

TAX TIPS FOR SEAMEN

The LOG, continuing a tradition of providing valuable information to SIU members, covers important tax information in this issue.

WHAT'S NEW IN 1988? TAX LAW CHANGES TO APPLY TO THE 1988 RETURN

Reduced Tax Rates

Effective 1988 there are only two tax rates, 15% and 28%. The tax table and tax rate schedules use the reduced rates—with a phase-out of the lowest rate for higher income individuals.

Increased Deduction for Exemptions

The deduction for each exemption—for you, your spouse and dependents—has increased to \$1,950.

Standard Deductions Increased

For many individuals, the standard deduction has increased. Because of this increase, it may be to your benefit to take the standard deduction for 1988 even though you itemized deductions in past years.

Interest Deductible

On the 1988 return, 40% of personal interest is deductible. This includes interest on items like car loans and credit cards.

Turn to Page 11 for

- How to get tax info by phone
- Additional Information



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February 1989

INSIDE:

4. SIU members and their families receive quality medical care in San Francisco.

5. Harry Lundeberg School offers new course in Marine Electronics.

12. Your rights under COBRA, the new health care law.

SIU SPEEDS UP LEGAL PROCESS IN DRUG TESTING SUIT VERSUS DOT

Moving swiftly through the legal maze, the SIU has expedited consideration of its drug testing suit against the Department of Transportation. As a result of the SIU's action, and with agreement of the US Justice Department, the federal district court has scheduled immediate consideration of the SIU's case against the US government's mandated drug testing procedures of maritime workers. The union expects the lawsuit against DOT to come before the courts in early March.

Avoiding legal delay is vitally important since the government's drug testing regulations became law in December of 1988 and must be implemented by June 21, 1989.

The lawsuit was jointly filed by the SIU, the Transportation Institute (TI)—a federation of US-flag shipping companies—and two individual merchant seamen.

The SIU is "committed to protecting the individual rights of its members . . ."

The SIU portion of the case declares an individual's constitutional right to privacy and rights to be free from unreasonable search and seizure are violated

by the new drug testing rules. SIU President Mike Sacco explained, "While we accept our responsibilities to help in protecting society against the damage done by drug and alcohol abuse, we are also committed to protecting the individual rights of our members and the ability of the industry to stay afloat."

TI, voicing the concerns of US-flag shipping companies, asserts the testing law forces private enterprise to act unwillingly as government agents. In addition, TI challenges a law which places the cost of administering and implementing drug testing on the employer. TI points out the unfair financial burden placed on beleaguered US operators who compete head-to-head with foreign flag companies. Foreign flag vessels are excluded from the drug testing law, while US operators are required to pay for the entire cost of testing, enforcement and rehabilitation, currently estimated to have a price tag of over two billion dollars.

The new drug testing regulations were part of a last minute push by the Reagan administration to secure compulsory drug testing of workers in the transportation industry. The Coast Guard, in its haste to meet the administration's timetable, drew up proposals with no consideration of effectiveness or cost. Election-year hysteria added to the lack of reasonable and conscientious Congressional debate.

COMPANIES, UNION GET SET TO COMPLY WITH DRUG LAW

While the SIU law suit seeks to abolish the new drug testing rules, ship operators are required to prepare for mandatory pre-employment testing which the new regulations dictate must be in place by June 21, 1989. Because SIU members work under a 90 day registration and

Continued on page 4

UNION GIRDS FOR BATTLE OVER ALASKA OIL EXPORT

Washington—The SIU is working to continue the prohibition of exporting Alaska oil. The union began developing its campaign, in conjunction with other groups in the maritime industry, when there were signs from Congress that legislation would be introduced repealing the ban on Alaska oil export.

Alaska oil from the North Slope was reserved for domestic consumption by a provision of the Export Administration Act (EAA). Those who want to export our oil to Japan and other countries would like to eliminate the U.S.-use-restrictions. The expiration of the EEA in September of 1989 gives export proponents a chance to push for an opportunity to sell Alaska oil in foreign markets.

SIU supported legislation would head export advocates off at the pass. If approved, House of Representatives bill No. 567



Crewed by SIU members, the OMI Columbia (OMI) is one of the 56 US-flag tankers in the Alaska oil trade. The Alaska pipeline was built and US-flag tanker transport has been used because the United States wanted to retain American oil from Alaska reserves for American consumption.

indefinitely extends the period of time in which Alaska oil is reserved for domestic use.

Alaska oil, reaching the lower 48 states via pipeline and US-flag tankers, has saved West Coast

consumers billions of dollars at the gas pump, decreased our nation's reliance on imported oil and preserved a domestic merchant fleet.

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

President's Report

No American worker must be more vigilant than he or she who goes to sea for a living, especially when it comes to keeping an eye on the efforts of governmental action. Not only must the Seafaring man and woman be concerned with the impact of the range of social and labor legislation, they must be deeply involved with federal policies and regulations as well as congressional initiatives affecting every aspect of marine transportation.

Hardly a day goes by without a decision or action being taken somewhere in Washington that directly touches on the well-being and security of shipboard workers. Besides the Congress and its scores of committees with jurisdiction over maritime matters, there are the government agencies and departments whose actions can directly influence our job opportunities, our security and the stability of our industry. Departments like Commerce and Transportation and State and Justice and Defense and Interior. Agencies like the Maritime Administration and the Coast Guard and the Agency for International Development and the Interstate Commerce Commission and the Office of Management and Budget, to cite a few.

Constant monitoring and vigilance is the order of the day. And our people have to visit with and talk with those who are involved. It is a full plate, which we readily accept because we believe strongly that the Union must keep its eye on Washington and the political and legislative process. No one will do it for us in the manner we think is necessary—by working hard from bell to bell.

In addition to the Congress and the agencies, we often have to go into the federal court system to protect the welfare—and the rights, as in the drug testing case at the moment—of our Union membership.

As 1989 gets under way all signs point to a busy calendar in Washington for us in Maritime. With a new administration that has given no sign yet as to what its thinking is in respect to the American flag shipping industry, we are going to have to be on our toes. We must make every effort to convince the administration and members of Congress that it is in the national interest to revitalize and maintain a strong maritime capability. We must

also offset the efforts in the opposite direction by opponents of our industry.

Your union representatives with responsibility for SIU legislative and governmental matters will pay strict attention to their tasks. There will be times when the membership can be of assistance on critical issues. On those occasions, all hands will be advised as to how they can help.

We are intent on improving communications among all parts of the union structure. That is one of the many ways in which we will be working full time to make the union an effective force for the well-being and security of Seafarers.

Drug Testing

It may be repetitive, but we cannot stress the issue of the government's drug testing program too much. If anyone is wondering why plans are being made now to comply with the order to have a testing procedure in place, it is because the program has to be in operation by June 21.

However, we have questioned the government's action and we are party to a suit in Federal Court to halt the testing on the grounds that it can violate the privacy rights of Seafarers. We of course, support the notion that the drug issue should be dealt with, but the present scheme not only threatens a member's right but also puts US-flag ships at a serious competitive disadvantage, since the ship operators must pay for all costs, and foreign-flag ships are not required to comply with the order.

Unfortunately, the Department of Transportation issued its orders without any consultation with the industry nor did it gather any figures to justify its extreme actions. It would have been intelligent to have explored the matter with those involved—the union and the ship owner—in an effort to arrive at a reasonable solution. Since it didn't, in our minds we had no alternative but to seek a stay and have the issue put back on the drawing board.

Michael Sacco



The SIU in Washington

IN THE HOPPER

The following bills have been introduced in the 101st session of Congress. The SIU is carefully tracking legislation which affects membership jobs and rights.

ALASKAN OIL: H.R. 567, which would extend the ban on the export of Alaskan oil indefinitely, was introduced in the House of Representatives. The bill was sponsored by Rep. Howard Wolpe (D-Mich.) and

Olympia Snowe (R-Me.). The ban, which is contained in the Export Administration Act (EAA), is scheduled to expire on September 30, 1990.

ALIEN STRIKE-BUSTERS: Rep. Marge Rou-

kema (R-N.J.) has introduced H.R. 285, which would prevent aliens from assuming the jobs of striking air and maritime industry employees.

ANWR: Rep. Don Young (R-Ak.) introduced H.R. 49, which would authorize development of the Alaskan National Wildlife Reserve (ANWR). Legislation which would prohibit such development has also been introduced in the House.

CARGO PREFERENCE: During the past several sessions of Congress, cargo preference has proven to be a contentious issue. It is expected to be one in this session as well.

Several bills have already been introduced. Two, H.R. 440 and H.R. 444, were introduced by Rep. Helen Bentley (R-Md.). They would provide for fuller compliance of existing cargo preference laws.

A third bill, H.R. 597, would repeal the 1985 compromise reached between maritime and agriculture groups. Introduced by Rep. James Oberstar (D-Minn.), it would repeal the extra 25 percent U.S.-flag requirement for humanitarian food aid and the Great Lakes ports allocation.

MARITIME EMISSIONS: Rep. Al Swift (D-Wash.) has introduced H.R. 99. The bill contains language prohibiting states from regulating

marine emissions until federal regulations are promulgated.

MERCHANT MARINE MEMORIALS: Rep. Helen Bentley (R-Md.) has introduced H.R. 441, which would permit vessels from the National Defense Reserve Force (NDRF) to be sold and used for merchant marine memorials.

WWII VETERANS: Rep. Jack Fields (D-Tex.) has introduced H.R. 44, which would clarify the eligibility requirements for veterans status for World War II seamen. Seamen serving before Dec. 31, 1946 would be eligible to apply.

The legislation would also permit the transfer of title of obsolete NDRF ships for merchant marine memorial projects.

SIX NEW MEMBERS NAMED TO HOUSE MERCHANT MARINE COMMITTEE

Six new members have been named to the House Merchant Marine Committee. Republicans assigned Rep. James M. Inhofe (Okl.) and Porter Gross (Fla.) to take over two of the six vacancies that had been left open. Democrats named to the Committee include Greg Laughlin (Tex.), Nita Lowey (N.Y.), Frank Palone (N.J.) and Jolene Unsoeld (Wash.).

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SIU MEDICAL PLAN BIG SUCCESS

SAN FRANCISCO HEALTH UNIT SERVICES 1,200 IN 1988

San Francisco—Quality health care, individual attention and administrative efficiency were enjoyed by 1,200 SIU members and their families who used St. Mary's Hospital and Medical Center in San Francisco in 1988. St. Mary's was designated a Preferred Provider Organization (PPO) in October of 1987 by the



"St. Mary's is the best clinic I've visited. I've been treated very well."
—Alphonso Davis, Steward and SIU Member

Seafarers Welfare Plan (SWP).

The SWP's PPO program is designed to establish an ongoing relationship with one provider of health care in a geographic area. To a member, a PPO means one health center which understands the needs of a seaman and his or her family. The PPO's, in turn, become familiar with the SIU's welfare plan resulting in more responsive administrative procedures. As demonstrated by St. Mary's, the program provides first-rate medical care with an extra touch for SIU members and their families.

Seafarers have welcomed the San Francisco PPO. "St. Mary's is the best clinic I've visited. I've been treated very well," said Steward Alphonso Davis. Adel Ibrahiin, APL Steward and

Chief Cook, added, "I've received a very good, complete exam. The St. Mary's staff has been very responsive and helpful."

