (circle one) S M L XL	

# Dispatchers' Report for Deep Sea DECEMBER 1-31, 1989

	A	REGIST		A	AL SHIPP	988 BRO	Trip	**REGIST	II Groups	
Port	Class A	Class B	Class C		Class B	Class C	Reliefs	Class A	Class B	Class (
	Victor system		- 41		K DEP	ARTMEN		(	1540	
New York	41	6	4	23	1	4	8	79	11	4
Philadelphia Baltimore	7	2 4		2	2		0	4	2 5	
Norfolk	17	4	2	12	4		0	12		
Mobile	12	11	2	10	8	5	- 44 7	19	8	
New Orleans	30	9	11	21	9	13	0	52	12	
Jacksonville	33	7	7	25	7	7	i	47	10	11
San Francisco	35	14	9	- 23	- 11	8	3	54	14	8
Wilmington	18	13	4	17	10	8	- 7	26	8	-
Seattle	36	9	5	30	8	2	4	68	4	6
Puerto Rico	6	0	0	7	1	1	2	18	2	Č
Honolulu	10	19	7	8	7	8	12	10	19	8
Houston	39	8	13	28	16	14	4	47	3	11
St. Louis	1	3	3	1	1	3	0	0	2	0
Piney Point	0	2	1	1	2	1	1	1	2	0
Totals	290	112	71	209	97	81	47	455	110	71
Port				ENG	OUR DEED	PARTME	NT			
New York	24	4	0	15	9	2	7	40	4	2
Philadelphia	10- W 1	2	0	0	1	1	Ó	5	3	0
Baltimore	1	3	i	5	0	0	0	7	4	NE I
Norfolk	101.00	3	2	5	4	1	1	2	5	3
Mobile	12	2	2	12	3	2	3	12	4	2
New Orleans	14	7	3	20	7	7	0	22	6	3
Jacksonville	23	3	3	11	3	3	4	34	2	4
San Francisco	24	9	6	11	5	3	10	30	7	4
Wilmington	13	3	3	7	4	2	3	21	4	2
Seattle	19	9	4	20	4	3	2	32	12	4
Puerto Rico	3	0	0	3	1	0	1	11	0	0
Honolulu	1	14	8	3	12	10	15	1	11	9
Houston	12	6	0	12	5	0	5	26	6	1
St. Louis	0	1	3	0	1	2	0	0	0	1
Piney Point	3	7	6	4	8	8	2	1	3	0
Totals	154	73	41	128	70	44	53	244	71	35
Port	1		8 0	STEW	ARD DE	PARTMI	ENT			
New York	14	0	0	13	2	1	0	32	1	1
Philadelphia	1	2	001	2	3	0	0 2	0	1	1
Baltimore	4	2	0	0	0	0	0	8	5	0
Norfolk	6	1	1	4	0	1	4	7	2	3
Mobile	- 11	2	1	10	2	0	0	9	4	2
New Orleans	13	4	3	14	5	13	3	19	3	3
Jacksonville	9	4	1	9	3	1	2	16	8	1
San Francisco	40	13	3	24	2	1	6	70	18	3
Wilmington	20	2	1	П	4	0	7	26	3	1
Seattle	18	6	1	14	4	2	3	26	8	1
Puerto Rico	5	0	0	2	0	0	0	7	0	0
Honolulu	5	16	19	1	14	14	65	6	36	21
Houston	14	1	0	11	0	0	3	17	2	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	5	1	1	6	0	2	4	7	1
Totals	162	58	32	116	45	23	97	247	98	40
Port				ENTE	X DEP	RTMEN	T			
New York	13	20	4	7	9	3	0	28	28	8
Philadelphia .	1	1	1	1	2	0	0	2	1	1
Baltimore	0	2	3	1	0	2	0	4	4	3
Norfolk	4	9	4	3	3	1	0	7	10	6
Mobile	1	9	5	3	9	2	0	5	19	6
New Orleans	6	15	12	3	11	20	0	21	17	8
acksonville	9	10	4	3	9	4	0	11	15	10
San Francisco	17	17	15	9	5	9	0	38	25	27
Wilmington	10	5	4	5	2	3	0	17	12	5
Seattle	18	10	1	15	4	3	0	27	11	0
Puerto Rico	6	4	1	3	5	1	0	15	11	1
Honolulu	5	33	123	2	41	85	0	5	49	145
Houston	6	5	4	4	9	5	0	9	10	13
St. Louis	1	0	0	0	0	0	0	1	0	1
	^	44	1	0	22	71	0	0	32	0
	0		Sept. March			20.25				Secretary.
Piney Point Totals	97	184	182	59	131	239	0	190	244	234

\*"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.

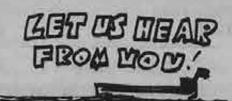
Shipping in the month of December was up from the month of November. A total of 1,439 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,439 jobs shipped, 512 jobs or about 36 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 197 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 11,286 jobs have been shipped.

# Seafarers International Union Directory

HEADQUARTERS 5201 Auth Way Camp Springs, MD 20746 (301) 899-0675 ALGONAC 520 St. Clair River Dr. Algonac, MI 48001 (313) 794-4988 BALTIMORE 1216 E. Baltimore St. Baltimore, MD 21202 (301) 327-4900 DULUTH 705 Medical Arts Building Duluth, MN 55802 (218) 722-4110 HONOLULU 636 Cooke St. Honolulu, HI 96813 (808) 523-5434 HOUSTON 1221 Pierce St. Houston, TX 77002 (713) 659-5152 **JACKSONVILLE** 3315 Liberty St. Jacksonville, FL 32206 (904) 353-0987 JERSEY CITY 99 Montgomery St. Jersey City, NJ 07302 (201) 435-9424 MOBILE 1640 Dauphin Island Pkwy. Mobile, AL 36605 (205) 478-0916 **NEW BEDFORD** 50 Union St. New Bedford, MA 02740 (508) 997-5404 **NEW ORLEANS** 630 Jackson Ave. New Orleans, LA 70130 (504) 529-7546 **NEW YORK** 675 Fourth Ave. Brooklyn, NY 11232 (718) 499-6600 NORFOLK 115 Third St Norfolk, VA 23510 (804) 622-1892 PHILADELPHIA 2604 S. 4 St. Philadelphia, PA 19148 (215) 336-3818 PINEY POINT St. Mary's County Piney Point, MD 20674 (301) 994-0010 SAN FRANCISCO 350 Fremont St. San Francisco, CA 94105 (415) 543-5855 Government Services Division (415) 861-3400 SANTURCE 1057 Fernandez Juncos St. Stop 16 Santurce, PR 00907 (809) 721-4033 SEATTLE 2505 First Ave. Seattle, WA 98121 (206) 441-1960 ST. LOUIS 4581 Gravois Ave. St. Louis, MO 63116 (314) 752-6500 WILMINGTON 510 N. Broad Ave. Wilmington, CA 90744