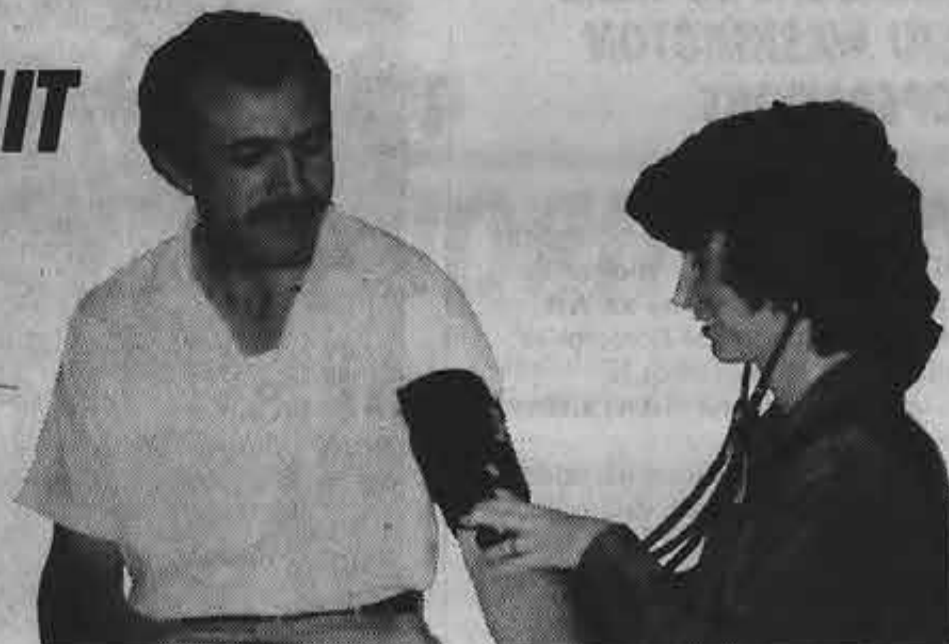
St. Mary's Hospital and Medical Center opened the Comprehensive Health Center, also known as the "Howard Street Clinic," to meet the needs of SIU members and dependents. The Howard Street Clinic conducts required pre-employment and annual physicals for members as well as providing out-patient care and administering examinations and tests.

St. Mary's assigned Pamela Fallo to the position of Clinic Administrator. Ms. Fallo comes to the Howard Street Clinic with a total of fifteen years of medical experience, nine of which were spent as nurse practitioner in the field of internal medicine. Commenting on her clinic experience over the past fifteen months, Ms.

population."

In addition to being referred to the Howard Street Clinic, Seafarers and family members are occasionally sent to St. Mary's main location for specialized testing or hospital admittance.

St. Mary's is one of the largest hospitals in San Francisco. Founded in 1857, it has 531 hos-



To a member, a PPO means one health center which understands the needs of his or her family.

By SIU arrangement, Seafarers in the San Francisco Bay area are getting quality medical care for themselves and their families through the novel Preferred Provider Organization.

Fallo said, "I enjoy working with the SIU membership and their families. As a group they are personable and very interesting. The staff here receives cards and gifts from around the world sent by SIU patients. Seamen have very basic concerns about their health and their life situations. It is very rewarding to work with this type of patient

pital beds, hundreds of physicians on staff practicing in all areas of medicine and offers a wide range of health care and social services.

Deborah Kleinberg, Associate Counsel for the Seafarers Welfare Plan, explained why the SIU chose St. Mary's. "We looked at many hospitals in the San Francisco Bay Area and St. Mary's was one of the finest. St. Mary's truly has the interests of every patient at heart. The hospital has worked closely with the Seafarers Welfare Plan. We've established an excellent working relationship which has resulted in effective administration and a very high level of quality health care."



Lab technician Susanna Israel studies a blood sample.

provides: labor, delivery and recovery in one room; a free consultation with an obstetrician; 24-hour hot line for patient questions; personal nursing care; free pre-natal classes; 24-hour consultation with neonatal doctors; discounts on maternity clothes and "craving coupons" which offer discounts on food.

For additional information on St. Mary's services, programs and classes, call the St. Mary's Health Connection number: (415) 750-5785.



Nurse Sandra Springman (left) and Administrator Fallo (right) consult on test results.

PROVIDERS IN OTHER AREAS

Other SWP designated PPO's include: Straub Clinic and Hospital in Honolulu and Virginia Mason Hospital in Seattle. The PPO's purpose is to bring the best possible medical care and operating efficiency to SIU members and

their families. If you have any comments on the PPO program, please let us know. Write to PPO Coordinator; SIU Headquarters—4th Floor; 5201 Auth Way; Camp Springs, Maryland 20746.

MARRONE TO HEAD SIU WASHINGTON OPERATIONS

Nicholas J. Marrone, a Seafarer who graduated from the Harry Lundeberg School of Seamanship and sailed as an AB, has been appointed Director of the SIU's Department of Congressional and Government Relations.

Marrone has gained an understanding of the goals and objectives of the maritime industry through his experiences both as an SIU member and representative, and as a professional in the industry.

After signing off his last two ships—the *SS Overseas Marilyn* (Maritime Overseas) and the *SS George Withe* (Waterman)—Marrone served as Port Agent in Piney Point, and taught a course in industrial relations at the school. He also worked as an SIU port official in St. Louis and Paducah, Kentucky.

For two and one-half years Marrone was a marketing representative for American President Lines in St. Louis. In 1985 he



Nick Marrone, the SIU's new Director of Congressional and Governmental Relations, meets with Ed Welch, chief counsel for the House Merchant Marine and Fisheries Committee.

accepted a position with Lykes Brothers Steamship Co. as senior account executive, and later was promoted to District Manager for Sales and Operations.

As head of the Seafarers legislative and political arm, Marrone will execute the Union's political goals and legislative agenda.



SPAD Means Security
Contribute Now!

NEW DOT SECRETARY PROMISES STRONG US-FLAG MERCHANT MARINE

Samuel Skinner, President Bush's designee for Secretary of the Department of Transportation (DOT), pledged to work towards implementing a national transportation policy that would include a strong US-flag merchant marine.

Speaking at a confirmation hearing held by the Senate Committee on Commerce, Science and Transportation, Skinner agreed to implement existing cargo preference statutes and preserve the integrity of the Jones Act.

Noting that "cooperation between government and industry is long overdue," Skinner promised to examine the report issued by the President's Commission on Merchant Marine and Defense and follow up on its recommendations.

When asked about reform of the liner subsidy program, Skinner said the way the program is presently structured posed problems for the industry. "It does

not appear to provide sufficient operating flexibility in a rapidly changing market, and it lacks incentives for cost efficiency that are adequate to make the US fleet competitive in the world market."

Commenting on a proposal to build US-flag vessels overseas, Skinner said he had not yet had time to review the proposal, but "there is no question that shipbuilding and associated industries are essential mobilization resources."

Skinner consented to review a campaign commitment by President Bush to name an executive branch maritime liaison to coordinate the various federal maritime programs and to serve as an advisor on military sealift.

Skinner, a former US prosecutor, told the committee he is in full agreement with the new drug testing regulations enacted in the last days of the Reagan administration.

FINK SHIP UPDATE

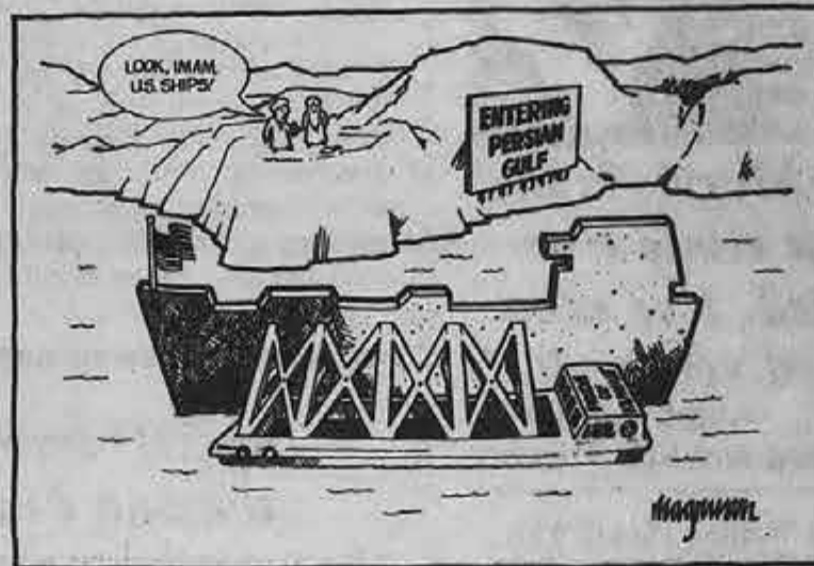
Two months after the original sailing date, the trouble-dogged *Ocean Challenger* (Belmont VLCCII, Inc.) finally is on its way to Pakistan. The fink ship's difficulties have included a levy of \$640,000 in government fines for not meeting the agreed-upon sailing date, a court ordered payment of \$725,000 to a tank-cleaning company, Coast Guard halting of the loading process until oil leaks were cleared and a lawsuit filed jointly by the SIU and other maritime interests. *Ocean Challenger's* bad luck rubbed off on one of its tank-cleaning companies. Houston Ship, Inc., hired by Belmont, was slapped with a \$278,000 fine for using illegal al-

iens in the tank-cleaning operation.

The *Ocean Challenger*, a 260,000 deadweight-ton supertanker, was awarded a U.S. government contract to carry grain to Pakistan. Pakistani officials have voiced concern about the *Ocean Challenger's* size. Not only does the country not have enough storage facilities for such huge amounts of wheat arriving at one time, but there are also no ports capable of berthing the supertanker. The grain must be shuttled to shore.

The court challenge by the SIU and other maritime groups still leaves the controversial *Ocean Challenger's* future in doubt.

5 KUWAITI TANKERS UNDER US-FLAG



Washington—The Maritime Administration officially received a request to allow five of the eleven reflagged Kuwaiti tankers to remain under the American flag.

Last month the SIU and other maritime interests were advised by MarAd that the application was imminent. At that time, the

SIU also learned that full US crewing of the vessels would take 10 months. The SIU favors immediately crewing the tankers, citing the availability of qualified US personnel.

The SIU condemned the government for, once again, dragging its feet on this issue.

COMPANIES, UNION READY PLAN FOR DRUG TESTING

continued from page 1

shipping system, it will be necessary to begin pre-employment drug testing in March, 90 days before the implementation date.

Under the new drug testing regulations, shipping companies are legally obligated to hire employees who have been screened and cleared of any drug use beginning June 21, 1989. The operator must be able to prove the employee has been tested sometime in the 6 months prior to signing on.

As a result, commencing in March, before being dispatched to a vessel, an SIU member will have to have the necessary proof of drug clearance. To make the process as convenient as possible, SIU clinics will serve as collection sites for the drug screen

exams. The law requires all analysis of test samples be conducted by laboratories approved by the National Institute for Drug Abuse (NIDA). Test outcomes will be sent to a Medical Review Officer. The individuals working as Medical Review Officers will be agreed upon jointly by the union and the employer.

To ensure fair and equitable testing, to reduce chances of errors in reporting of results and to prevent unwarranted dissemination of information, the SIU currently has its legal counsel working with medical professionals examining NIDA approved laboratories, studying testing procedures and drawing up guidelines which will protect and preserve the member's rights during the drug testing process.



Harry Lundeborg School of Seamanship

RIVERBOAT SAFETY IS TOP PRIORITY



Delta Queen crewmembers, left to right, first row, Bill Collins, Brian Murray, Alonzo Talbert; second row, Arturo Nunez, Edward Goodman, Blake Ingraham; third row, Instructor Jim Moore, William Frutas and Bobby Shepherd.

When most people board the historic, SIU-crewed Delta Queen, they do it for the comfort and relaxation a slow cruise along the Mississippi brings.



Crewmembers practice tying knots.

What they probably don't realize is, that along with the good meals and fine service, the SIU crew on the Delta Queen is looking out for their safety, 24 hours a day.

To make sure safety onboard America's last authentic riverboat is first rate, the SIU has set up a special program for Delta Queen crewmembers at the Seafarers Harry Lundeborg School of Seamanship.

The three-week course included sessions in basic deck seamanship and safety, with hands-on use of standard deck



Brian Murray and Albert Talbert

equipment. First aid and CPR were covered. Students also learned firefighting techniques, damage control procedures and water survival.

One of the most important as-



Aboard the Sonny Simmons.

pects of the crewmembers' training was to learn that safety was their responsibility 24-hours a day.

"I've learned a lot about safety and concern for others that I didn't take into consideration before. I now have the sense of responsibility and consideration for every individual

onboard my vessel," said Steward Joseph Blake Ingraham.

This is the second year of the special training for the Delta Queen crewmembers. The training will continue to ensure the safe and smooth operation of one of America's floating historic landmarks.

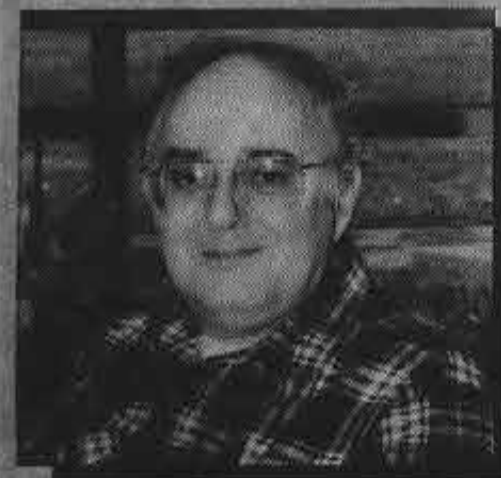
SIU SCHOOL ESTABLISHES NEW MARINE ELECTRONICS COURSE FOR TECHNICIANS

The Seafarers Harry Lundeborg School of Seamanship is proud to announce the creation of a new position: Marine Electronics Technician. The Marine Electronics Technician will be able to repair the complex electronics equipment found aboard ship. Advances in technology have brought automation to the maritime industry, and these advances have established a need for trained persons in order to keep this sophisticated equipment in top operating condition.

To satisfy the need for trained technicians, the school has established the Marine Electronics Technician course at the Lundeborg School in Piney Point, Md. This is an intensive eight-week course in AC and DC theory, basic and advanced electronic circuits, digital logic, automation and trouble-shooting. There will be hands-on experience as well.

Starting March 20, this new course will be taught by Russell Levin, M.S., who has many years of teaching experience and an excellent background in electronics.

Applicants for this course will have had some background in algebra and will have demon-



With many years of experience in the field, Russell Levin will teach the new Marine Electronics Technician course at Piney Point.

strated a technical ability. Applicants who do not meet the requirements will still be considered on an individual basis. Once a student passes the course, he or she should be able to sit for the Federal Communications Commission's exam for General Radiotelephone Operators' License with Radar Endorsement. No knowledge of Morse Code is required.

For more information about this course, please contact the Lundeborg School at (301) 994-0010, ext. 274.

SIU School Graduates



A recent graduating class of Able Seamen at the Lundeborg School. First row, left to right: Bill Eden, Julio Ramos, Jose F. Rivera, Pablo Hernandez, Gary Tauro, Jake Karaczynski (Inst.); Second row: Richard Rankin,

R.J. Johnson, Irving Tacoronti, Jr., Alfred DiSimone, Juan E. Iglesias, Jack E. Pogram, Jr., Muhammed Saleh, Jose A. Gonzalez, James D. Templeton, Jr., Johnny August.

I AM INTERESTED

(This is not a formal application)

Please put me on your list as interested in future enrollment in the new Marine Electronics Technician course.

Name _____ Date of Birth _____
(Last) (First) (Middle) mo/day/yr

Address _____

Telephone _____
(area code)

Soc. Security No. _____ Book No. _____ Seniority _____

Dept. _____ Home Port _____

Date available for training _____

RETURN COMPLETED COUPON TO:
 Director Vocational Education
 Seafarers Harry Lundeborg Upgrading Center
 Piney Point, MD 20674

Deep Sea News

AMERICAN EAGLE IN MOBILE

Seafarers onboard the *American Eagle* (Pacific Gulf Marine) have found steady work, thanks to a long-term charter to the Military Sealift Command.

The RO/RO made its first call ever at the Port of Mobile to discharge and load a variety of military gear, including tanks, trucks, jeeps and other equipment.

SIU Patrolman Jeff Libby took most of these pictures when he boarded the ship for payoff. The *Eagle* was scheduled to sail the next day for Panama and then to Norway.



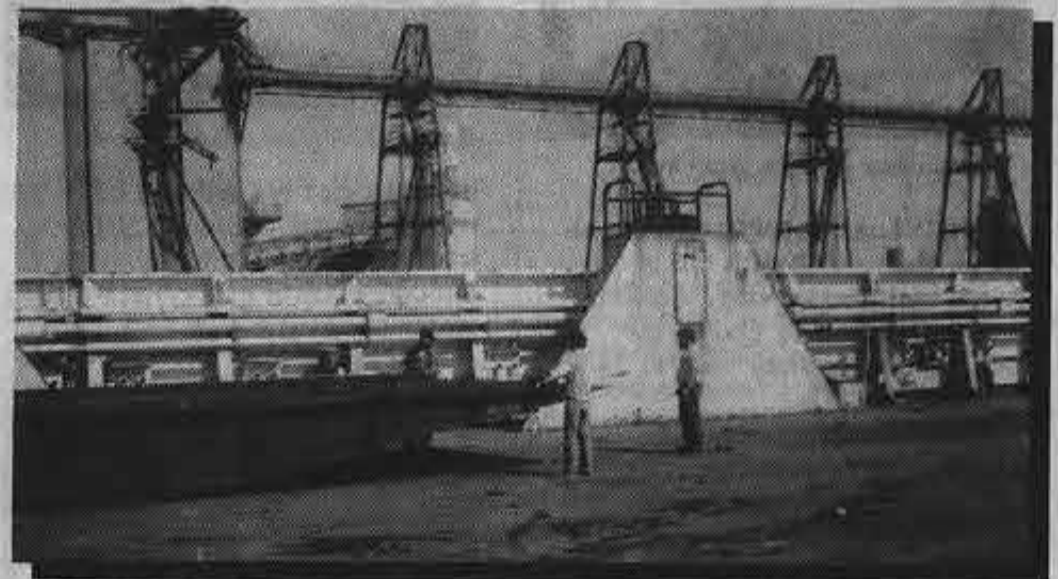
Bosun Benedict Born operates the ship's crane during cargo operations while the "American Eagle" was in Mobile.



Here's most of the "Eagle's" Deck Department, (L-R) ABs Marcus Hemenway, Dewey Jordan and Ken Smith, SIU Patrolman Jeff Libby and Bosun Benedict Born.



AB Michael St. Angelo takes a well-deserved break.



Deck crew of the "Eagle" at work.



In the galley of the "Eagle" are (L-R) Messman Alphonso Davis, Chief Cook Charles Williams and Steward Lincoln Pinn.



AB Marcus Hemenway (left) helps out Messman Alphonso Davis (center) and Steward Lincoln Pinn as they load stores for the trip to Panama.

The A-1 "B" TEAM



The Waterman "B" team on the "SGT Matej Kocak" is never hungry with Chief Cooks Rudy Xatrich (left) and Lonnie Gamble (right) in the galley.



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 (1-800-252-6674)

or write

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

NOTE: A detailed article explaining this program appeared in the January and February 1989 issue of the "LOU". You may want to refer to it.

CONGRATULATIONS TO NEW SIU UNION PENSIONERS

"In as much as retirement action is an important event that we all await with suspense, it is a pleasure to advise you that your application was today approved by the Board of Trustees," wrote Paul Hall in 1975 to a new pensioner. Paul Hall was President of the SIU for twenty-five years up until his death in 1980.

Paul Hall's words in 1975 are just as relevant today. Retirement can be an exciting time for seamen used to a maritime way of life. Years ago a seaman

could only look forward to poverty if he stopped shipping. Pensions for seamen were not handed to seamen as a gift, the union fought for retirement benefits and won. And it was a hard fight. Many of the men retiring now helped win these benefits. Their pensions are well deserved.

The Seafarers International Union extends its warm congratulations to this month's pensioners and wishes them well in their golden years.

Deep Sea

PETE GARZA



Pete Garza, 61, retires after an outstanding career with the SIU. Brother Garza, a recertified Bosun, recently served on the Tallying Committee. Although Brother Garza's effective pension date is December 1, 1988, in his devotion to the union he'll never retire. Making his home in Texas City, Brother Garza joined the union in 1955 in the Port of Houston.

SAMUEL A. SMITH, JR.



Samuel A. Smith, Jr., 64. His effective pension date is September 1, 1988. Brother Smith joined the union in 1958 in the Port of San Francisco. He sailed in the Steward department. Brother Smith is a resident of San Francisco, California.

PETER L. KRUPINSKI



Peter L. Krupinski, 62, joined the union in 1950 in the Port of New York. Brother Krupinski sailed in the Deck department. Making his home Whiting, New Jersey, Brother Krupinski's effective date of pension is December 1, 1988.

ROBERT H. SAMPSON



Robert H. Sampson, 63, sailed in the Deck department after joining the union in 1960 in the Port of Detroit. Brother Sampson currently resides in Superior, Wisconsin and becomes a pensioner on December 1, 1988. Duluth, Minnesota was Brother Sampson's last Port.

Great Lakes

SAMUEL E. BOSSARD

Samuel E. Bossard, 67, began shipping with the SIU in 1962 in the Port of Duluth. Brother Bossard sailed in the Deck department. Living in South Range, Wisconsin Brother Bossard's port was Algonac. His effective date of pension is December 1, 1988.

ROBERT E. CROTTY

Robert E. Crotty, 62, lives in Calumet City, Illinois and has shipped from Algonac. Effective December 1, 1988 he becomes a pensioner. Brother Crotty began shipping with the union in 1962 in the Port of Chicago. Brother Crotty sailed in the Engine Department.

Inland

CECIL E. FERRELL



Cecil E. Ferrell, 62, lives in Corpus Christi, Texas. Brother Ferrell's pension is effective December 1, 1988. Seafarer Ferrell shipped out of the port of Houston and joined the union in 1968. Brother Ferrell retires from his position of Captain.

FOR CLASS "A" AND CLASS "B" MEMBERS:

DEEP SEA JOBS FOR SIU MEMBERS ON THE INCREASE

Increased employment opportunities for SIU members, means class "A" individuals can now stay onboard a vessel for up to 240 days. The SIU Vice President of Contracts' office reports there have been many questions on this modification of the shipping rules. The change was brought into effect as a result of action taken by the Seafarers Appeals Board (SAB). SAB is the joint labor-management committee responsible for administering the shipping rules.

For several years in the early 1980's, a shortage of jobs led the SAB to modify the length of employment a member could have on one ship. At that time class "A" individuals, excluding permanent ratings, were limited to 180 days and class "B" to 120

days before the seaman would have to leave the ship and re-register for another job.

With the recent SAB modifications, along with the increase in allowable time for class "A," class "B" members can now stay with one vessel for up to 180 days. If a round trip voyage is longer than 240 days for a class "A" member or 180 days for a class "B" member, the individual may stay on the vessel until the voyage is complete.