(213) 549-4000



# Dispatchers' Report for Great Lakes

CL—Company/Lakes DEC. 1-31, 1989		REGIS			AL SHII II Group Class I		A	Il Group	ON BEACH
Port				DECK D	EPAR'	EMENT		-	
Algonac	0	2	4	0	10	14	0	6	6
Port				ENGINE	DEPAR	RIMENT	E SA E		
Algonac	0	10	2	0	12	11	0	3	1
Port				STEWARD	DEPA	RIMENT			
Algonac	0	4	1	0	5	I	0	3	2
Port				ENTRY I	DEPAR	TMENT			
Algonac	0	4	11	0 0	0	0	0	11	27
Totals All Departments	0	20	18	0	27	26	0	23	36

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

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

# Dispatchers' Report for Inland Waters

DECEMBER 1-31, 1989

		REGIST Groups	ERED	TOTA	SHIPPE	ED	**REGISTE		BEACH
	Class A	Class B	Class C	Class A	Groups Class B	Class C		Groups Class B	Class C
Port				DECK DE	PART	MENT			
New York	0	0	0	0	0	0	0	0	
Philadelphia	2	3	0	1	0	0	4	0	
Baltimore	0	- 0	0	0	0	0	0	0	0
Norfolk	14	0	0	4	0	0	70	16	5
Mobile '	0	0	1	0	0	1	0	0	0
New Orleans	0	0	0	1	0	0	0	0	0
Jacksonville	2	0	27	2	0	8	0	0	19
San Francisco	0	0	0	0	0	0	0	- 0	0
Wilmington	4	0	16	9	3	89	12	5	43
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	1
Algonac	22	- 13	0	9	0	0	34	17	0
St. Louis	0	0	0	0	0	0	34	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	44	16	44	26	3	98	121	38	69
Port				ENGINE D	EPART	MENT			
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	1	1	0	1	0	ŏ
Baltimore	ő	0	o	ò	0	0	ó	0	ő
Norfolk	6	0	0	. 2	Ö	0	18	5	2
Mobile	0	0	0	ō	0	0	0	0	0
New Orleans	ň	Ö	Ô	0	0	0	0	0	0
Jacksonville	0	o	0	0	0	0	0	0	0
San Francisco	Ö	o o	0	0	0	0	. 0	0	0
Wilmington	Ŏ	0	0	0	Ö	0	0	0	1
Seattle	0	0	0	0	0	ő	0	0	0
Puerto Rico	0	0	0	0	0	0	ő	0	0
Houston	0	0	0	0	0	0	0	1	3
Algonac	14	10	0	7	0	0	27	20	0
St. Louis	0	0	0	ó	0	0	0	0	0
Piney Point	Ö	0	0	Ö	0	0	0	0	0
Totals	20	10	0	10	1	0	46	26	6
Port		200	(D)		EPART		200	7.0	1000
New York	0	- 0	100					0	- 0
109000 L2A322220	0 2	0	0	0	0	0	0		0
Philadelphia Baltimore	ő	0	0	2 0	0	0	0	0	0
Norfolk	5	0	0	2	0	0	14	0	0
Mobile	0	0	1000	7590	677.01	0	1752	1	1
New Orleans	5.3	73	0	0	.0	0	0	0	0
lacksonville	0	0	.0	0	0	0	0	0	0
TO DOWN COMPANY COMPANY OF THE PARTY OF THE	1	0	3	1	0	3	0	0	3
San Francisco	0	9	0	0	0	0	0	0	0
Wilmington	0	1	0		0	1		2	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	9	6	0	4	0	0	11		0
St. Louis	0	0	0	0	0	0	0	0	0
riney Point	0	0	0	0	0	0	0	0	0
Totals	17	7	3	10	0	5	29	10	8
Totals All Departments	81	33	47	46	4	103	196	74	83

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

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# February Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point Monday, February 5 New York

Tuesday, February 6
Philadelphia

Philadelphia Wednesday, February 7 Baltimore

Thursday, February 8

Norfolk Thursday, February 8

Jacksonville Thursday, February 8

Algonac Friday, February 9

Houston Monday, February 12

New Orleans

Tuesday, February 13 Mobile

Wednesday, February 14 San Francisco

Thursday, February 15 Wilmington

Tuesday, February 20 Seattle

Friday, February 23
San Juan
Thursday, February 8

St. Louis Friday, February 16

Honolulu Friday, February 16

Duluth Wednesday, February 14

Jersey City Wednesday, February 21 New Bedford Tuesday, February 20

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

# SEAFARERS WELFARE PLAN NOTICE COBRA: Continuation Health Coverage

If you or your dependents lose your eligibility for health care coverage under the Rules and Regulations of the Seafarers Welfare Plan, you and your dependents may be eligible to purchase, at a premium. Welfare coverage directly from the Plan. If you find that you have lost your eligibility for Plan coverage, you must notify the Plan office immediately to find out whether or not you or your dependents may elect to continue your benefits under this program.