Citing the increase in jobs for SIU members, the SAB noted, "various contracted employers have been successful in responding to Requests for Proposals (RFP's) from the Military Sealift Command or the Maritime Administration . . ."

NOTICE

To The 1988 Crew Of American Eagle

Crew members who were employed aboard the M.V. American Eagle ship between July 1, 1988 and December 19, 1988 have an Economic Price Adjustment due them. To collect our E.P.A. send a copy of your discharge or pay voucher verifying employment during the period specified to the Headquarters Contract Department.

DID YOU KNOW THE ALL PORTS BULLETIN COMES OUT FOUR TIMES A DAY?

If you are looking for work, go to the hall. SIU's MANPOWER Bulletin sends out the "All Ports Bulletin" job list four times a day, from 0800 to 1700.

Personals

Jack All Nasroen

Gerold "Jerry" Erlinger is trying to locate you. Please call him at (503) 878-2661 in Shady Cove, OR.

Jim Radar

Please contact your friends from the Yukon. Call or write Jeckle: (818) 793-4738, P.O. Box 3267, S. Pasadena, CA 91030.

Keep your claimsfacts number handy

1-800/CLAIMS-4
(1-800/252-4874)

Your welfare plan answer is a phone call away

Dispatchers Report for Inland Waters

JANUARY 1-31, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	0	0	1	0	0	0	0	0
Baltimore	1	0	0	0	0	0	2	0	0
Norfolk	42	4	0	20	2	0	60	19	0
Mobile	1	1	0	1	1	0	0	0	0
New Orleans	1	0	0	1	0	0	0	0	0
Jacksonville	4	0	21	1	0	8	6	0	23
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	0	19	6	1	39	63	35	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	2	0	0
Algonac	18	2	0	0	0	0	31	16	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	0	0	0	0	0	0
Totals	76	7	40	29	4	47	164	70	28
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	6	0	4	0	0	12	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	3	0	0	0	0	0	5
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	22	9	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	0	0	0	1
Algonac	9	2	0	0	0	0	17	11	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	14	8	5	4	0	0	51	23	6
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	2	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	1	0	3	0	0	8	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	16	0	2	0	0	0	19	0	5
Jacksonville	1	0	2	1	0	1	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	1	44	17	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	3	0	0	0	0	0	4
Algonac	3	0	0	0	0	0	6	6	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	24	1	7	6	0	2	78	25	11
Totals All Departments	114	16	52	39	4	49	293	118	45

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

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	16	1	0	2	3	0	36	3
ENGINE DEPARTMENT									
Algonac	0	17	0	0	7	1	0	17	0
STEWARD DEPARTMENT									
Algonac	0	8	0	0	2	0	0	13	0
ENTRY DEPARTMENT									
Algonac	0	4	7	0	0	0	0	63	13
Totals All Departments	0	45	8	0	11	4	0	129	16

***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.

NLRB Sets McAllister Trial Date

The National Labor Relations Board (NLRB) announced the many SIU charges against harbor towing company McAllister will be brought before an Administrative Law Judge on April 24. The trial is expected to continue for over a month.

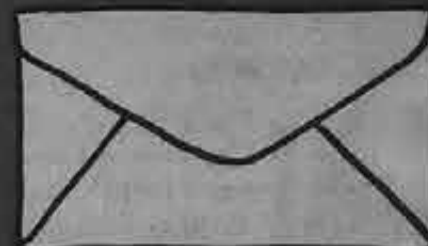
McAllister is accused of failing to bargain in good faith during the contract talks of 1987. McAllister's illegal behavior at the bargaining table resulted in a strike and scab crews on the boats.

The trial will also take up the back-pay case from the 1984 Outreach decision. Outreach was the "alter ego" company McAllister established attempting to go non-union. The SIU caught them in the act and brought legal action. The courts have ruled Outreach was a sham. The April 24 trial will consider how much McAllister owes its SIU employees from the period of time it was operating as Outreach.

NEW COAST GUARD RULES IN EFFECT ON LAKES, RIVERS

On February 3 the seven-year process of updating Coast Guard licensing regulations will go into effect. Maritime workers will be subject to new regulations covering limited tonnage licenses for the Great Lakes and inland waters. Merchant seamen who have not been actively shipping will find the renewal procedures have changed. The SIU has incorporated the new rules into its course material at the Harry Lundeberg School of Seamanship.

WANT TO BE HEARD?



Send your letters to the Editor, articles, photographs, questions and opinions to the Editor.

**Seafarers International
Union Directory**

Michael Sacco, *President*
Joseph Sacco, *Executive Vice President*
Angus "Red" Campbell, *Vice President*
Jon McGinley, *Secretary*
Jack Cuddy, *Vice President*
Thomas Gidewell, *Vice President*
George McCartney, *Vice President*
John Fay, *Vice President*
Ray A. Mervin, *Vice President*
Steve Edung, *Vice President*

HEADQUARTERS

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

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

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

DULUTH, Minn.
705 Medical Arts Building 55802
(218) 722-4110

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

HOUSTON, Tex.
1221 Pierce St. 77002
(713) 639-5152

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

JERSEY CITY, N.J.
99 Montgomery St. 07302
(201) 435-9424

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

NEW BEDFORD, Mass.
50 Union St. 02740
(508) 997-5404

NEW ORLEANS, La.
630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.
675 4 Ave., Brooklyn 11232
(718) 499-6600

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

PHILADELPHIA, Pa.
2604 S. 4 St. 19148
(215) 336-3618

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

SAN FRANCISCO, Calif.
350 Francisco St. 94105
(415) 383-5833

SANTUCCIO, Pa.
1857 Pennsylvania Junction St.
Suite 16 07907
(609) 725-0700

SEATTLE, Wash.
2500 1 Ave. 98121
(206) 441-1900

ST. LOUIS, Mo.
491 Griggs Ave. 63116
(314) 732-6500

WILMINGTON, Calif.
100 N. Broad Ave. 90744
(213) 567-0300

Know Your Rights

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

member so affected should immediately notify headquarters.

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

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Mike 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.

ARE YOU MISSING IMPORTANT MAIL?

We want to make sure that you receive your copy of the LOG each month and other important mail such as W-2 Forms, Union Mail and Welfare Bulletins. To accomplish this, please use the address form on this page to update your home address.

Your home address is your permanent address, and this is where all official Union documents, W-2 Forms, and the LOG will be mailed.

If you are getting more than one copy of the LOG delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill in the special address form on this page and send it to:

SIU
Address Correction Department
5201 Auth Way
Camp Springs,
Maryland 20746-9971

**HOME ADDRESS
PLEASE PRINT**

Date: _____

_____ Social Security No.

Your Full name
() _____

Area Code & Phone No. _____

Street _____ Apt. or Box # _____

City _____

State _____ Zip _____

Book Number _____ SIU Pensioner SIU Other

SIU Place of Employment _____

This will be my permanent address for all official Union mailings.
This address should remain in the Union file unless otherwise changed by me personally.

(Signed) _____



Dispatchers Report for Deep Sea

JANUARY 1-31, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	42	10	1	46	8	3	14	85	18	0
Philadelphia	2	2	3	1	1	2	0	3	2	2
Baltimore	2	6	2	2	3	3	0	8	9	0
Norfolk	15	5	3	9	5	5	2	30	11	2
Mobile	7	4	4	15	3	6	2	13	5	3
New Orleans	31	5	8	14	3	5	3	57	10	12
Jacksonville	34	11	10	26	9	4	3	53	11	9
San Francisco	23	13	8	24	6	4	9	48	22	7
Wilmington	23	8	5	22	9	6	6	37	9	4
Seattle	30	15	8	38	8	4	4	58	13	7
Puerto Rico	9	1	0	12	1	0	3	20	2	1
Honolulu	7	8	5	6	3	10	4	10	13	1
Houston	29	9	9	31	7	6	4	53	8	6
St. Louis	1	2	0	1	0	1	0	1	2	2
Piney Point	3	8	7	2	6	5	1	1	3	2
Totals	254	110	77	237	69	64	52	479	142	61
ENGINE DEPARTMENT										
New York	25	2	2	25	3	1	5	39	8	2
Philadelphia	4	3	1	1	3	1	0	5	1	1
Baltimore	4	2	0	4	2	0	0	9	5	1
Norfolk	7	6	0	1	4	1	1	11	6	-2
Mobile	10	5	0	15	4	0	3	12	6	0
New Orleans	22	4	1	15	2	1	3	34	10	5
Jacksonville	20	2	3	12	0	2	0	28	3	2
San Francisco	24	7	7	13	7	1	4	39	7	14
Wilmington	5	7	2	9	2	0	2	15	7	5
Seattle	15	7	2	19	2	1	5	35	6	2
Puerto Rico	10	0	0	5	0	0	1	13	0	0
Honolulu	0	11	5	1	10	7	5	4	8	5
Houston	30	3	5	20	4	1	3	49	3	6
St. Louis	0	0	0	0	0	0	0	2	0	0
Piney Point	5	15	5	4	5	4	0	4	11	1
Totals	181	74	33	144	48	20	32	299	81	46
STEWARD DEPARTMENT										
New York	20	4	2	13	5	0	7	35	11	2
Philadelphia	2	0	0	1	1	0	0	1	1	0
Baltimore	4	1	1	1	1	0	0	8	4	1
Norfolk	5	2	1	4	1	2	1	8	3	1
Mobile	8	6	0	5	4	0	4	9	6	1
New Orleans	13	0	2	5	1	1	3	26	2	3
Jacksonville	13	6	0	7	3	0	1	18	7	0
San Francisco	30	11	5	22	7	2	10	70	12	7
Wilmington	8	3	1	12	2	1	1	16	7	4
Seattle	20	4	1	16	4	0	8	28	3	2
Puerto Rico	4	0	0	4	0	0	1	9	0	1
Honolulu	4	45	22	5	30	22	105	5	36	25
Houston	18	3	1	11	2	1	6	29	1	2
St. Louis	0	1	0	0	0	0	0	1	1	0
Piney Point	7	4	3	5	5	1	0	5	4	2
Totals	156	90	39	111	66	30	146	268	98	51
ENTRY DEPARTMENT										
New York	15	16	11	13	5	5	0	35	32	9
Philadelphia	2	1	4	1	1	4	0	1	3	1
Baltimore	1	3	0	0	0	0	0	4	5	0
Norfolk	3	4	5	2	3	3	0	8	12	8
Mobile	1	3	4	0	6	4	0	5	8	5
New Orleans	13	7	15	4	4	11	0	26	20	21
Jacksonville	5	8	10	5	6	5	0	5	9	16
San Francisco	23	15	11	8	9	6	0	57	21	22
Wilmington	9	8	6	4	4	1	0	24	17	11
Seattle	20	17	7	21	8	1	0	28	20	8
Puerto Rico	7	3	2	4	3	0	0	17	8	4
Honolulu	8	70	168	5	72	163	0	7	81	153
Houston	4	3	8	5	5	4	0	11	5	10
St. Louis	0	0	0	0	1	0	0	0	1	0
Piney Point	0	5	5	0	5	3	0	0	2	3
Totals	111	163	256	72	132	210	0	238	244	271
Totals All Departments	702	437	405	564	315	324	230	1,274	565	429

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

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

Shipping in the month of January was down from the month of December. A total of 1,433 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,433 jobs shipped, 564 jobs or about 39 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 230 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 9,343 jobs have been shipped.

Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

Port

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

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

KNOW ANY AB's or QMED's?

The SIU is looking for seamen with ratings. If you know any former SIU AB's or QMED's, tell them to get in touch with the SIU Secretary's office or MAN-POWER.

HALLS CLOSED FEBRUARY 20

President's Day will be observed Monday, February 20. Headquarters and the ports will be closed.

TAX TIPS

WHEN TO FILE

You should file as soon as you can but not later than Monday, April 17, 1989. If you file late, you may have to pay penalties and interest.

HOW TO REQUEST AN EXTENSION

If you know you cannot file by the due date, you should ask for an extension using FORM #4868, Application for Automatic Extension of Time to File US Individual Income Tax Return. Form #4868 does not extend the time to pay your income tax. Read the instructions on Form #4868 carefully.

QUALIFYING FOR AN AUTOMATIC EXTENSION

If you are a US citizen or resident, you may qualify for an automatic extension of time to file if, on the due date of your return, you meet one of the following conditions:

- You live outside the US and Puerto Rico AND your main place of business or post of duty is outside the US and Puerto Rico.
- Or you are in military or naval service on duty outside the US and Puerto Rico. The extension gives you an extra two months to file and pay the tax, but interest will be charged from the original due date of the return on any unpaid tax. You must attach a statement to your return showing that you meet the requirements.

WHICH FORM TO FILE

Since Forms 1040EZ and 1040A are easier to complete than Form 1040, you should use one of them unless using Form 1040 lets you pay less tax. You may be able to use the following forms if you meet the outlined conditions.

1040EZ

- You were single and do not claim any dependents.
- You were not 65 or older or blind.
- You had ONLY wages, salaries, tips, taxable scholarships and fellowships and not more than \$400 of taxable interest income.
- Your taxable income is less than \$50,000.
- You do not itemize deductions or claim any adjustments to income or tax credits.

1040A

- You had income ONLY from wages, salaries, tips, taxable scholarships and fellowships, unemployment compensation, interest or dividends.
- Your taxable income is less than \$50,000.
- You do not itemize deductions.

1040

- Your taxable income is \$50,000 or more.
- You itemize deductions.
- You received or paid accrued

PREPARE NOW!

TAX RETURNS DUE APRIL 17, 1989.

interest on securities transferred between interest payment dates.

- You received any nontaxable dividends or capital gain distributions.
- In addition, you are required to fill in Part III of Schedule B for foreign accounts and foreign trusts.

You may want to file these forms:

- Form 1040ES, Estimated Tax for Individuals, for 1988 (or if you want to apply any part of your 1988 overpayment to estimated tax for 1989).
- Form 2210, Underpayment of Estimated Tax by Individuals.
- Form 2555, Foreign Earned Income.

EXAMPLES OF INCOME YOU DO NOT REPORT

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

- Child support.
- Gifts, money or other property you inherited or that was willed to you.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts you received from insurance because you lost the use of your home due to fire or other casualty to the extent the amounts were more than the cost of your normal expenses while living in your home.

EXAMPLES OF INCOME YOU MUST REPORT

- Amounts received in place of wages, from accident and health plans (including sick pay and disability pensions) if your employer paid for the policy.
- Life insurance proceeds from a policy you cashed in if the proceeds are more than the premium you paid.

FOR MORE INFORMATION

To make your tax calculations easier, the Internal Revenue Service (IRS) has information and material available by phone.

General Information

1-800/424-1040 can be called for general information. IRS staff answer questions from 8:30 am to 4:45 pm, Monday through Friday. Until the April 17 deadline, the information offices will be open until 7:00 pm on Monday and Tuesday nights and two Saturdays, February 4 and April 15.

Publications

1-800/424-3676 operators will take orders for publications.

You may want to request: #553 Highlights of 1988 Tax Changes, #933 Major Tax Law Changes Enacted in 1987, #552 Record Keeping for Individuals.

Automated Information

1-800/554-4477 is the IRS's 24 hour automated "teletax" system. When calling remember the "*" sign will repeat the topic you are listening to and the "*" sign will stop the message. When you hear the initial recording, dial 323 from a touch tone to hear the categories of information. Or use this guide to immediately connect to the message of interest once you have dialed the number and the recording has begun.

On a touch tone dial:	Subject matter covered:
100.....	IRS Procedures and Services
150.....	Filing Requirements, Filing Status, Exemptions
200.....	Types of Income
250.....	Adjustments to Income
300.....	Itemized Deductions
350.....	Tax Computation
400.....	Tax Credits
450.....	General Information
500.....	IRS Notices and Letters
550.....	Basis for Assets, Depreciation and Sale of Assets
600.....	Employer Tax Information
650.....	Magnetic Media Information
700.....	Tax Information for Aliens and US Citizens Living Abroad
750.....	Spanish Topics
800.....	Tax Information for Puerto Rico Residents

- Gains from the sale or exchange of real estate, securities, coins, gold, silver, gems or other property.
- Gains from the sale of your main home.
- Prizes and awards (contests, raffles, lottery and gambling winnings).

SEAFARER TAX BLUES

WHAT TO DO WHEN YOUR W-2 DOES NOT CORRESPOND TO YOUR YEAR'S EARNINGS

Many Seafarers complain when taxes are not withheld on earnings in the year when employed, but instead are deducted in the year the payoff took place.

For example, a seaman who signed on for a five-month trip in September of 1987, paying off in January of 1988, would have the entire five-months earnings appear on his 1988 W-2 (which would be filed in 1989), thus not reflecting the money earned in 1987.

To minimize the impact of having to pay taxes on income earned over a period of time which falls within two sequential years, the Seafarer can pay income tax on income received through allotments and draws.

While onboard the vessel in 1987, the allotments sent home and draws taken may be reported as 1987 income. Unfortunately, the 1987 W-2 will not reflect these earnings. The Seafarer should list all allotments, draws and slops on the tax return and explain why there is no accompanying W-2. Since no tax has been withheld on these earnings, the Seafarer should pay the full tax determined by his/her tax bracket. When the earnings do show up on the 1988 W-2, received in 1989, the Seafarer can explain how he reported some of these earnings on the 1987 return filed in 1988. Thus, he would get the appropriate tax return.

This process will save the seaman some tax money in the long run, but it means he/she will be out-of-pocket on some of his/her earnings for a full year until the refund is received. This procedure will undoubtedly cause Internal Revenue to examine the Seafarer's tax returns, since the income reported would not coincide with the totals on his W-2 forms.

This raises the question, is this procedure worth the bother? It is justified only if a seaman had very little income in one year and very considerable earnings in the next. Otherwise, the tax saving is minor and probably not worth the headache.

COBRA: A WAY TO CONTINUE HEALTH COVERAGE

In December of 1988, the Seafarers Welfare Plan sent a letter to all plan participants describing a new program called "COBRA." COBRA allows an employee to purchase health care benefits when he or she becomes ineligible to receive health and welfare from the Plan.

This benefit program is part of a law called The Consolidated Omnibus Budget Reimbursement Act or COBRA. Congress passed COBRA to provide individuals with the opportunity to purchase their health insurance in the event of losing eligibility for benefits under health care plan.

The law spells out what events have to happen before a person can buy the health benefits. Participants who lose plan coverage after January 1, 1989 will be able to purchase benefit coverage for themselves and their dependents. Under certain circumstances it is also possible for dependents to purchase health plan coverage for themselves. Below is the complete text of the letter.

Dear Participant:

A new law requires the Seafarers Welfare Plan to give you and your dependents the opportunity to extend your health care coverage in situations where you have lost your eligibility for benefits. These situations are called "qualifying events." This letter will explain how the new law applies to you and your family and how to use this program should you become ineligible for benefits under the Seafarers Welfare Plan.

In order to understand the new law, you need to know a few special terms. Please make sure that you and your spouse read this letter carefully so you will be able to take advantage of this program should you need it.

Definitions

1. **COBRA**—The short name for the federal law which gives Plan participants the right to purchase Welfare Plan coverage.
2. **QUALIFYING EVENT**—A situation which causes the employee to lose Welfare Plan coverage because they no longer work for an employer who must make contributions to the Plan on their behalf. A list of qualifying events will be explained on the following pages.
3. **ELECTION**—An election is your decision to tell the Plan whether you would like to purchase Welfare Plan coverage under the COBRA program.
4. **COST OF CONTINUING COVERAGE**—This is the amount of money you are required to send to the Plan office so your health care coverage will be continued. This payment is like an insurance premium. It is necessary because the employer for whom you worked before the qualifying event happened, is no longer required to make contributions on your behalf.

What type of situation is a qualifying event under COBRA?

The next part of this letter will explain what type of situations will allow you to continue your health care coverage under the COBRA program of the Seafarers Welfare Plan. As explained above, these situations are called "qualifying events." When one of these events happens to you, it means that you, your wife or dependent children will lose coverage under the Plan and can elect to continue coverage by purchasing benefits.

The "qualifying events" are:

1. Your being fired from your job. You may elect to continue your health benefits if you were fired for any reason unless you were fired for gross misconduct.
2. You were unable to continue to work enough time to be eligible to continue your benefits under the Rules and Regulations of the Plan.
3. Your death, which would entitle your spouse and dependent children to continue coverage.
4. Your divorce, or legal separation from your spouse which would entitle your spouse and dependent child to continue coverage.
5. Your eligibility to receive Medicare benefits. For example, you are age 65 but still actively employed, making the Seafarers Welfare Plan the provider of your welfare benefit coverage rather than the Medicare program.
6. Your dependent child loses eligibility under the Plan because (1) he or she reaches age 19 or (2) he or she does not fall into the category of dependents under the age of 25 and enrolled in a full time school program leading to a college degree.

How will I know if I am eligible to continue welfare plan coverage under the COBRA program?

When the Plan receives notice from you or your employer that one of the "qualifying events" listed above has happened, the Plan office will send you a letter with complete instructions about how to continue coverage.

In the event of death, divorce, legal separation, receipt of Medicare benefits or when a dependent child is no longer eligible for Welfare Plan coverage, you or your spouse should notify the Plan at the address given at the end of this letter. Your employer will notify the Plan if you are terminated, if your job with the company has ended, or if your hours have been reduced.

If any of the "qualifying events" happens to you, it is also important that you notify the Plan of the change. Since seafaring employees are able to end jobs and get other work without generally notifying the Plan, it is very difficult to determine when a participant will lose his or her eligibility. The Plan is here to serve you, but we need your help.

If you have not worked and you know you are ineligible for plan benefits, contact the plan's COBRA department to see if you can elect to continue your welfare benefits under this program.

What type of benefits will I receive if I elect to continue benefits under the COBRA?

If you elect to participate in the COBRA program and pay the costs, you will receive the same type and level of benefits as you did before you lost your eligibility. You will receive these benefits as long as you are not already receiving Medicare benefits from the government, or you are not working for another employer who has a medical benefits program.

How long will health care coverage through the COBRA program last?

The maximum period of time you, your spouse or dependent children will be able to continue health care benefits under the COBRA program depends on your "qualifying event."

If you lose eligibility because you were fired or laid off from your job or did not work enough time to establish eligibility, your maximum coverage period is 18 months from the date of the event. If you lose your eligibility for any other "qualifying event," the maximum coverage period will be 36 months from the date of the qualifying event.

What happens if I have two qualifying events?

If you experience two "qualifying events," it is possible to extend your coverage through the COBRA program for up to 36 months instead of 18 months. The time period is measured from the date of the first qualifying event.