If you want more information concerning this program you can call the membership services office. 1-800-CLAIMS-4 (1-800-252-4674)

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

or write

NOTE: A detailed article explaining this program appeared in the April 1989 issue of the LOG.



# **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. These issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes.

CHARLESTON (Apex Marine), October 22 - Chairman Anthony Maben,
Secretary Ed Haber, Educational Director
E. Macom, Deck Delegate R. Hitchcock,
Engine Delegate D. E. Morgan. Chairman
reminded members of importance of
upgrading at Piney Point and of contributing to SPAD, No disputed OT or beefs
reported, As vessel docked in Marcus Hook
on Columbus Day, crew wanted to know if
holiday pay applied. Also, crew asked if
penalty rate applicable if crew restricted to
ship by curfew regulations in St. Croix. Next
port: New York.

FRANCES HAMMER (Ocean Shipholding), October 8 - Chairman Richard Parrish, Secretary JoAnne B. Knight, Deck Delegate Richard Wilson, Engine Delegate George Demetropoulos, Steward Delegate Hasan Rahman. Chairman announced payoff in New York for October 12. He said crew found it was a great trip trip to Odessa, USSR. Educational director urged members to train and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crew noted ice and soda machines need to be replaced or repaired and coaxial cables are needed in each room. Next port: New York.

FRANCES HAMMER (Ocean Shipholding), October 22 - Chairman George Diefenbach, Secretary Kris Hopkins, Educational Director Richard Parrish, Deck Delegate Doug Flynt, Engine Delegate Joe Sadler, Steward delegate Roberto Escobar. Chairman announced new ice and soda machines, washer and dryer would be waiting in Jacksonville to be installed. Crew thanked master for his help. Educational director urged members to take advantage of Piney Point to make sure SIU-trained mariners remain best in industry. Treasurer noted \$56 in ship's fund. No beefs or disputed OT reported. Crew thanked Augie Tellez, SIU assistant vice president, for letter stating all word involving the vessel had been excellent. Steward department thanked for fine chow and awesome cookouts which made long runs worthwhile. Steward department thanked crew for keeping mess hall and lounges clean. Next port: Odessa, USSR.

HUMACAO (Puerto Rico Marine), October 8 -- Chairman L. Rodrigues, Secretary L. Galicki, Educational Director W. Turner, Deck Delegate R. Diaz, Engine Delegate J. Baguerizo, Steward Department M. Robles, Chairman announced ship



At \$10 per minute, phoning home from a British phone station in Diego Garcia is a precious but important commodity to Terry"Wayne"Linyear,GUDE/DEU aboard the PFC James Anderson, Jr.

would be paying off in Elizabeth, NJ on October 13. He said captain would be taking donations for Hurricane Hugo relief fund. No beefs or disputed OT reported. Steward department, chief electrician and chief engineer Karl Harris thanked for their efforts in preparing onboard barbecues. Crew reminded to donate to SPAD. Next port: Elizabeth, NJ.

LIBERTY STAR (Liberty Maritime),
October 30 — Chairman Arthur Campbell,
Secretary Joseph Bonner, Deck Delegate
Rodney Pence, Engine Delegate Phillip
Watson, Steward Department Dennis Skretta. Chairman noted crew needs new washer,
dryer, iron and ironing board. Deck and engine delegates reported disputed OT.
Steward department reported no disputed
OT or beefs. Steward department thanked
for its work. Next port: Port Arthur, TX.

SEA-LAND CHALLENGER (Sea-Land Services), October 9 - Chairman Jose Rodriguez, Secretary George Gibbons, Educational Director Leon Acosta, Chairman stated the ship had a good crew. He noted some repairs are needed onboard. Educational director announced a payoff is scheduled for October 11. Hurricane Hugo has put vessel off schedule, but ship is on time again. No beefs or disputed OT reported. Crew noted water line leak had not been repaired satisfactorily. Most of crew doing their part to keep ship clean. Next port: Elizabeth, NJ.

OMI DYNACHEM (OMI), October 28 - Chairman Richard Wardlaw, Secretary Donnie W. Collins, Educational Director Candido Castro, Deck Delegate Charles H. Foley, Engine Delegate George F. Darney. Steward Delegate Sisto A. Deanda. Chairman announced a payoff in Corpus Christi on October 30. He said vessel will travel to Houston to go into lay berth or anchorage. He turned in repair list to master. Secretary noted Seafarers LOG was received in New York. He urged members to upgrade at Lundeberg School. Treasurer stated \$205 in ship's fund. No beefs or disputed OT reported. Crew discussed union's dental and retirement plans. Steward department thanked for its fine job. Next ports: Corpus Christi and Houston, TX.

SEA-LAND COMMITMENT (Sea-Land Service), October 29 — Chairman Freddie Goethe, Secretary Gerald Sinkes, Educational Director Eric Bain. Chairman urged all members to read drug testing pamphlet onboard. He reminded members to support SPAD. Educational director requested members to upgrade at Piney Point as soon as possible. No beefs or disputed OT reported. Crew asked welfare plan to lookinto giving \$1,000 monthly to retirees with at least 20 years of sea time. Steward department thanked for its job well done. Next port: Houston, TX.

SEA-LAND CONSUMER (Sea-Land Service), October 30 - Chairman William Mortier, Secretary E. M. Douroudous. Chairman discussed union communications with members. Treasurer announced \$180 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to work for a raise in new contract. Crew asked for a television-radio antenna. Members were reminded to keep washer and dryer filters clean and one washer is for work clothes only. Next ports: Elizabeth, NJ and San Juan, PR.

SEA-LAND ENDURANCE (Sea-Land Service), October 22 -- Chairman Joseph Morrison, Secretary J. S. Smith, Educational Director George Evosevelt, Steward Delegate Ruben Casin. Chairman said he would talk with patrolman about new water fountain for vessel. He urged all members to give to SPAD and to upgrade at Lundeberg School. Engine delegate reported a beef. No beefs or disputed OT reported by deck and steward delegates. Crew asked that permanent jobs be eliminated by contracts department. Steward department thanked for a job well done.