In order to receive an extension of participation in the COBRA program the following must have happened:

1. Your first "qualifying event" must have been a termination of employment or a reduction in your days of employment which caused you to lose your eligibility.
2. Your second "qualifying event" must take place while you are receiving Plan benefits which you have purchased through the COBRA program. Your second "qualifying event" must also be (1) the death of your covered spouse; (2) divorce or legal separation; (3) your eligibility for Medicare; (4) your dependent child's loss of eligibility under the Seafarers Welfare Plan because he or she has reached the maximum age for benefit coverage.

Can my COBRA coverage end before the 18th or 36th month maximum period?

Yes. Your COBRA coverage can end before the maximum period if the following events take place:

- (1) Your monthly payment to the Plan for the COBRA coverage is not timely.
- (2) You get another job which has health care benefits for you. Even if those benefits are less complete than those you are receiving from the COBRA coverage, you can no longer receive benefits from the COBRA program.
- (3) You become entitled to receive Medicare benefits.

What is the election period and how does it work?

Once again, the "election" is your decision to tell the Plan whether you wish to purchase COBRA benefit coverage in the event you lose Seafarers Welfare Plan coverage. Depending on the "qualifying event," the Plan will send you notice, or you or your family member will send a letter to the Plan.

Once the "qualifying event" has happened and the Plan sends you an "election" letter, you and your family will have 60 days to decide whether to purchase benefits through the COBRA program. The election period will end 60 days from:

- (1) The date you experience your "qualifying event" which caused you to lose eligibility time for benefit coverage from the Seafarers Welfare Plan or
- (2) the date the Plan tells you that you have a right to participate in the COBRA program, whichever date is later.

How much will COBRA coverage cost?

The cost of COBRA benefit coverage depends on what level of Plan benefits you were receiving at the time you or your dependents lost eligibility for Seafarers Welfare Plan coverage. Because the cost to participants will vary, you will be notified of the cost to you, or if you are married, for you and your family.

After notification of a "qualifying event," the Plan will send you a letter which contains specific information for your situation. This letter will explain the cost of the COBRA benefit coverage and other important information. If you choose to buy benefit coverage through the COBRA program, the first payment you make will cover the cost of your benefits, for the period before your election. After that, you will make a payment once a month.

Can my spouse elect to continue health care benefits?

Yes. Each family member is entitled to make an election. If you make the election, your spouse and dependent children will be automatically included. If your spouse makes the election it will automatically include dependent children.

What if my payment for COBRA coverage is late?

If you choose to participate in the COBRA program your first check must be received by the Plan no later than 45 days after you elect to participate in the program. You then must pay a premium every month to keep your COBRA benefits.

You do have a 30-day grace period for making late payments. The grace period expires 30 days from the first day of the month during which your coverage is extended. If you do not pay within this grace period you will lose welfare benefit coverage.

When will the program start?

The COBRA program will be in effect on January 1, 1989. If you need more information you can call Membership Services at 1-800-CLAIMS-4 (1-800-252-4674). You may also write to COBRA Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Maryland 20746.

Leo Bonser
Plans Administrator

Correction

In the January, 1989 issue of the LOG, page 18, the question reading "Can my COBRA coverage end before the 24th or 36th month maximum period?" should have read "Can my COBRA coverage end before the 18th or 36th month maximum period?"

Final Departures

ADOLFO ANAVITARTE



Pensioner Adolfo Anavitarte, 69, passed away on December 17, 1988. Brother Anavitarte had retired in 1984. Brother Anavitarte joined the union in 1944 in the Port of New York and sailed in the Deck department. He walked the picket line of the 1961 strike. Seafarer Anavitarte was born in Puerto Rico and lived in Brooklyn, New York. Brother Anavitarte is survived by his widow Ada Anavitarte of Brooklyn, New York.

PRESTON H. ANDERSON



MCS Pensioner Preston H. Anderson, 65, succumbed to heart failure in the Presbyterian Hospital of San Francisco, California on December 5, 1988. Born in Texas, Brother Anderson enrolled in the union in 1956 and retired in 1983. Seafarer Anderson sailed out of the west coast in the Steward department. He lived in Alameda, California. Brother Anderson sailed primarily on APL vessels. Surviving Seaman Anderson is his brother Robert H. Anderson.

JOSEPH E. BURTON

MCS Pensioner Joseph E. Burton, 80, died on November 26, 1988 from cardiac arrest. Brother Burton, born in Texas, shipped for 42 years. He sailed out of the Port of San Francisco in the Steward department. Brother Burton lived in the country of Contra Costa, California. Surviving Brother Burton are his widow Cheryl Burton of Richmond, California; two daughters, Mrs. Ola Dean Miller of Seattle Washington and Valere Byers of Oakland, California; a brother, D. L. Burton of Dallas, Texas and a grandson, Anthony.

ABEL DIAZ

Pensioner Abel Diaz, 78, passed away from heart disease on November 4, 1988. Brother Diaz, an MCS pensioner retired in 1972, lived in Honolulu, Hawaii. Seafarer Diaz had sailed in the Steward department out of the Port of San Francisco. Brother Diaz is survived by his daughter Jane Boilon on Honolulu, Hawaii.

SAMUEL LUTHER EWING

MCS Pensioner Samuel L. Ewing, 75, succumbed to cancer on November 22, 1988. Brother Ewing, born in Nashville, Tennessee, joined the union in 1955 in the Port of Seattle and sailed in the Steward department. Brother Ewing had retired in 1974. Surviving Brother Ewing are his wife Vivian B. Ewing of

Seattle, Washington and his stepson, Samuel L. Ewing of Sacramento.



Benjamin L. Freeman carried his picket duty card with pride.

Pensioner Benjamin L. Freeman, 68, passed away from cirrhosis of the liver on September 18, 1988 in his home in Brockton, Massachusetts. Brother Freeman joined the union in the Port of New York in 1962 and sailed in the Engine department. Seafarer Freeman walked the picket lines of the Tidewater, Atlantic Oil and Moore McCormack beefs. Brother Freeman became a pensioner in late 1987. His last ship was the *LNG Libra* in 1986. Brother Freeman had attended the Harry Lundeberg School of seamanship in 1975 for QMED and 1978 for LNG upgrading. Brother Freeman is buried in the Melrose Cemetery in Brockton, Massachusetts. Surviving Brother Freeman are his sister Bessie Hunt of Brockton, Massachusetts and his daughter Catherine Freeman Kahler of Brockton, Massachusetts and his other children, Pamela, Michael, Barbara, Betsy and Doris.

WILLIAM G. HAMILTON



Pensioner William Garland Hamilton, 74, passed away from cardiac pulmonary arrest on January 1, 1989 at the Fairview Park Hospital. Brother Hamilton joined the SIU in 1943 in the port of Savannah and sailed in the Steward department. Born in North Carolina, he lived much of his life in Houston, retiring to Dublin, Georgia. Brother Hamilton retired in 1976. He is survived by his wife Essie R. Hamilton.

CHRISTIAN T. HUNT

Active member, Christian (Chris) T. Hunt, 38, passed away on December 30, 1988. Upon graduation from the Seafarers Harry Lundeberg School of Seamanship in 1979, Brother Hunt became an SIU member and shipped in the Deck department. Brother Hunt graduated from many Lundeberg School courses, including AB in 1979, Celestial Navigation in 1984 and Quartermaster in 1985. Also in 1985, Brother Hunt was awarded a certificate for Basic Radar and Simulator. Born in Annapolis, Maryland Seafarer Hunt made his home on the West Coast, shipping out of Long Beach. Brother Hunt also had inland "B" seniority. Surviving Brother Hunt is his father James R. Hunt of Villa Park, Illinois.

AMADO LATO

MCS Pensioner, Amado Lato, 71, passed away on December 7, 1988 in St. Lukes Hospital in San Francisco, California. Brother Lato had been suffering chronic congestive heart failure. Seaman Lato joined the Pacific District in 1955 in San Francisco. He retired in 1984. Brother Lato is buried in Woodlawn Memorial Park in San Francisco. He is survived by his widow Dorotea Quiambao Lato of San Francisco and daughter Remedios Lato.

THOMAS BANER MCGURK

Pensioner Thomas Banner McGurk, 46, passed away on September 11, 1988 of liver/kidney failure while on a rotation of APL's *President Taft*. Brother McGurk joined the union in 1970 in San Francisco. Before the merger, McGurk graduated from MCS's training school in 1966. Brother McGurk was born in the Philippines and made Daly City, California his home. Surviving Brother McGurk is his wife Judy M. McGurk.

THEODORE MARIS



Pensioner Theodore Maris, 67, passed away on September 18, 1988. Brother Maris joined the union in the Port of New York in 1964 and sailed in the Steward department. Brother Maris lived in New York. Seafarer Maris became a pensioner in 1986. Surviving Brother Maris is his sister Mary Brady of New York, New York.

LEE A. MURRAY

Brother Lee A. Murray, 64, passed away in late 1988. Brother Murray joined the union in 1959 and sailed in the Steward department. Born in Haslam, Texas Brother Murray later lived in Vallejo, California. Brother Murray is survived by his wife Doris Murray.

AUGUSTIN SANCHEZ PAGAN



Augustin (Alvin) Sanchez Pagan, 61, passed away on December 29, 1988. Brother Pagan's union book was issued in 1972 out of the port of New York. Seaman Pagan was born in Puerto Rico and made his home in New York City and Bayamon, Puerto Rico. An active member, Brother Pagan sailed in the Steward department and upgraded in 1985 to Assistant Cook through the Harry Lundeberg School of Seamanship. Surviving Brother Pagan are his widow Amanda; his sister Carmen Nieves; his children Javier, Edgar, Merlin, Marina and Alex.

SAMUEL A. SMITH

Pensioner Samuel A. Smith, 64, passed away in the Seton Medical Center of San Mateo, California on November 10, 1988. Brother Smith died of congestive heart failure. Brother Smith retired on pension in August of 1988. Brother Smith sailed in the Steward department for over 43 years, starting his union career with MCS. Seafarer Smith's last ship was APL's *President Eisenhower*. Brother Smith is survived by his widow Dezorah E. Smith of San Francisco, California.

DANNY TACUB



Pensioner Danny Tacub, 76, passed away on January 10, 1989. Brother Tacub had retired from shipping in 1975. Seaman Tacub joined the union in 1944 in the port of New York and sailed in the Steward department. Born in the Philippines, Brother Tacub made New York City his home for most of his life. Tacub participated in the Isthmian beef. His last ship was the *Sea-land Fairland*. Surviving Brother Tacub are his widow Kathleen Tacub of New York City and children Theresa and Barbara.

JAMES H. WALLIS

Brother James H. Wallis, 61, passed away on June 25, 1988. Brother Wallis joined the union in 1958 in the Port of Seattle and sailed in the Deck department. His last vessel was the *Sea-land Freedom* in 1987.

GRAYDON WILSON

MCS Pensioner Graydon Wilson, 80, passed away on December 10, 1988. Brother Wilson had a cardiac arrest in the West Adams Convalescent Hospital in Los Angeles, California. Born in Texas, Seafarer Wilson began his shipping career on the west coast, sailing in the Steward department. His last ship was APL's *President Cleveland* in 1971. He retired that year. Brother Wilson is survived by his widow Phyllis W. Wilson of San Francisco.

SAMUEL P. BONNETTE

Pensioner Samuel P. Bonnette, 59, passed away on January 5, 1989. Brother Bonnette retired in 1985 after shipping in the Deck department with Interstate Transport, Marine Towing & Transport and Sheridan Transport. Seafarer Bonnette joined the union in 1973 in the Port of Philadelphia. Brother Bonnette lived in Brooklyn, New York and retired to Boynton Beach, Florida. Surviving Brother Bonnette are his widow Joanne Belfiore Bonnette of Boynton Beach, Florida and daughter Christine Bonnette.

ING ARIES (Energy Transportation Corp.), December 12—Chairman Willie Mitchell, Secretary Dana Paradise, Educational Director G. Lindsey, Deck Delegate John Wells, Engine Delegate Dastil Panko, Steward Delegate Robert Brown. No beefs or disputed OT. There is \$580 in the ship's fund. The football pools are a big success. The Super Bowl pool should be a good one for the fund. A letter was received from headquarters regarding complaints about J.A.L. The complaints were reported to George Reiley who will meet with J.A.L. representatives in New York to resolve the issues. "All is well aboard the *Aries*. We have a good bunch of guys top to bottom, and all are enjoying this tour." A vote of thanks was given to the steward department for a job well done.

CHARLESTON (Apex Marine), January 1—Chairman A. Maben, Secretary Frank Costango, Educational Director E. Macom, Deck Delegate E. Santana, Engine Delegate B. Bukis, Steward Delegate W. Lau. No beefs or disputed OT reported. In accordance with an international treaty banning the dumping of plastics at sea, Apex has requested that containers be placed about the quarters and messrooms for all plastic items. These containers will then be discarded ashore and not over the side. A question about transportation for relief persons will be taken up with the boarding patrolman at payoff. Next port and port of payoff: Stapleton, N.Y.

COVE LIBERTY (Cove Shipping), December 7—Chairman R. G. Marrero, Secretary Floyd Mitchell Jr., Educational Director William Beatty, Engine Delegate Danielle Gettys, Steward Delegate Amanda Suncin. No disputed OT, although some beefs were reported in the steward department which will be taken to the patrolman upon arrival in San Francisco. A response to a member's letter was received pertaining to riders working aboard ship. It stated that these men are on the ship in a maintenance capacity, and sometimes with short crews it becomes necessary for them to work in various areas to help keep the ship running. Next port: New York.

FALCON DUCHESS (Seahawk Management), December 11—Chairman D. Manson, Secretary Norman Evans, Educational Director L. P. Wright, Deck Delegate K. H. Combs, Engine Delegate F. Adams, Steward Delegate D. Bond. No beefs or disputed OT reported. The captain thanked the crew for doing a good job. He mentioned that pay vouchers will be issued approximately 24 hours prior to payoff. Anybody in need of transportation money should check with the captain. Before arrival in port, members were asked to turn in all movies and strip their beds. A vote of thanks was given to the steward department. The crew of the *Falcon Duchess* wishes our new president, Mike Sacco, much success in the future.

GALVESTON BAY (Sea-Land Service), December 18—Chairman Robert Dillon, Secretary Terry Smith, Educational Director A. Rhymes, Deck Delegate K. Thompson, Engine Delegate Daniel J. Campbell, Steward Delegate Fredrick E. Otto. Some disputed OT was reported in the engine department as well as some problems with engineers having the DEU perform the work of the QMED. It was requested that the steward try to get fitted sheets for the mattresses. The present sheets

are too small. Also, it appears the heat has been left on too long because the ship is "too hot." Being shorthanded in all departments, many aboard the *Galveston Bay* believe it is unsafe. A request was made to have the ship's chairman accompany customs officials during room searches if the member cannot be in his room at the time. Next port: Charleston, S.C.

GROTON (Apex Marine), December 19—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director J. Schuler, Deck Delegate Rainey Raymond, Engine Delegate Ricardo Vasquez, Steward Delegate Christopher Mosley. No beefs or disputed OT. The chairman reported that the ship is due to arrive and pay off Dec. 23 in Stapleton, N.Y. He also reported that AB Juan A. Lopez had to leave the vessel in St. Croix Dec. 12. There was no time to get a replacement, so the ship sailed shorthanded. It was noted that the ship may undergo some repairs while at Stapleton, N.Y. anchorage this trip. A vote of thanks was extended to the deck department from the steward for their good cooperation. In return, the steward and chief cook were praised for the good food served, especially the great Thanksgiving Day dinner. Next port: Stapleton, N.Y.

gine Delegate Ralph Gosnell, Steward Delegate Louis Garcia. No beefs or disputed OT. There is \$1065.20 in the ship's fund and \$135 in the SIU fund. The bosun welcomed all trainees from SHLSS who are making their first trip. He discussed the importance of safety onboard ship. Safety shoes are a requirement of the company and must be worn at all times; hard hats and appropriate clothing must be worn when needed. He explained to them that if a member is going to get someone else to stand their watch when in port, they should make sure that the mate on watch knows what is going on. There has been a problem with OS's standing cargo watch and not getting overtime. A letter was sent to the union requesting clarification about this. The secretary reminded the crew to clean up after themselves, especially in the lounge and mess hall. A vote was taken and unanimously passed for the use of an American airline to fly members back and forth to Japan. "We all belong to the U.S. merchant marine and work for a U.S. company, so we think an American airline should be used." Two softball games were held while the ship was in Arun. The *Libra's* Zebras won one game and the Arun Ex Pats won another. "A good time was had by all." The steward department was thanked for the fine holiday meals and for having all the quarters clean when the crew arrived. Next port: Himeji, Japan.

garbage will be limited to special dumping areas. The cooperation of everyone, especially the steward department, is appreciated. A motion was made to lower the pension requirements to 5,000 days seetime at the age of 50 instead of 7,300 at 55. It was also suggested that the benefit days be reinstated to 80 rather than 100 and that dental coverage be covered 100 percent. Next port: Houston, Texas.

OMI DYNACHEN (OMI Corp.), January 8—Chairman Larry Kunc, Deck Delegate Terry L. Thomas, Engine Delegate Ollie E. Webber, Steward Delegate Gordon D. Wheeler. The only beefs reported were in the steward department and pertain to repairs. The galley and pantry drains are stopped up, necessitating having to bail water from the drains and from the galley deck all day. There is \$238 in the ship's fund. The chairman noted that one QMED was paid off in Long Beach and that there was no time to get a replacement. The secretary stressed the importance of upgrading one's skills at SHLSS. "Let's look ahead for 1989." A discussion was held about the new garbage system. No plastic bags are to be used, and all trash is to go into bags and all wet food into the garbage disposal. A vote of thanks to the steward department for "a fine Christmas Dinner and for the decorations." Next port: Houston, Texas.

PFC EUGENE A. OREGON (Waterman Steamship Corp.), November 14—Chairman Nick Kratsas, Secretary Paul L. Hunt, Educational Director Charles A. Henly, Engine Delegate M. Hill, Steward Delegate Albert Henricks. No beefs or disputed OT reported. Bosun Nick Kratsas noted that it was a long trip, but it "was a pleasure to sail with everyone." The crew of the *Obregon* gives a big welcome "to our new president, Mike Sacco," and wishes him great success throughout the coming years with a hope for better things to come. Members would like to find out about the 6½ percent raise, if there is anything new to relate. A vote of thanks was given to the steward department for a job well done; also to the entire crew for keeping everything under control. Next port: Panama City, Fla.

SPIRIT OF TEXAS (Seahawk Management), December 4—Chairman S. W. Parr, Secretary C. Johnson. Some disputed OT was reported in the deck department and will be taken up with the boarding patrolman. The captain informed the chairman and crew that following the Coast Guard's fireboat drill in Jacksonville, the *Spirit of Texas* will be laid up for approximately 30 days. All members who want to reclaim their jobs should register in Jacksonville. The crew would like to thank the U.S.M.C. Embassy Guard detachment in Conakry, Guinea, for their hospitality while the vessel was docked there in November.

In addition to the minutes published above, the SIU received official ships minutes from the following ships:

BALTIMORE	SEA-LAND ENTERPRISE
DAY RIDGE	SEA-LAND ENTERPRISE
EST. LT. JACK LINDBERG	SEA-LAND ENTERPRISE
GOLDEN HORIZON	SEA-LAND ENTERPRISE
LONG ISLAND	SEA-LAND ENTERPRISE
LIBERTY STAR	SEA-LAND ENTERPRISE
THE HORIZON	SEA-LAND ENTERPRISE
WINDWARD BAY	SEA-LAND ENTERPRISE
OVERSEAS CHICAGO	SEA-LAND QUALITY
OVERSEAS JAPAN	SEA-LAND QUALITY
SEA-LAND ACHERON	SEA-LAND QUALITY
SEA-LAND CHALLENGER	STONHILL JACKSON
SEA-LAND CHALLENGER	STONHILL JACKSON
SEA-LAND DISCOVERY	ULTRAMA

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.

GUS DARNELL (Ocean Ships, Inc.), January 2—Chairman William Lough, Secretary James Price, Educational Director Ross Hardy. No beefs or disputed OT. The *Gus Darnell* will pay off in Bahrain upon arrival. Members were advised not to let their jobs hang on the board just because a ship is not going where they want it to go. "A job is a job, and a paycheck is a paycheck." The importance of contributing to SPAD was also stressed. It was a very good and safe trip to Antarctica and back to Bahrain, "a varied and interesting voyage." In the Persian Gulf "we saw the Bahrain and United States Navy go into action. We don't get a war bonus, but we do get hazardous duty pay. We went all over Southeast Australia. Several of us rented cars and even an airplane. Antarctica was a place we'll never forget. Going through the pack ice was awesome. We got around somewhat, but nobody made it to the South Pole, unfortunately. The trip home was in heavy seas. We lost our foremast in the 'Furious Fifties.' The captain made a video of the trip, and all hands will get a copy of a memorable voyage." The bosun and steward department were given a vote of thanks for jobs well done.

ING LIBRA (Energy Transportation Corp.), January 8—Chairman B. B. Darley, Secretary S. Wagner, Educational Director W. Kimbrough, Deck Delegate George Bruer, En-

LONG LINES (Transoceanic Cable Ships), January 13—Chairman J. Olson, Secretary K. Rosiek, Educational Director Smitko. Some disputed OT was reported in the deck department pertaining to the longshoremen's rate for discharging cable. The ship is scheduled to arrive in Honolulu Jan. 14, and a reduction in crew is expected Jan. 15. There is \$212 in the ship's fund, this after the purchase of four cases of soda for a crew cook-out. The bosun thanked the crew for helping to separate all plastics from garbage—in compliance with new federal regulations. All crewmembers were asked to try and keep their voices down while watching movies so that others can hear. A vote of thanks was given to the steward department for the outstanding holiday meals, as well as the delicious everyday fare. Next port: Honolulu, Hawaii.

OMI CHARGER (OMI Corp.), December 11—Chairman F. R. Schwarz, Secretary Joseph Bennett Jr., Deck Delegate Robert Eugene Allen. No beefs or disputed OT. The vessel is enroute to Houston, Texas. The ship currently has a one-year charter running coastwise. A vote of thanks was extended to the deck department for butterworth during unpleasant weather. The chairman and all the crewmembers join together in wishing a happy new year to all their SIU brothers and sisters. As of Jan. 1/1989, all plastic materials are to be eliminated, and dumping of

1989 UPGRADING COURSE SCHEDULE

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

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	March 20	April 28
First Class Pilot (Organized self study)	Open-ended (Contact Admissions Office for starting date)	"
Radar Refresher/Renewal	"	"
Radar Recertification	"	"
Celestial Navigation	February 29	April 1
Minimum number of students required for Celestial Navigation class to be held is 5.		
Lifeboat	February 6	February 17
	March 6	March 17
LNG—Self Study Safety Course	April 3	April 14
This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)		
Upon completion of course must take four (4) week Sealift Operations & Maint. Course.		