SEA-LAND GALVESTON BAY
(Sea-Land Service), October 29 - Chairman Paul Butterworth, Secretary Terry
Smith, Educational Director Walter
Stevens, Deck Delegate Charles F. Mann,
Engine Delegate Daniel L. Johnson,
Steward Delegate Francisco Monsibias.
Chairman reminded those getting off in
Charleston to clean rooms as captain will be
inspecting them. Treasurer announced \$270
in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT

ber 30 before ship lays up. He asked crew to keep mess hall clean. Secretary asked members not to leave clothes on top of the dryer when they are finished. No beefs or disputed OT reported. Steward department thanked for a great Thanksgiving dinner. Next port: Portland, OR.

FIRST LT. BALDOMERO LOPEZ (American Overseas Marine), November 12 - Chairman W. Johnson, Secretary William E. Bragg, Deck Delegate Solomon Shields, Steward Delegate Mike Penro. Chairman announced he had not received reply to letter asking if penalty rates apply when crew is restricted to ship for cargo offloading in Jacksonville. Educational director urged all members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked union be notified ship when a manning reduction or other important decision has been made. Steward department thanked for fine job. Galley gang thanked for prompt action on needed repairs. Bosun will speak with captain about



Posing with the life ring aboard the Overseas Valdez are (l. to r.) Vanel E. Pierre, chief steward; Rodney A. Petroff, AB; Jessie L. Thomas, bosun; Thomas Fowler, AB, and Barry E. Ford, AB.

reported by deck and steward delegates.

Crew asked pension department to look into a \$100 monthly raise for retirees. Crew reminded to keep recreation room locked when ship is in port. All members asked to help ship clean. Steward department thanked for job well done. Next port: Port Everglades, FL.

STONEWALL JACKSON (Waterman Steamship), October 29 - Chairman Henry Boughanim, Secretary Roy R. Thomas, Educational Director C. Hemby. Chairman reported payoff when ship docks in Newport News, VA. He said the crew was doing an outstanding job onboard vessel. Treasurer reported \$80 in the ship's fund. Deck department reported some disputed OT. No disputed OT or beefs reported by engine and steward departments. Crew asked pension department look into a cost of living adjustment for retirees.

BALTIMORE (Apex Marine), November 26 -- Chairman James Rogers, Secretary H. Markowitz, Educational Director S. Perdikis. Chairman reported ship appeared to be running smoothly. Secretary asked crew to cooperate in keeping vessel clean. No beefs or disputed OT reported. Crew thanked steward department for fine Thanksgiving meal and food service in general. Next port: New York.

BROOKS RANGE (IOM), November 19 - Chairman R. Edwards, Secretary J. Pinetta, Educational Director A. Fair. Chairman announced ship would be in port for a short stay. He asked those with movies please return them. He urged the crew to upgrade at Lundeberg School. Disputed OT reported by engine delegate. Beef reported by steward delegate. Deck delegate said there were no problems.

CHARLES L. BROWN (Transoceanic Cable), November 28 -- Chairman J. Harrington, Secretary V. Romolo, Educational Director W. Carroll, Deck Delegate A. Lautermilch, Engine Delegate K. Stratton, Steward Delegate K. Cabato. Chairman announced payoff would be held on Novemproviding crew list to Navy Exchange to prevent delays.

GREAT LAND (Tote), November 30—Chairman Ken Craft, Secretary Jack Utz, Educational Director Larry Hines. Chairman reported ship would pay off upon arrival in Tacoma. He said he would speak with captain about repairing radio antenna so crew could hear radios. Treasurer announced \$40 in ship's fund. No beefs or disputed OT reported. Members were asked not to leave their clothes in washer and dryer for 50 days as others need to use machines. Next port: Tacoma, WA.

GREEN VALLEY (Waterman Steamship), November 19 -- Chairman Andrew Mack, Secretary S. Kolasa, Educational Director James Laratta. Chairman reported disputed OT in all three departments as officers onboard do not understand SIU contract or do not care. There are many problems with procedures either being bypassed or ignored. Chairman also thanked crew for job well done. Educational director announced safety meetings will be held monthly. Members thanked bosun for fine job serving as crew representative. Steward department thanked for good job. Crew observed minute of silence for departed brothers and sisters.

HUMACAO (Puerto Rico Marine),
November 12 — Chairman L. Rodrigues,
Secretary H. Galicki, Educational Director
E. S. Harris, Deck Delegate J. Barcroft, Engine Delegate H. Vazquez, Steward
Delegate M. Robles. Chairman announced ship would pay off upon arrival in
Elizabeth, NJ. He said letter had been written to SIU President Michael Sacco about longshoremen taking over crew lounge and mess hall when vessel docks in San Juan.
No beefs or disputed OT reported. Galley gang thanked for job well done. Next port:
Elizabeth, NJ.

LIBERTY SUN (Liberty Maritime), November 5 - Chairman Robert Y. Wood, Secretary F. L. Washington. Chairman stated ship would payoff November 12 in Norfolk, VA. Secretary announced company had replaced television. No beefs or disputed OT reported. Crew noted sanitary work in crew lounge not being done. Steward department thanked for its fine work

LNG ARIES (ETC), November 26 — Chairman R. Schwarz, Secretary R. Brown, Educational Director J. Yarmola. Chairman said radio would be fixed and VCR would be back onboard during stop in Japan. He warned crew to be careful on deck because some items still were adrift due to typhoon through which vessel passed. Treasurer reported \$245 in ship's fund. No beefs or disputed OT reported. Next port: Osaka, Japan.

NEDLLOYD HUDSON (Sea-Land Service), November 19 - Chairman C. James, Secretary E. Vazquez, Chairman discussed advantages of professional seafaring. Secretary reported all was running smoothly. Educational director advised crew to upgrade at Piney Point. Treasurer announced \$50 in ship's fund. No beefs or disputed OT reported. Under good and welfare it was noted any new equipment sent to unlicensed personnel shall be installed at location and no more hand-medowns.

OMI CHARGER (OMI), November 18-Chairman F. R. Schwarz, Secretary Neville Johnson, Educational Director Wiley Yarber, Deck Delegate Lawrence Dueitt, Steward Delegate Wheeler Washington. Chairman announced ship would be running between Texas City, TX and several Florida ports. Secretary urged members to separate plastics from biodegradable trash. Educational director reminded members to upgrade at Lundeberg School. Treasurer said movie fund had \$210 and 450 videos. No beefs or disputed OT reported. Crew stated OMI had placed an extra mate and engineer onboard. Crew noted need for two washers and dryers, mattresses, shower curtains and television set. Next port: Texas City, TX

OVERSEAS VALDEZ (Maritime Overseas), November 5 -- Chairman Daniel Laitinen, Secretary V. Pierre, Educational Director Joe Michel, Deck Delegate Unceda Steele, Engine Delegate Daniel Campbell, Steward Delegate Tyler Laffitte. Chairman said ship's hospital had been repaired and cleaned and is ready in case of emergency. He reported it had been great trip with good crew. Secretary requested lock for ship's hospital. Crew is asked to place used linen in provided bags and to return all galley utensils. Educational director urged members to attend Lundeberg School. No beefs or disputed OT reported. Crew asked about washers, dryers and television be replaced. Steward department thanked for its excellent job. Next port:

SEA-LAND EXPLORER (Sea-Land Service), November 19 — Chairman L. C. Cope, Secretary J. Delaney, Chairman noted vessel was outside normal anchorage November 11 through 13. Customs and immigration would not come out to clear ship. Treasurer announced \$353 in movie fund. No other beefs or disputed OT reported. Crew received Seafarers LOG. Crew voted integrity of rotary shipping system be maintained in new contract negotiations. Crew also asked amount of days sailed before vacation pay issued be reduced. Next ports: Long Beach and Oakland, CA.

SEA-LAND INDEPENDENCE (Sea-Land Service), November 19 -- Chairman L. Lohman, Secretary G. Sivley, Educational Director A. Bell. Chairman said Sea-Land will not load fresh fruit and charcoal when vessel in Singapore. Crew has been taking donations to purchase these items for return trip to U.S. He noted ship needs lots of interior repairs. Secretary stated \$65 in fund for fresh fruits and charcoal. Educational director urged members to give to SPAD and to upgrade at Piney Point. Steward delegate reported disputed OT. Deck and engine delegates reported no beefs or disputed OT. Crew was thanked for keeping ship clean. Steward department thanked for its barbecues. Next port: Tacoma, WA.

SEA-LAND NAVIGATOR (Sea-Land Service), November 18 -- Chairman Mark Lance, Secretary John J. Alamar, Educational Director Robert E. Ohler. Chairman reported all beefs were handled during last visit to Long Beach, CA. Crew notified Coast Guard inspection will take place during the next voyage and all hands will be needed. Secretary thanked crew for keeping ship clean. Treasurer announced \$234.39 in ship's fund. No beefs or disputed OT reported. Crew asked review be made of SIU welfare and pension plans. Crew thanked Seafarers LOG staff for its coverage of United Mine Workers strike against Pittston Coal Company. Steward department thanked for its fine work. Next port: Oakland, CA.

SEA-LAND NEWARK BAY (Sea-Land Service), November 5 — Chairman Orla Ipsen, Secretary Jonny Cruz, Educational Director K. Cooper, Deck Delegate Don Paocio, Engine Delegate Fred Tierney, Steward Delegate Bert Winfield. Chairman thanked crew for smooth trip. Secretary urged members to donate to SPAD to make sure union keeps the jobs it has. Educational director reminded crew to get their drug-free certificates before they ship out. No beefs or disputed OT reported. Steward department thanked for job well done. Next port: Boston, MA.

SEA-LAND PRODUCER (Sea-Land Service), November 26 - Chairman William Tillman, Secretary Jennifer Jim. Chairman noted several containers were left loose by longshoremen and two had fallen off. Educational director reminded crew to take advantage of upgrading at Piney Point. Deck delegate reported disputed OT. Engine and steward delegates had no beefs or



It's payoff time aboard the Sgt. Matej Kocak. Pictured above are: (standing, i. to r.) Chief Cook Bryan Heath, AB James Bernacki, AB Fred Hunger; (seated i. to r.) Recertified Steward Milton Phelps, Recertified Bosun Angelo Urti, SIU Port Agent Mike Paladino.



Making use of the launch service from the PFC William B. Baugh to the shores of Diego Garcia are Chief Cook Michael A. Harris (left) and Assistant Cook Gary Lacky.

disputed OT. Crew noted repairs needed on stairs on deck.

USNS CLEVELAND (Sealift Bulkers), November 19 - Chairman W.E. Stoly, Secretary L. W. Jones. Chairman noted problem with officers doing union work. He said television antenna needs to be replaced. Educational director reminded members to upgrade at Lundeberg School. No other beefs or disputed OT reported. Steward department thanked for its good food. Next port: Norfolk, VA.

OVERSEAS NEW YORK (Maritime Overseas), December 8 - Chairman M. Zepada, Secretary N. Evans, Educational Director E. Self, Deck Delegate M. de la Cerda, Engine Delegate V.R. Limon, Steward Delegate W. Furge. Chairman announced ship would pay off in Nederland, TX. He made another request for washing machine and will take it up with patrolman.

He asked if Liberian tanker can load Alaskan crude oil in Panama. Treasurer noted \$50 in ship's fund. No beefs or disputed OT reported. Crew asked if raise in the pension rates could be reviewed. Steward department thanked for wonderful Thanksgiving dinner. Deck department still had not received money for earlier disputed OT. Next port: Nederland, TX.