Steward Upgrading Courses

All Steward Upgrading Courses are open-ended. Contact the Admissions Office for starting dates.
All students in the Engine and Steward Departments will have 2 weeks of Sealift Familiarization at the end of their regular course.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	April 17	July 7
Refrigeration Systems, Maint. & Operations	April 3	May 12
Variable Speed DC Drives	April 3	May 12
Welding	May 8	June 6
Diesel Engine Technology	March 6	March 31
Hydraulics	April 4	April 28
Marine Electronics Technician	March 20	May 12
FOWT	February 6	March 17

All students in the Engine and Steward Departments will have 2 weeks of Sealift Familiarization at the end of their regular course.

Adult Education Courses

Course	Check-In Date	Completion Date
The Adult Education Courses for 1989 will be six weeks in length.		
High School Equivalency (GED)	April 3	May 25
Adult Basic Education (ABAE)	April 3	May 25
English as a Second Language (ESL)	April 3	May 25

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

Course	Check-In Date	Completion Date
Developmental Studies (DVS)	April 10	April 14
ABE/ESL Lifeboat Preparation Course	February 13	March 3
	March 13	March 31

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

College Programs

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	March 20	May 12

Recertification Programs

Course	Check-In Date	Completion Date
Bosuns Recertification	March 27	May 8

Do you hold a letter of completion for Lifeboat: Yes No

Firefighting: Yes No CPR: Yes No

Date Available for training: _____

Primary Language Spoken: _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

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

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

- Refrigeration Systems Maintenance & Operation
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Motor Vessel
- Original 3rd/2nd Assistant Engineer Steam or Motor
- Refrigerated Containers—Advanced Maintenance
- Electro-Hydraulic Systems
- Automation
- Hydraulics

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

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

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

- COLLEGE PROGRAM**
- Associates in Arts Degree
 - Certificate Program

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

RETURN COMPLETED APPLICATION TO:
Seafarers Harry Lundeberg Upgrading Center,
Piney Point, MD 20674

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member Lakes Member

Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Veteran of U.S. Armed Forces Yes No

Home Port _____

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

Are you a graduate of the SHLSS Trainee Program:

Yes No

(If yes, fill in below)

Trainee Program: From _____ to _____

Last grade of school completed _____ (dates attended)

Have you attended any SHLSS Upgrading Courses:

Yes No

(if yes, fill in below)

Course(s) Taken _____

U.S.-FLAG AND UNION CREWS MAKE AHC ATTRACTIVE TO AFL-CIO MEMBERS

It's "Union Made" and it's "perfect" in every way. That's the way the AFL-CIO is promoting a special holiday package for union members and their families aboard the *SS Constitution* and the *SS Independence* (American Hawaii Cruise Lines).

The two luxury cruise ships are SIU crewed and are being billed as a good way for American workers to enjoy a first-class holiday at "union privilege reductions" aboard U.S.-flag ships, with U.S. safety standards and all-union crews.

The promotion by the AFL-CIO is a part of its Union Privilege Benefit Program (UPBP), and is aimed at the 13 million

active union members in the United States as well as the 27 million related family members and retired unionists. The SIU worked to arrange inclusion of U.S.-flag, union crew cruise vessels in the UPBP's travel package.

In highlighting the luxury holidays aboard the two SIU-contracted cruise vessels, the promotion program emphasized the professionalism and quality of service that are standard aboard the ships.

This advertisement is currently appearing in union newspapers throughout the country.

UNION MADE! THE PERFECT HAWAIIAN ISLAND CRUISE

from your Union Privilege Travel Service

PERFECT PORTS — Sail to 6 legendary South Pacific Islands — Oahu, Maui, Molokai, Hawaii, Kauai, and Lanai.

PERFECT SIGHTS — See lush tropical forests, towering mountain volcanoes, and beautiful coral reefs.

PERFECT ACCOMMODATIONS — Stay 7 nights aboard the union-staffed *SS Constitution* or the *SS Independence*. U.S. flag luxury ships with U.S. safety standards and a night at a First Class Honolulu hotel.

PERFECT PACKAGING — Complete with waiting staff, salons, night entertainment, disco and more!

AT A PERFECT PRICE FOR UNION MEMBERS — Save from 15% - 20% off retail prices. Also, receive a Union Privilege Travel Bonus of \$50 per person onboard credit. That's a **cash-only gift of \$50** you can apply to almost any shipboard service or purchase.

Union Privilege Travel special price for the Perfect 9-Day Hawaiian Island Vacation starts at **\$1419***

DEPARTURE DATES AND PRICES

DEPARTURE DATE	SHIP	PER PERSON PRICE
May 15	SS Constitution	\$1419
May 22	SS Constitution	\$1419
May 29	SS Constitution	\$1419
June 5	SS Constitution	\$1419
June 12	SS Constitution	\$1419
June 19	SS Constitution	\$1419
June 26	SS Constitution	\$1419
July 3	SS Constitution	\$1419
July 10	SS Constitution	\$1419
July 17	SS Constitution	\$1419
July 24	SS Constitution	\$1419
July 31	SS Constitution	\$1419
Aug 7	SS Constitution	\$1419
Aug 14	SS Constitution	\$1419
Aug 21	SS Constitution	\$1419
Aug 28	SS Constitution	\$1419
Sept 4	SS Constitution	\$1419
Sept 11	SS Constitution	\$1419
Sept 18	SS Constitution	\$1419
Sept 25	SS Constitution	\$1419
Oct 2	SS Constitution	\$1419
Oct 9	SS Constitution	\$1419
Oct 16	SS Constitution	\$1419
Oct 23	SS Constitution	\$1419
Oct 30	SS Constitution	\$1419
Nov 6	SS Constitution	\$1419
Nov 13	SS Constitution	\$1419
Nov 20	SS Constitution	\$1419
Nov 27	SS Constitution	\$1419
Dec 4	SS Constitution	\$1419
Dec 11	SS Constitution	\$1419
Dec 18	SS Constitution	\$1419
Dec 25	SS Constitution	\$1419

CALL 1-800-263-4868 FOR ADDITIONAL DEPARTURE DATES AND PRICES.

RESERVE YOUR PERFECT HAWAIIAN ISLAND CRUISE TODAY. Save your union money on this terrific island voyage. Space is limited, so make your reservation today! Call 1-800-263-4868 for credit card reservation information.

*Price does not include airfare to the ship. Taxes, gratuities, and other charges are extra. See agent for details.

STAMP HONORS A. PHILIP RANDOLPH

The great trade union and civil rights leader, A. Philip Randolph, has been chosen as the twelfth honoree of the United States Postal Service's Black Heritage Series.

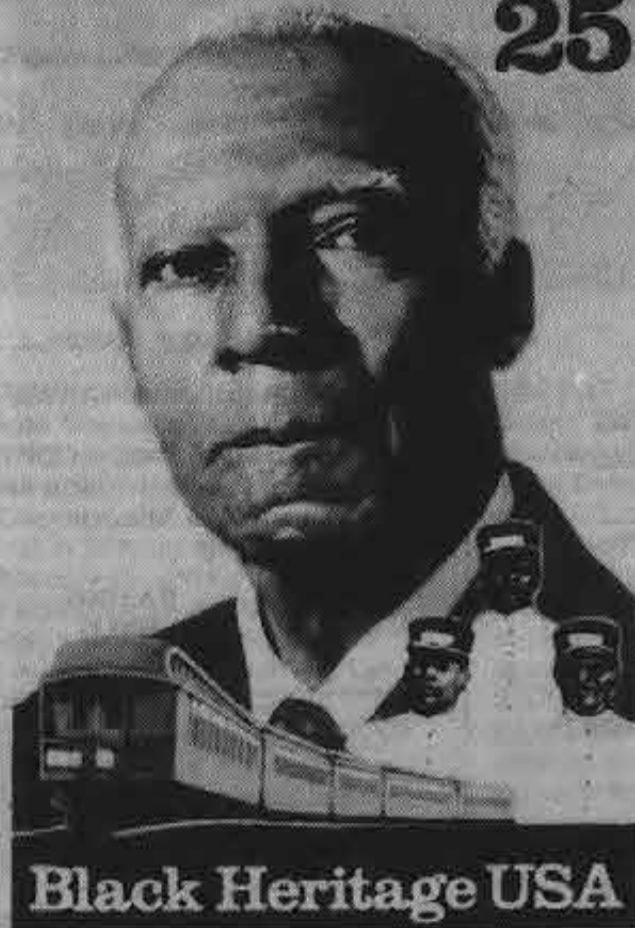
The official First Day of Issue Ceremony will be held in New York on February 3 in celebration of Black History Month. The 25-cent stamp will then go on sale at all U.S. post offices the next day.

As a young man, A. Philip Randolph organized the Brotherhood of Sleeping Car Porters and later became the organization's President. Although Randolph was a Vice-President of the AFL-CIO, his leadership extended beyond the trade union community to the civil rights movement.

As a black American, Randolph dedicated his life to advancing the condition of his people. "I consider the fight for the Negro masses the greatest service I can render to my people and the fight alone is my complete compensation," said Randolph.

Randolph believed the struggle for dignity extended beyond abolishing racial barriers. As organizer of the March on Washington in 1963, Randolph recognized the first step was eliminating laws which segregated blacks from whites on the basis of the color of their skin. But the struggle could not end there. Randolph was convinced that it was not enough to do away with the law preventing a black man from sitting at a restaurant table. Randolph asserted our society should allow the same man the opportunity to earn enough to eat at that table.

A. Philip Randolph
25



Having enough to buy the meal brought white and black working people together. Social injustice was not a racial fight, it was a common cause which united all peoples.

Whether fighting to end racial discrimination or eradicating poverty, Randolph conducted his struggle with dignified militancy. Although Randolph died in 1979 at the age of 90, his legacy lives on in the work of the A. Philip Randolph Institute, an organization of black trade unionists working around the country to increase participation of the black community in the political

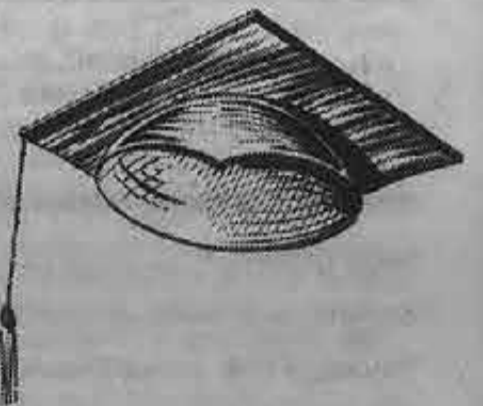
process and in the labor movement.

"Salvation for a race, nation, or class must come from within. Freedom is never granted; it is won. Justice is never given; it is exacted. Freedom and justice must be struggled for by the oppressed of all lands and races, and the struggle must be continuous, for freedom is never a final fact, but a continuing evolving process to higher and higher levels of human, social, economic, political and religious relationships."

—A. Philip Randolph

APPLY NOW

UNION SETS SCHOLARSHIP DEADLINE— APRIL 14, 1989



The submission deadline for the 1989 Charles Logan Scholarships is April 14, 1989. These annual awards consist of seven scholarships.

Four, worth \$10,000 over a four-year period at colleges chosen by the winners, are awarded to dependents of SIU members.

Three scholarships are reserved for SIU members themselves, one four-year college scholarship of \$10,000 and two two-year scholarships of \$5000.

For further information contact your SIU hall or Seafarers Welfare Plan; Charles Logan Scholarship; 5201 Auth Way; Camp Springs, Maryland 20746.