SEA-LAND GALVESTON BAY
(Sea-Land Service), December 3 -- Chairman Barry Carrano, Secretary T. J. Dowd,
Educational Director C. Z. Sullivan. Educational director said new VCR was purchased from ship's funds. Treasurer announced \$65 still in ship's fund. No beefs or disputed OT reported. AB's asked if chair could be used while on four-hour continuous watch without coffee break. Crew also asked if shoregang could sougee ship from top to bottom once every six months. Next port: Port Everglades, FL.

# Seafarers, Use Your Spare Time Wisely!

Take advantage of the opportunity to increase your knowledge by the Harry Lundeberg School's self study courses. These materials, available in a wide range of subjects, are prepared in a straight-forward, easy-to-understand manner. Select the courses of interest to you on the coupon attached and mail it to the Lundeberg School. Add your name and mailing address.

MATH		ENGLISH: Writing Skills	
Fractions	O	Grammar Books	
Decimals		Writing Business Letters	
Percents			
Algebra		STUDY SKILLS	
Geometry		Listening Skills	
Trigonometry		How To Improve Your Memory	
(Plane)		How To Use Textbooks	
(Spherical)	D	Study Habits	
		Test Anxiety	
		Test Taking Tactics	
SOCIAL STUDIES		Stress Management	
Geography		Notetaking Know-How	
U.S. History			
Economics		COMMUNICATIONS SKILLS	
ut out this cou	pon a	and mail to:	
Adult Education Seafarers Harry Piney Point, Ma	Lunc	leberg School of Seamanship	

# **Final Departures**

#### EARL J. DEANGELO



Earl J. DeAngelo, 69, passed away November 4. Born in Mississippi, Brother DeAngelo

acquired his SIU book in June 1941 at the port of Mobile. He sailed in the deck department in the union's deep sea division. Brother DeAngelo is survived by his wife, Ann.

#### JAMES DONOHUE



James Donohue, 73, passed away August 4. The steward department veteran was working with Interstate Oil

Transportation when he joined the SIU in January 1964. As a relief cook he was employed by McAllister and Curtis Bay Towing (now Moran) companies. He is survived by his wife, Mary.

#### JULIAN WILSON JR.



Julian Wilson Jr., 62, died October 4. He became a member of the SIU in November 1953 at the port of

New York. He sailed in the deck department in the union's deep sea division. Seafarer Wilson was born in Forsyth, GA. Brother Wilson's wife, Mary. survives him.

#### HORACE W. HODGES SR.



Horace W. Hodges Sr., 89, died September 1. He joined the SIU in September 1961 at the port of Norfolk during

an organizing drive. He worked as a tug captain with Curtis Bay Towing. His wife, Lucy Ann, survives him. Many members of Brother Hodge's family also shipped with the SIU.

# SUMMARY ANNUAL REPORT

SEAFARERS PENSION PLAN 5201 Auth Way Camp Springs, Maryland 20746

(301)899-0675

This is a summary of the annual report of the Seafarers Pension Plan for the year ended December 31, 1988. 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 \$26,966,954. These expenses included \$3,139,288 in administrative expenses and \$23,827,666 in benefits paid to participants and beneficiaries. A total of 19,567 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 \$387,057,064 as of December 31, 1988, compared to \$363,910,506 as of January 1, 1988.

During the plan year, the plan experienced an increase in its net assets of \$23,146,558. This increase included unrealized appreciation 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 these assets. The plan had a total income of \$50,113,512, including employer contributions of \$9,158,852, gains of \$5,760,644 from the sale of assets, and earnings from investments of \$35,118,349 and other income of \$75,667.

## 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 items listed below are included in that

- 1. An Accountant's report
- 2. Assets held for investment

3. Actuarial information regarding the funding of the Plan. 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 Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)899-0675. The charge to cover copying costs will be \$5.00 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, D. C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room N4677, Pension and Welfare Benefit Programs. Department of Labor, 200 Constitution Avenue, N.W., Washington, D. C. 20216.

# **Keep Your Union Strong Participate** In Union Meetings



# **Need Legal Advice?**

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) 433-4904

## 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 & Urann 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

Orlando & Associates I 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) 559-2110 1-800-554-8119

#### 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 & Endy 260 S. Broad St. Suite 1500 Philadelphia, PA 19102 (215) 732-0101

## Texas

Marvin Peterson 1200 Travis Suite 2020 Houston, TX 77002 (713) 659-4422

## Virginia

Arthur Rutter Rutter & 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

# 1990 Lundeberg School Upgrading Course Schedule



The Lundeberg School's dock area includes a state-of-the-art Hagglund crane.

Upgrading at the union's Harry Lundeberg School of Seamanship can mean increased pay and enhanced job skills for a seafarer. To afford SIU members an opportunity to plan for 1990, the Lundeberg School has prepared a schedule of courses offered through the upcoming year.

Any union member interested

in attending a 1990 course listed in the following schedule may use the form on page 19 to obtain further information. Send the coupon to the Lundeberg School; Piney Point, Maryland 20674.

Every upgrader attending the Lundeberg School courses will be required to take a firefighting class.

Dec	k Upgrading Course	es
The same of the sa	Check-In	Completion
Course	Date	Date
Able Seaman	February 5	March 16
	April 2	May 11
- W	May 28	July 6
	July 23	August 31
1000	September 17	October 26
	November 12	December 21
Lifeboatman	January 22	February 2
	February 19	March 2
	March 19	March 30
	April 16	April 27
	May 14	May 25
	June 11	June 22
	July 9	July 20
	August 6	August 17
	September 3	September 14
	October 1	October 12
	October 29	November 9
	November 26	December 7
	December 24	January 4
Ship Handling	January 22	February 2
SPARE AND ASSESSMENT OF THE PARTY OF THE PAR	March 5	March 16
	May 14	May 25
	June 18	June 29
	August 20	August 31
	October 1	October 12
	November 19	November 30
Radar Certification	April 9	April 13
	April 30	May 4
	August 13	August 17
	October 1	October 5
	November 19	November 23
imited Mate	June 11	August 10
	September 17	November 16
Third Mate	January 29	May 11
	August 6	November 16
Celestial Navigation	May 7	June 8
l'ankerman	April 16	April 27
	August 6	August 17
		STREET, STREET

Steward Upgra	ding Courses	No. of the last of the
Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker Chief Cook, Chief Steward	All open-ended office for starti	(contact admissions ng date)

Upon completion the Sealift Operations course must be taken.

November 26

December 7

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

Recertification	Programs	
Course	Check-In Date	Completion Date
Steward Recertification	January 29 May 28	March 5 July 2
Bosun Recertification	March 26 September 24	May 7 November 5

Engine Upgrad		
Course	Check-In	Completion
Course	Date	Date
QMED—Any Rating	February 19	May 11
	June 11	August 31
	September 17	December 7
Fireman/Watertender and Oiler	January 8	February 16
	March 19	April 27
	June 11	July 20
	August 20	September 2
ESHALL SEED THEOREMS THE	October 29	December 7
Pumproom Maintenance & Operations	March 5	April 13
	August 20	September 2
Marine Electrical Maintenance	January 8	March 2
	May 14	July 5
Electro-Hydraulics	March 19	April 27
Variable Speed D.C. Drives	July 23	August 31
Marine Electronics Technician	January 8	March 30
	April 16	July 6
10 pt 2 - 10 pt 6	July 23	October 12
Diesel Engine Technology	January 8	February 2
ENERGY DESCRIPTION OF THE PROPERTY OF THE PROP	May 14	June 8
Refrigeration Maint. & Operations	October 1	November 9
Advanced Refrigerated Containers	November 12	December 7
Hydraulics	January 8	February 2
Welding	February 5	March 2
Automation	November 12	December 7

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

# 1990 Adult Education Schedule

The Adult Education courses of Adult Basic Education (ABE), High School Equivalency (GED) and English As A Second Language (ESL) are six weeks in length.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	January 8	February 10
Charles of the Second Control of the	March 5	April 14
	April 30	June 9
	July 30	September 8
	October 29	December 8
Adult Basic Education (ABE)	January 8	February 9
	March 5	April 13
	April 30	June 8
	July 30	September 7
	October 29	December 7
English as a Second Language (ESL)	January 8	February 9
	February 12	March 23
	April 30	June 8
	July 30	September 7
	September 10	October 19
WIND IS THE REST SOLD	October 29	December 7

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes. The course includes study skills, technical reading, math skills and test taking skills

reading, math skins and test taking	SKIII	Sentitive of the life	
Developmental Studies	A	March 12 June 4	March 16 June 8
		July 16 September 10	July 20 Sentember 14

The ABE/EST Lifeboat Preparation Course is a three week class that offers an introduction to Lifeboat. It 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

ABE/ESL Lifeboat Preparation Course	January 8 January 29	January 19 February 16
A STATE OF THE PARTY OF THE PAR	April 23 June 18 August 13 October 8	May 11 July 6 August 31 October 16

Oil Spi	II Course	
Oil Spill Prevention &	February 19	February 23
Containment (1 week)	March 19	March 23
	April 30	May 4
	May 14	May 18
	July 9	July 13
	July 23	July 27
	September 3	September 7
	October 1	October 5
	October 29 December 10	November 2 December 14

Upon completion the Sealift Operations course must be taken.

SHLSS	College	Program	Schedule	for 1990
I R week S	eccione	THE PERSON NAMED IN		Tax to the second

FULL 8-week Sessions	May 28 through July 20
January 8 through March 2	August 6 through September 2
March 19 through May 11	October 15 through December

# 1990 UPGRADING COURSE SCHEDI

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

February-April 1990

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

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

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

# Deck Upgrading Courses

Check-In Date	Completion Date
February 5	March 16
April 2	May 11
February 19	March 2
March 19	March 30
April 16	April 27
March 5	March 16
April 9	April 13
	May 4
April 16	April 27
	February 5 April 2 February 19 March 19 April 16 March 5 April 9 April 30

# Steward Upgrading Courses

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

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

SMLSS College Program Schedule for 1990 FULL 8-week Sessions

March 19 through May 11

must be taken.

Course	Check-In Date	Completion Date
QMICD—Any Rating	February 19	May 11
Fireman/Watertender and Otter	March 19	April 27
Pumproom Maintenance & Operations	March 5	April 13
Marine Electronics Technician	April 16	July 6
Welding	February 5	March 2
Electro-Hydraulics	March 19	April 27

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

# 1990 Adult Education Schedule

The Adult Education courses of Adult Basic Education (ABE), High School Equivalency (GED) and English As A Second Language (ESL) are

Check-In Date	Completion Date
March 5 April 30	April 14 June 9
March 5	April 13 June 8
February 12	March 23 June 8
April 23	May 11
) will be offered	one week prior to
	March 5 April 30 March 5 April 30 February 12 April 30 April 23

March 12 March 16

# Oil Spill Course

Oil Spill Prevention & Containment (1 week)

Developmental Studies

February 19 March 19

February 23 March 23 May 4

April 30 Upon completion the Sealift Operations course must be taken.

# Recertification Programs

	Check-In	Completion
Course	Date	Date
Bosun Recertification	March 26	May 7

# SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

## **Upgrading Application**

Name (Last) (First) (	diddle) Date of Birth_Mo/Day/Year
(City) (State)  Deep Sea Member  Inland Waters Member	(Street) ,  (Zip Code)  Lakes Member  Pacific  t filled out completely your applica-
Social Security #	Book #
Seniority	Department
Veteran of U.S. Armed Forces:	☐ Yes ☐ No
U.S. Citizen:	☐ Yes ☐ No
Home Port	V 252 - 551
Endorsement(s) or License(s) Now Held	
Are you a graduate of the SHLSS  Yes  (If yes, fill in below)	S Trainee Program: ☐ No
Trainee Program: From	to
Last grade of school completed_	(dates attended)
Have you attended any SHLSS U  Yes (if yes, fill in below)  Course(s) Taken	the state of the s

Do you hold t	he II C	Coast Guard	I ife	Raatman	Endorcemen	100

Yes	No 🗆		

			Ca. 11 110
Firefighting: TYes	No	CPR: Yes	No [

Date Available for training

Primary Language Spoken\_

RATING

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.

DATE

VESSEL HELD SHIPPED DISCHARGE

SIGNATURE. DATE

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

- DECK
- Ist Class Pilot
- Third Mate
  Radar Observer Unlimited
  Master Inspected Towing
- ☐ Towboat Operator Inland
  ☐ Celestial Navigation
  ☐ Simulator Course
- ENGINE
- FOWT
- OMED—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 Towbout Inland Cook

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

ADULT EDUCATION DEPARTMENT

DATE OF

- 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, Pincy Point, MD. 20674

Volume 52, Number 1

January 1990

# SIU Boatmen Keep Busy Transporting Pilots to Ships

The SIU boatmen whose job it is to get pilots to their ships have learned to adapt to a special work style. During their 12-hour, seven-days-on/seven-days-off shift, they can be called on at any time to transport pilots to and from ships entering the Norfolk area. They also maintain and repair the launch boats.

These are the boatmen who crew the boats of the Virginia Pilots Association and the Maryland Pilots Association, based in two separate buildings near the port of Norfolk. Recently, the boatmen found time to talk with a LOG staff member about their work.

Captain Hal Harrington, who grew up in the launch boat business, explained the work of the Virginia Pilots Association crewmembers. "We transport the pilots to the ships entering the port of Norfolk and assist them in getting to the deck. Inbound vessels are met near the CBJ buoy."

Among the Virginia Pilots boats are three 50-footers, a 29 and a 40foot vessel, said Captain Paul Clifton, who became a launch operator recently.

Clifton said work for launch boat crewmembers has been fairly steady. He loves the work, "I've been on the water the biggest part of my life."

Deckhand Mike Callis is one of the newer Virginia Pilot crewmembers. "While I've always been a fisherman and I've been around ships all my life, I was happy to start working here. I want to move up and become an operator some day."

Harrington, a captain with the Virginia Pilots for the past three years, said he tells new guys coming into the business that if they persevere and learn, they too can become op-

Twenty yards away from the Virginia Pilots office is the Norfolk center of the Maryland Pilots Association. Crewmembers working on the Maryland Pilots' boats also are members of the SIU.

Captain Mark Boldig, who was introduced to launch boat work by a friend eight years ago, now sails as a boat operator. Captain Robert Barnett, a 10-year launch boat veteran, followed in his uncle Jackie Barnett's footsteps when he began working for the Maryland Pilots.

When asked if anything exciting had happened to SIU boatmen at the Maryland Pilots, Boldig and Barnett said it was a former pilot boat that was having all the adventures.

"We used to have a vessel called the Maryland. It was our headquarters. About three years ago, the Maryland Pilots sold it to Greenpeace. These days that boat is making all the news because it is somewhere down off Florida involved in protests that always make the TV and newspapers," Boldig explained. Greenpeace is an international environmental advocacy organization.

Barnett said life for crewmembers has been literally smoother since the Maryland Pilots moved their headquarters to land. "When our office was on a boat at sea, rocking and rolling in the Chesapeake Bay, it was a lot different. Now we have this," he said as he motioned to the modern facility that currently houses the Maryland Pilots, "and it is very calm."

Captain Tom Veal, a station manager for Maryland Pilots, recalled, "The sea would get rough and we'd get waves dancing around for days and days. By the time we'd get off our shifts and come to land we would be completely shaken up." Veal came ashore in '85 after sailing as a captain since 1977. He joined the SIU in 1966 during an organizing drive, a year after he started as a deckhand with the Maryland Pilots.

Richard Peck, an oiler mechanic with the Maryland Pilots Association, repairs a broken motor at the group's port of Norfolk center.







▲ Captains Mark Boldig (left) and Robert Barnett, who operate Maryland Pilots Association boats, are pictured above in the organization's Norfolk offices.

← Captain Tom Veal serves
as the Maryland Pilots Association
station manager in Norfolk.
Before assuming his current position
in '85 he sailed with the SIU.



Virginia Pilots Association launch crewmembers Paul Clifton, Mike Callis and Hal Harrington are pictured from left to right in the organization's lounge as they await orders to ferry a pilot to a ship.

SUMMARY PLAN DESCRIPTION
OF SEAFARERS PENSION PLAN FOR 1988
SEE PAGE 20

# HAS ANYONE SEEN THIS CHILD?



Kelli Barr

# **Kelli Barr Missing Nearly Two Years**

It's been nearly two years since Kelli Amanda Dominique Barr has been missing. Like many of the cases that the National Center for Missing and Exploited Children handles, she is suspected of being kidnapped by a non-custodial parent.

"It's been a complicated case," according to case worker Ronald H. Jones. Shortly before Kelli's abduction in Cleveland, TN on February 4, 1988, her mother disappeared under strange circumstances and still has not been found. Kelli's grandmother sought, and was awarded, custody of Kelly by the courts, but her step-father, Howard Hawk Willis, refused to turn her over—and the two have not been seen since.

Kelli is one of the 24,000 cases that the National Center for Missing and Exploited Children has kept track of since it was formed in 1984. And like the majority of all child abductions in the U.S., it is a non-custodial parent who is suspected.

At the time of her abduction, Kelli, now 5½ years old, weighed 35 pounds and had blue eyes and blonde hair (see photograph).

Case worker Jones continues to remain in contact with Kelli's grandmother, who never gives up hope. And he noted that an occasional lead still comes in—but so far nothing has panned out.

> ANYONE HAVING INFORMATION SHOULD CONTACT

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

— or —

Bradley County
Sheriff's Office (Tennessee)
Missing Persons Unit
1-615-476-0672

Editor's Note: Since June 1989, the Seafarers LOG has dedicated a portion of the back page of the publication to disseminate information on missing children. The material is provided by the National Center for Missing and Exploited Children as part of the organization's photo distribution campaign.